PENN PRODUCES SECOND STAR TO NIP PENTATHLON

John Bartels, Mere Freshman, Steps in to Capture Laurels When Howard Berry Leaves School.

By JACK VEIOCK.

New York, May 25—Pennsylvania's guardianship of the American pentathlon championship is getting to be rather chronic.

With the passing of the great Howard Berry, it was thought the title would be won by some other college, and several western athletes were conceded a good chance in the recent Penn relays. But Penn came to the fore with a new pentathlon star in the person of John Bartels, the big freshman, who carried off the honors in the recent meet at Philadelphia.

So Penn's chances of holding the title for three more years at least, seem very good, for in Bartels, Head Coach Robertson has uncovered a remarkable all-around athlete. Like his predecessor, Howard Berry, this Bartels is no flash at any particular track or field event, but he can perform in all of them with such even consistency that he caused the critics to marvel when they watched him win the championship in Quakertown.

Still Lacks Form.

Bartels was initiated into the class of future stars at Stevens Prep. and while there he specialized in the low hurdles, so Coach Robertson says that if he is to be a star in any particular event the low hurdles will probably be the one.

Like the average newcomer, Bartels lacks form, except that he has action which reminds the critics of Joe Loomis in the sprint events. At tossing the javelin and throwing the weights he appears clumsy, but within another year it is expected that Robertson will have trimmed off the rough edges.

Having enlisted in the Penn engineering corps, Bartels will not be taken away from the Quaker institution by the draft, for he has been designated by the War department as one of the many who will be permitted to finish his course.

MISSOURI FIRST, NEBRASKA SECOND IN TRACK MEET

Columbia, Mo., May 25.—Missouri university won the Missouri Valley track meet here today, making a total of 62 points. Nebraska university finished second, totalling 39 points. The other universities finished in the following order:

Uiversity of Kansas, 10; Washington School of Osteopathy, 10; Iowa State 8 1-3; Drake, 6 1-3; Kansas Agricultural college, 6; Baker, 5; Fairmount, 3 1-3; Westminster, 2.

Sylvester of Missouri university was the highest individual point winner, running up a total of 11. Scholz of Missouri tied with Bohn of the Washington School of Osteopathy, was second with 10. Missouri took six firsts and tied for a seventh. Two broke a world's record. Rice of Kansas and Osborne of Missouri, tied at six feet and one-half inch in the high jump, breaking the world's record of five feet eleven and three-quarters inches; Scholz of Missouri ran the 100-yard dash in the face of a high wind in 9 4-5 seconds, breaking the former record of 10 flat.

Bob Simpson, famous Missouri hurdler, gave an exhibition race in the high hurdles and demonstrated had grenade throwing.

The half mile, quarter mile and two-mile races were exciting and run in good time. Wilborne of Baker ran the 880-yard dash in 1:58:3, which was considered remarkable considering the high wind.

The mile and half mile relays were easily taken by Missouri. Finny of Nebraska was running the high hurdles well until he hutr his leg, making the lows and was forced to quit the race.

Williams Leads Class A Golfers at Field Club

Joe Williams, Joe Fradenburg and W. P. Thomas proved too fast for their opponents in an 18-hole handicap medal play contest, which opened the season at the Field club yesterday.

Williams captured the first class event with the following score, 87-7-80.

Fradenburg captured the second class event with 87-14-73.

Thomas took the class three players into camp with a count of 96-22-74.

Other good scores made were as follows:

FIRST CLASS.

La Douceur	82	Hale	81
Griffey	87	Hughes	81
Swartz	82		

SECOND CLASS.

Wernher	82	Boyer	80
Jeffries	77	Kahn	84
McCoy	81		

College Baseball.

New Haven, Conn., May 25.—Yale defeated the University of Pennsylvania here today, 5 to 0. Score:

		R.	H.	E.
Yale	0 0 0 0 0 3 0 2 *—	5	8	1
Pennsylvania	0 0 0 0 0 0 0 0 0—	0	5	3

Batteries: Talcott and Holmes; Burnhardt and Thayer.

