

### 13,000 TO SEE FIGHT FOR BELT

[Continued From First Page.]

won the title from Jack Johnson at Havana last April and is the first Willard has fought since that historic battle.

#### Moran Is Confident

No matter which way the battle goes, Willard will receive \$47,500 and Moran \$23,750. Moran to-day appears as confident as ever that he will be able to land the blow that will give him the title by a knockout. He predicted that he "would get over the finishing punch in the seventh or eighth round."

Willard is equally certain of clinching his grip on the championship. He declared that if Moran fights the aggressive battle which the Pittsburgh man is said to have planned, the champion would end the bout with the knockout. No matter what Moran's tactics, Willard expressed confidence of victory.

The big bout is to start at 9.30 o'clock if the program is carried out. Several preliminary bouts of other boxers will precede it.

#### All Seats Sold

The sound of carpenters' saw and hammer to-day filled the big arena where the bout is to be staged, as a new structure of boxes and seats was hurriedly erected. It was promised that all would be in readiness this afternoon. Every seat in the building has long been sold and would-be spectators, many from distant cities, arriving late, are clamoring in vain for tickets.

#### Managers Gave Warning

Managers gave warning to-day that counterfeit tickets supposed to be redeemable at the Garden for admission tickets have been sold in Boston, Philadelphia and Connecticut cities. They said no such tickets had been issued by the management and that they would not be honored.

#### Spent Quiet Day

Their training completed and both men asserting they are fit and ready, the principals spent a quiet day in preparation for the bout. Willard planned to pass the time in company with his manager, Tom Jones and his trainer. Talk of the fight was barred as Willard said he had made all his preparations, both mentally and physically. A walk through Central Park in the morning and an automobile ride in the afternoon continued his outdoor program. He is keyed up for the fight but shows no signs of restlessness or of impatience to have it finished. After a light dinner early this evening, the champion intends to go down to the Garden about 8 o'clock. He expects to weigh in at about 250.

#### Moran Taking Nap

Moran planned a walk early to-day and a good sleep this afternoon. Everything possible was done by his friends to keep his mind off the fight as he has been impatient about it for several days. Moran and his handlers will leave the roadhouse in West Chester at 7.30 to-night and go to the Garden by automobile.

#### Willard Said

"It is hard for me to say how I will win. That will be the victor is the most positive statement I can make. Whether it will be a knockout or by popular decision remains in doubt. If I can win by one punch I will. If this bout were scheduled to go to a finish, I would not hesitate to say that Moran would be knocked out. As it is only for ten rounds, it would be ridiculous to make such a declaration.

"I am going to win as quickly and decisively as I can. I feel as well as I have ever felt before any fight in my career. If not better, I am not worrying. If Moran starts to rush the battle I am satisfied I will knock him out."

Moran said: "Do not be surprised to see the finish of this fight come in the seventh or eighth round. Then you will see Willard drop. Before the Havana fight Willard was nothing to be afraid of, and I don't think he is now. I feel confident that I can take Willard's punishment. There was never a big fellow like him who did not have a weak spot somewhere. I can take all that he has. I have confidence in my own hitting power to bring him down."

There has been little betting on the result and most of it has been upon the ability of one or the other to land a knockout blow. The opinions of the best known fight men of the past, differ so widely as to afford no consensus. As a spectacle the throng that gathers at the ringside to-night promises to be one to be remembered. Among the boxholders are men well-known in the financial and social world, familiar figures of the stage or in professional life.

A notable feature will be the presence of from 1,000 to 2,000 women.

## How Willard and Moran Compare In Physical Measurements

Willard	Moran
29 years	29 years
245 pounds	205 pounds
6 ft. 8 in.	6 ft. 1 in.
82 1/2 inches	77 1/2 inches
17 1/2 inches	19 inches
39 inches	43 1/2 inches
44 1/2 inches	47 1/2 inches
37 inches	36 inches
25 1/2 inches	25 1/2 inches
17 1/2 inches	15 1/2 inches
9 1/2 inches	9 1/2 inches
15 1/2 inches	15 1/2 inches
8 1/2 inches	7 1/2 inches
8 1/2 inches	7 inches

### LONG WHEELBASE AND FLEXIBILITY

These Are Essential to Easy Riding Says Pathfinder Official

The Pathfinder twelve-cylinder motor, if correctly built, is so far ahead of any other that there is absolutely no comparison in actual demonstration. It has more power in proportion to its bore and stroke. It requires less fuel in proportion to the piston displacement for the very simple reason that it is an ounce of its fuel is expended for generating the necessary momentum to carry over the lapses between cylinder explosions—of course in the multiple cylinder motor there are no lapses, the power flow being continuous and uninterrupted.

"The Pathfinder Company, which is now well into production on Pathfinder The Great, the twelve with the overhead valves, is enjoying the best year in its history," said Mr. Stalnaker at the special display room of



"I take it," says W. E. Stalnaker, general sales manager of the Pathfinder Company of Indianapolis, "that the impression was at one time beginning to gain prominence that the so-called small car was making fast inroads into the field of the big, luxurious transcendent type of touring car."

"Nothing could be farther from the real facts. There is absolutely no substitute for wheelbase when it comes to obtaining the important element of comfort in a motorcar."

"The little car is alright for strictly town use. It will answer for rural use where the object to be attained is purely service. But where the motorist appreciates and demands a little comfort along with his service, there is no alternative—he must have a reasonable amount of wheelbase."

"And along with wheelbase he must have motor flexibility, if he is to know the acme of motorcar luxury. This means that he should go in for the multiple cylinder type of car, and even at that he should be very careful to see that his multiple cylinder motor is of the corrected and accepted type."