Princeton, N. J., May 25.—The Princeton base ball team won an easy victory over Harvard here today, 16 to 0. Princeton garnered 13 hits off of three Harvard pitchers and 10 errors on the part of the Crimson added to their runs. Score:

		R.	H.	E.
Princeton	1 12 0 0 2 0 1 0 *—	16	13	1
Harvard	0 0 0 0 0 0 0 0 0—	0	4	0

Batteries: Taylor, Trimble and Whitman; Horween, Newton, Johnson and Gammack.

American Association.

	R.	H.	E.
Indianapolis	8	10	5
Milwaukee	5	8	5

Batteries: Northrup and Gossett; Kerr and Murphy.

	R.	H.	E.
Toledo	6	11	5
St. Paul	7	11	2

Batteries: McCall and Kelley; Rook and Glenn. (10 innings).

	R.	H.	E.
Columbus	0	5	1
Minneapolis	4	7	0

Batteries: Park, Brown and Hartley; Hughes and Gray.

	R.	H.	E.
Louisville	4	8	1
Kansas City	9	11	1

Batteries: Beebe, Tyson and Meyers; Hoff, Johnson and Blackburne.

RIVALS LEARN MISKE IS HARD NUT TO CRACK

Fulton and Dempsey Discover to Sorrow That Billy Is One of Toughest Chaps in Game.

By RINGSIDER.

Chicago, May 25.—That this Billy Miske is one of the toughest young men in the boxing game is freely admitted now by those who saw his recent set-to with Jack Dempsey, the Pacific coast slugger. And the fans are now able to understand how Miske was able to stand off Fred Fulton for 10 rounds and get very little the worst of it. Billy has demonstrated that he is just about too much for anybody to put away in the 10-round route.

Dempsey gave the St. Paul man a pretty fair mauling, especially in the seventh, when a beautiful right uppercut fairly lifted Billy off his feet. But right there Miske showed the stuff that men are bred of and sweathered the storm. Dempsey tore in and tried to finish his foe, but Miske blinked mightily and showed his fighting stuff by staving off oblivion before the bell. In the nevt round he had recovered and kept Dempsey at a distance.

Miske is a hard man to hit solidly because he is always flopping with the punch. He didn't box enough with Dempsey, spoiling his best chance by trying constantly to get in close and slug with the man from the Pacific coast. This was exactly playing into Dempsey's hands and he took the play away from Billy.

How much chance Dempsey would have with Fred Fulton is still a question. He did better with Miske than Fulton did against the same man, but this may not mean anything. Miske was unstrung during the first two rounds and it looked like he might collapse through sheer waste of nervous energy, but he steadied himself wonderfully after that and put up a rousing battle, although a losing contest all the way through.

Little Fellows Fight.

If t he little fellows keep up their present rate of activity, the old argument that it takes the big fellows to draw the money at the gate is liable to get a sudden dash of cold water.

It is true that the big fellows usually outdraw the bantams, but when one considers the game carefully, it is discovered that the hefty ones only box now and then. The banties, on the other hand, are continually at it, boxing two or three times a week and taking in the coin at such a rapid rate as to nullify anything the giants do.

The real champion among the little fellows, Pete Herman of New Orleans, has been blocking the game of late, but even his apparent disinclination to do anything in the way of ring work isn't hindering the remainder of the class. Usually when a champion of a class is inactive the whole class suffers. This is hardly true of the 116-118 pounders, who go merrily along as if Pete Herman were not in existence.

Chicago's immediate vicinity has become the stamping ground for a lot of good ones. Joe Burman threatens to become one of the leading stars of the country within a short time. His recent showings have been great and he may soon step out as a real rival for Pal Moore, another Chicago star.

Earl Puryear, formerly of Denver, is also making his home in the Windy City. He is about as fast and as tricky a little fellow as they make 'em. He put up a sensational battle in Memphis recently with Pal Moore, and was so good that a rematch was made at once.

And another good prospect is Mike Dundee of Rock Island, Ill., the Sicilian boy who has done nearly everything asked of him.

Leonard Helps Country.

Benny Leonard, lightweight champion of the world, has the distinction of being about the only active boxer of great prominence who has given up his chances of commercializing his title by accepting a position with the government as a boxing instructor. His services are so highly regarded that he is spoken of by at least three generals at Camp Upton as one of the most valuable men they ever had.

It has been said that a great majority of the boxers who have similiar positions are either well fixed financially or are at the end of their ring careers. But Leonard is making a big sacrifice.

He boxed at two shows on the Pacific coast, the receipts of which went to camp activities funds. He barely got expenses. Leonard has also promised to box in Chicago at a big Elks benefit for one of the camp funds.

If Leonard can get away to do a little training he probably will accept an offer made to him recently to box "Irish Patsy" Cline in New Haven on July 4. Promoter Mulvihill told Billy Gibson, Benny's manager, that he will give Leonard a flat sum of $20,000 for his end, the battle to be 20 rounds to a decision.

Gibson believes that the battle should draw close to $100,000 and bring out the Irish and Hebrew factions. Gibson admits Cline is a hard proposition, but if Leonard gets in proper shape, says he can best him. Gibson said also that since Leonard has been in the service he has had a total of $70,000 offered him for his end in smaller fights. He is one of the most popular fighters who ever stepped into a ring.

Veteran of 17 Years on Turf Wins Kentucky Race

"Big Bill" Knapp, who rode Exterminator to victory in the Kentucky Derby, is $1,000 richer. He was presented with a check for that amount by Willis Sharpe Kilmer, the Binghampton, N. Y., millionaire owner of the horse. Knapp is a veteran of the saddle, having ridden for 17 years.

Mr. Kilmer declared that his success in the first Derby in which his colors were represented, has fired him with the ambition to capture the 1919 classic.

"I'll be back again next year with the best 3-year-olds in my stable and try again for the honor." the New York turfman said.

Ten Years in Harness Fails to Dim Star of the Veteran Harry Hooper

Ability to Hit in the Pinches Makes Californian Valuable Man for Any Club.

Red Sox Outfielder Continues to Play Just as Good Base Ball as When He Broke In.

By GENE BROCKHAVEN.

New York, May 18.—When the curtain drops on the current base ball season, Harry Hooper, right fielder of the Boston Red Sox, will have rounded out ten years' service in the major leagues. Players who have lasted that long in the big show are few, yet Hooper is still one of the mainstays of the Sox outfield and is playing a brand of ball that stamps him as one of the greatest players of the game.

One thing that makes Harry a great player is his ability to hit in a pinch. Fans throughout the country remember his famous one-handed catch that made the world series of 1912 safe for the Red Sox, and his home run drive in 1915 that broke Philadelphia's heart and paved the way to another world's championship.

Many fans and critics figured that Hooper was soon due to start his downward slide to the minors or base ball oblivion, but a glance at his present batting average proves that he is now at his best. Harry has been slamming the ball at a .365 clip, and although this mark is considered higher than the general run of his averages, it goes to show that he is still there.

Is College Player.

Hooper began his base ball career at St. Mary's College in California. His first chance in professional base ball came when he signed with the Oakland club of the Coast league in 1907. The following year he was a member of the Sacramento club of the same league. In 1909 he was signed by the Boston Red Sox, and has played with that team ever since. Hooper throws right handed, but bats left handed. His nine-year record in the majors is shown in the following table:

	A.B.	R.	H.	S.B.	Ave.
1909	255	29	72	15	.282
1910	584	81	156	40	.267
1911	524	93	163	38	.311
1912	590	98	143	29	.242
1913	585	100	169	26	.289
1914	530	85	137	19	.258
1915	560	90	133	22	.235
1916	575	75	156	27	.271
1917	559	89	143	21	.256

HARRY HOOPER

Wielding the Hammer

By FRED S. HUNTER.

THE history of Wladek Zbyszko, the vowel-less wonder, which you may read in another column, is interesting if true. It also is exhaustive to a certain point. Then is becomes a bum biography. It neglects the most important item. It fails to tell whether Zibby has any money left or whether Jack Curley got it all.

The Simon Purse.

IT HAS been suggested that golfers who play for prizes of war savings stamps jeopardize their amateur standing by so doing. Get out the tear receptacles and weep to your heart's content. An amateur golfer and his amateur standing—oh, boy! He plays 18 holes for a dozen balls or so or a case of Bevo or he whispers something about 10 bucks in his rival's ear and the rival nods. And yet if he plays for a war savings stamp he jeopardizes his amateur standing. Dr. Clapp, please write.

Wherein Pa Hedges.

A SHORT time ago Bobby Quinn of the St. Louis Browns tipped Pa Rourke off that "Mysterious Fred" Walker was a free agent and could be signed. Pa slanted a cagey look over his crew of athletes, mumbled something about "Hanscom park being full of 'em," and thanked Bobby for his information. "Mysterious Fred" is now cutting his capers in New York state.

The National Game.

BASE BALL is the great American game. We find, for instance, Hans Wagner, Heine Zimmerman, Hiene Groh, Fred Luderus, Charley Hollocher, Larry Lajoie, Ed Konetchy, Lew McCarty, Gonzales and Meusel, Ping Bodie, Eddie Cicotte and Phil Cooney, alias Cohenstein. The only American left in the big show since Bender and Meyers made their exit is Tincup and he's wobbly.

Extending the Field.

PROVOST MARSHAL CROWDER says professional base ball players, jockeys and golfers will be required to enter the field of industry in some "useful occupation" or go to war under the new "work or fight" regulations. We have a picture of about 900 boxers and wrestlers with attentive ears to the ground waiting in anxious expectancy for the provost marshal to utter the fatal word. Jack Curley, however, will not need to worry.

MODERN MANIFOLD IS MUCH DISCUSSED BY ENGINEERS

Low Grade Fuel Has Made Necessary Many Radical Departures From Old Design.

Not least among the factors that contribute to the relative efficiency of the modern motor car as compared with its predecessors of a few years ago, is the present day design of manifolds. The efficiency of the manifold has much to do with carburetion efficiency, and this in turn largely determines the power, economy, etc., of the engine. No other part of the internal combustion engine has undergone quite such revolutionary changes within the last few years as the manifolds, especially the inlet.

Two considerations have forced manifold design on the attention of the engineers. One has been the insistent demand of the motoring public, ever since there has been such a thing, for economy of operation as regards fuel and secondly the declining quality of the gasoline that we have been getting.

In the days when we got highly volatile fuel that exploded without encouragement of any kind, we could afford to use long exposed manifolds, because the snappy gas of that time had little tendency to condense on its way to the cylinders. The long manifolds of yesterday had certain merits, principally their lack of sharp curves which would interrupt the flow of gas. But their length and exposed position would make them impossible with present day grades of fuel.

Perhaps the average car owner does not know, or rather does not stop to think, just what process the fuel goes through before it reaches the combustion chamber. The fuel flows from the gasoline tank through a pipe into the carbureter, either directly or via a vacuum tank. The fuel enters the float bowl of the carbureter, where it is passed through a very small opening. The partial vacuum that is created in the cylinders by the movement of the piston, lifts the fuel into the combustion chamber. Now if the fuel is very light and highly explosive, it flows into the combustion chamber without trouble. But when it is heavy, it does not flow readily, its rate of flow decreasing as its weight increases. Everything knows that cold tends to thicken oil of any kind, gasoline as well as others. A fairly good grade of fuel may leave the carbureter pretty well volatilized, but striking a cold surface, as the metal of an exposed manifold, it will condense on the walls and relatively little of it will reach the combustion chamber. This is the problem our engineers have endeavored to solve.

One of the first methods of improving the manifold was that of putting a jacket around the intake section at some position near the cylinders and passing either heated gases or hot water around the manifold. Another method was tried a little later of bolting the carbureter directly to the cylinder block, so that the heated gas passage in the casting would supply heat enough to vaporize the fuel. This latter method is used to a great extent now.

One school of designers tried the experiment of heating fuel before it reached the carbureter. Still another group favored the idea of heating the gasoline right in the carbureter. Both these methods had certain disadvantages, from the fact that if fuel is heated before it gets to the carbureter or even in that instrument, it still has an excellent chance of condensing again on its way from the carbureter to the combusion chamber, unless additional means of keeping it warmed is provided. If this latter is done why not perform the whole operation after the gasoline has left the carbureter?

In a number of recent designs the inlet and exhaust manifolds have been placed in close juxtaposition, with the intention of having the heated gases in the latter impart enough warmth to the former to keep the fuel thoroughly vaporized. In similar designs the inlet manifold is made to pass through the exhaust outlet at a single point. While these designs seem to give satisfaction, probably the most efficient method of handling the problem is found in the idea of incorporating the inlet manifold within the cylinder block, where it is practically surrounded by a hot volume and is close to parts that ordinarily run hot.

Another idea that contributes to efficient carburetion is found in the fitting of the air pipe leading to the exhaust pipe with a movable shutter, whereby after the engine is hot, the shutter may be opened to admit cold air, so as to obtain exactly the right condition for maximum fuel efficiency.

Last year there was a violent irruption of manifolds commonly called "hot spots." The name was accurately descriptive, for it simply means a spot in the inlet manifold maintained at a high temperature so that the gas in passing over it is warmed and made highly volatile. It is a peculiar fact that vaporized fuel does not take the same course as liquid fuel. Gas or vaporized fuel, because of its higher kinetic values tends to travel in a straight line until it strikes some obstruction. If this obstacle is part of the inlet system the liquid particles remaining in the fuel will be vaporized without affecting the mixture by unduly expanding it. Which brings us to consideration of another phase of the matter. But before we leave the "hot spot," let us point out that common idea that this feature helps in starting the cold motor is totally erroneous. The hot spot does not get hot until the engine has been running for some time.

It is a curious idiosyncrasy of gasoline fuel, that while it is more efficient if it is warmed, the heat applied to it must not be too high. If the heat applied is too great it reduces the volumetric efficiency of the engine, for the simple reason that heated air takes up less space than the cold. If the fuel is properly vaporized and is then mixed with cold air, a fuel mixture of maximum efficiency will be secured. This is why a shutter permitting the admission of cold air after the engine is running helps carburetion.

With our present grades of fuel, there is not much danger that too high a degree of heat will be reached. Especially is this so in cold weather. mittee on public information, Washington, D. C.)

O'Toole and Kelley; Battery Mates Once More, Work for Omaha Today

"Ladies and gentlemen—the batteries for today's game will be O'Toole and Kelley."

O'Toole and Kelley—less than a decade ago an expression heard upon the lips of every base ball fan from New York to Frisco, from Seattle to Jacksonville. A household word. Father and mother, grandfather and grandmother, brother and sister, and all the cousins and aunts and uncles and the little Willies—they all knew O'Toole and Kelley.

The $22,500 beauties. That was the price Barney Dreyfuss of the Pittsburgh Pirates paid the St. Paul American Association club for this battery. The highest price of all times, it was then.

Columns were printed in the newspapers. More photographs were printed than a moving picture artist gets today. The price paid was so large that skeptics were many. They sneered at the sum. "Utterly ridiculous," they scoffed. Facsimiles of the check were published to prove that the $22,500 was actually paid.

This afternoon at Rourke park, O'Toole and Kelley, that famous battery, will appear for the Omaha club. It will be their first appearance as a battery since they were in Pittsburgh years ago. They're back together again. But no longer prize pippins in the big show. Time has got in its deadly work. They're back together again—but it's out here in the bush, in Omaha, and they'll work together again today for the first time in more than eight years.

Sadler, Liggett and Rhoades Win at Happy

C. C. Sadler, Guy Liggett and W. G. Rhoades were winners in an 18-hole handicap medal play match at the Happy Hollow club yesterday.

Sadler won the Class A prize, Liggett, Class B, and Rhoades Class C. Scores were as follows:

CLASS A.
C. C. Sadler, 87-10-77.
Bryce Crawford, 86-5-81.
James Burness, 92-9-83.

CLASS B.
Guy Liggett, 93-15-78.
George Amos, 94-14-80.
Ray Wagner, 96-16-80.

CLASS C.
W. G. Rhoades, 96-18-78.
W. L. Carey, 100-20-80.
E. E. Kimberly, 100-18-82.

Decoration day a patriotic contest with an American flag donated by Al C. Scott as a prize will be staged at Happy Hollow.

St. Paul Loses Only Port Hurler on Club to Army

Loss of Dick Niehaus, the only southpaw on the twirling staff of the St. Paul American association base ball club, has been a sharp blow to Manager Kelley. Niehaus was drafted and sent to Fort Zachary Taylor.

Kelley has some consolation, however, in the fact that nearly every other man on the team is married or in a deferred classification. Herndon and Glenn are not married and its is expected that the latter soon will be ordered to camp.

SERVICE TEAM WOULD BE STAR IN BIG LEAGUE

Nine Composed of Players Now in Army and Navy Would Give Any Major Manager Joy.

By JACK VEIOCK.

New York, May 25.—A team made up of players now in the army and navy would make a strong bid for the pennant in either maior league.

Take one of the present-day ball clubs away from a big league manager and give him the privilege of picking a team from among the players serving the colors—do you think he'd let out a yelp Perhaps he would, but it would certainly be a yelp of delight, for certainly there is a world of base ball class wearing the khaki and the blue.

Starting off with the pitchers, the name of Grover Alexander comes first to mind. With the great Alex as a foundation, what a staff could be built with Bob Shawkey, Ray Fisher, Sherrod Smith, Ernie Shore, Eppa Rixey, Jim Scott, Herb Pennock, Howard Ehmke and Jeff Pfeffer, who is listed in the naval reserves. The second assistant secretary of most major league clubs could handle a staff like this successfully.

Then there is Hank Gowdy as a first string catcher; Ed Sweeney and Rico, formerly of the Braves, to string along with him, while Chet Thomas, who refused to report to the Athletics, might be figured. These backstops ought to be able to hold their own.

Some Infield.

The infield material in the service includes such players as Del Gainor, Louis Guisto, Jack Barry, Rabbit Maranville, Harold Janvrin, Joe Leonard, Johnny Kelleher, Witt, Bates and a number of others.

Outfielders wearing the uniform of patriotism are Duffy Lewis, Sam Rice, Elmer Smith, Charley Shorten, Yale Sloan, "Baby Doll" Jacobson.

Think the average manager would be delighted to grab such an array of talent? Well, rather. And the manager who couldn't take a squad of players like this and keep his team up there fighting would have a tin medal coming to him.

Kick on Golf Balls.

Leading golf critics have come out against the high-speed golf balls that have been introduced by several manufacturers lately. They point out that the long drivers—the hard-hitting golfers—can drive the high-tension ball out of sight now, and that if more resiency is added they will soon be putting a 75-mile cannon to shame.

Omaha Gun Club Shooters To Battle Fremont Cracks

Omaha gun club shooters journey to Fremont Sunday to clash with the Fremont Gun club for the Rees state team championship trophy, now held by the Fremonters.

The Omaha marksmen will meet at 7:30 Sunday morning at Barnes' pharmacy, Fortieth and Dodge streets, to go to Fremont by auto in a bunch.

The Omaha club once held the Rees trophy and is determined to win it again. It is a challenge trophy and stipulations call for a 100-target race. Henry McDonald, Ray Kingsley, George Redick, Frank Ellison and John Regan are the five "aces" of the Omaha Gun club team upon whom the local marksmen rest their hopes.

UNSTORED FURS ARE IN DANGER

Owners of Valuable Pieces Should Realize That It Is High Time To Protect Precious Fur Creations Over The Summer.

Dresher Brothers Have Inimitable Facilities For Not Only Storing, But Cleaning And Repairing Furs.

You wouldn't take a one hundred dollar bill and toss it to the four winds, would you?

No sir! You would vote such an act the height of folly—in fact you would sort of inquire into the mental condition of the person doing it.

Yet, there are hundreds of Omahans who possess valuable pieces of fur, and who are reckless enough to leave these pieces lying about the house, even though the hot season is on, with its accompanying terror in the shape of MOTHS. Moths with sharp teeth, fangs, or whatever it is that puts holes into garments, into furs particularly.

Now then, if you don't want to see a nice big gob of hair eaten off your choicest furs, see that you send them to the immense Concrete and Steel Fur Storage Vaults of Dresher Brothers immediately. These storage vaults are located on the roof of the immense Dresher plant at 2211-2217 Farnam street and your furs once there are absolutely safe-insured against Moths, Fire, Damage or Burglary.

Dreshers' Furriers can effect any fur repair you wish, as well, and, your furs should at least be cleaned thoroughly before being placed away for the summer.

Phone Tyler 345 and learn more of Dreshers' Fur Storage capabilities. Leave your furs at the plant, at Dresher The Tailors, 1515 Farnam street, or at one of the Dresher Branches in the Burgess-Nash or Brandeis Stores. (Best way would be to phone Tyler 345 and have a man come out from the plant.)

Dreshers pay express or parcel post charges one way on any sized out-of-town shipments.

PRINCETON WINS EIGHT-OAR RACE IN GAME FINISH

Dashes to Front After Taking Cornell's Wash Mile and Half; Yale Varsity Crew Defeats Harvard.

Princeton, N. J., May 25.—Princeton's 'varsity eight-oared shell crew took the wash of the Cornell shell for a mile and a half in their dual race over the mile and seven eigths course on Carnegie lake today and then nosed out the Ithacans with a display of gameness that seldom has been witnessed here. The time was nine minutes 61 seconds. Cornell finished about one third of a length behind in 9.52 1-5.

Prior to the varsity event the Cornell freshman eight completely outrowed the Princetown first year men over the same course, crossing the line four lengths ahead.

Yale And Horvard Divide Honors.

Cambrige, Mass., May 25.—Yale and Harvard divided honors in their preliminary regatta on the Charles river today. Harvard's freshman, conquerors of the Princeton first year men, led the Yale freshman crew all the way over the mile and seven eighths course, winning by a length and a half. Harvard was timed at ten minutes, seven seconds and Yale at ten minutes, fifteen seconds.

The contest between the second varsity eigths was a gruelling fight to the drop of the flag, the heavier Yale crew having the atamina to lift their shell across the line in the lead by half a length.

The Reason Why

The motor vehicle buying public is looking with greater favor on the **Harley-Davidson** motorcycle today than ever before is

Quality

A detailed comparison between the design of a **Harley-Davidson** motorcycle and any motor vehicle manufactured today will reveal startling facts. And the more you know about motor vehicles the more you will be surprised. That is why automobile mechanics as well as many experienced automobile owners prefer to invest their money in a **Harley-Davidson** rather than in any other motor vehicle. They find the design of the wonderful **Harley-Davidson** machine permits that which is impossible in any other motor vehicle regardless of price. In the **Harley-Davidson** they find expensive roller barings on the crank shaft, roller bearings on the drive shft, roller bearings in the three-speed transmission. They find a perfect designed three-speed transmission that permits you to shift from "high" into "low" at ffity files per hour, which is impossible with any automobile regardless of price. They find they can get as much as 100 miles to a gallon of gasoline. They find, as Uncle Sam did, that it costs about one-tenth as much to run a **Harley-Davidson** motorcycle as any automobile, and last but not least, the **Harley-Davidson** affords that satisfaction in knowing that you possess a vehicle that is **unsurpassed for quality.**

Our large purchases made far in advance permits us to still make

IMMEDIATE DELIVERIES

Come in or ask to have a salesman call and give you a demonstration.

Victor H. Roos

"The Cycle Man"
2701-03 Leavenworth Street

The **Harley-Davidson** Bicycle is of the same **standard of quality** as its big brother, the **Harley-Davidson Motorcycle.**