"A multiple cylinder motor, if correctly built, is so far ahead of any other that there is absolutely no comparison in actual demonstration. It has more power in proportion to its bore and stroke. It requires less fuel in proportion to the piston displacement for the very simple reason that it is an ounce of its fuel is expended for generating the necessary momentum to carry over the lapses between cylinder explosions—of course in the multiple cylinder motor there are no lapses, the power flow being continuous and uninterrupted."

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## FLUSH KIDNEYS WITH SALTS IF BACK IS ACHING

Noted authority says we eat too much meat which clogs Kidneys.

Take glass of Salts when Kidneys hurt or Bladder bothers you.

No man or woman who eats meat regularly can make a mistake by flushing the kidneys occasionally, says a well-known authority. Meat forms uric acid which excites the kidneys, they become overworked from the strain, get sluggish and fail to filter the waste and poisons from the blood, then we get sick. Nearly all rheumatism, headaches, liver troubles, nervousness, dizziness, sleeplessness and urinary disorders come from sluggish kidneys.

The moment you feel a dull ache in the kidneys or your back hurts or if the urine is cloudy, offensive, full of sediment, irregular of passage or attended by a sensation of scalding, stop eating meat and get about four ounces of Jad Salts from any pharmacy; take a tablespoonful in a glass of water before breakfast and in a few days your kidneys will act fine. This famous salt is made from the acid of grapes and lemon juice, combined with lithia and has been used for generations to flush and stimulate the kidneys, also to neutralize the acids in urine so it no longer causes irritation, thus ending bladder weakness.

Jad Salts is inexpensive and cannot injure; makes a delightful effervescent lithia-water drink which everyone should take now and then to keep the kidneys clean and active and the blood pure, thereby avoiding serious kidney complications.—Advertisement.

**Boxing—Management of Keystone Sporting Club Orpheum Theater, Wednesday Night, March 29, 1916**

**Wind-up—LEO HOUGH, Lancaster**  
**JACK RECK, U. S. Marine Corps**

Semi—**JULE RITCHEY, Lancaster, vs. TERRY HOWELL, Camden, N. J.**  
 Preliminaries—**WILL GREEN, Harrisburg, vs. EDDIE SULLIVAN, Philadelphia; KID SMITH, Columbia, vs. KID WEST, Philadelphia.**  
 An extra bout will be added later. Lew GIMON, Philadelphia, will referee.

Prices 25c, 50c, 75c, \$1.00; Ringside, \$1.50  
 SEATS ON SALE MARCH 27TH

the Pathfinder Motor Sales Company, 110 North Second street.

A twin six motor of unusual design is used by the Pathfinder Company in their latest model, "Pathfinder the Great." Around this multiple cylinder motor every unit and working part has been carefully designed and tested, over a protracted period until the Pathfinder Company is willing to accept the judgment of the American public in its latest effort. Its speed range in high is capable of doing 70 miles an hour and throttle down to two at will. Because of this speed flexibility it would be entirely possible for the ordinary driver to go from New York to San Francisco in high gear, if he cared to devote himself to such an unusual undertaking. Even on hills "Pathfinder the Great," it is said, has time and again succeeded in accelerating in high after starting from a dead stop.

There has been a great deal of misunderstanding so far as the term "multiple cylinder" is concerned. Every one knows that so far as mere utility goes, a four-cylinder car will do the work, but there is more to motoring than mere utility. The Pathfinder Company has long realized that the multiple cylinder type of motor represents the only possible solution to the vibration problem. That is made by the "lapse" or explosion points of the lesser cylinder type motor, and has been experimenting on this subject on constructive lines for a number of years. These experiments led to the adoption of the Pathfinder twin six motor, as superior to an eight.

The Pathfinder twelve-cylinder motor, by employing valves in-head construction does away with the drawbacks charged against the "V" type motor with "L" head construction. In the "V" head, valves must be placed either inside the "V" or outside. The entrance to the angle of the "V" is obstructed by placing valves inside, making adjustment of carburetor, valve tappets, etc., extremely difficult and unhandy. By placing the valves outside the "V" the motor requires increased hood room without increased power or efficiency.

The cylinders of the Pathfinder twelve are cast in blocks of three, with motor head, intake manifold, and water outlet integral for each set of six. Block castings maintain a more perfect bearing alignment due to increased rigidity of the crankcase. To permit connecting rod bearings to be side by side on the same crankshaft pin, the right set of cylinders sit 1 1/4 inches forward of the left. The stroke is 2 1/2 inches with 5-inch bore.

The twelve cylinder ignition problem is solved by the Pathfinder ignition system giving extreme simplicity, eliminating the vibrator and assuring constant supply of current. The current for ignition is supplied by the motor generator with a strong battery floating in line. A single ignition timer and distributor unit contains a separate circuit breaker and distributor for each set of six cylinders. These are operated from a single crankshaft speed from the camshaft, resulting in perfect synchronization. A centrifugal governor in the base of the timer housing automatically regulates the spark advance for normal running. A hand advance is supplementary for extreme conditions.

"Pathfinder the Great" has a virtue which is demonstrated to a remarkable degree, namely, its wonderful smoothness. Its power is generated with such oily regularity that there is no suddenness in its action, in face of the fact that it is by actual demonstrations one of the fastest accelerating cars built. Its balance has been perfected so that even at 70 miles an hour, not a passenger has any sensation of extreme speed.

**MAY EXTEND TROLLEY LINE**  
 Lewistown, Pa., March 25.—There are good prospects of an extension of the Lewistown and Reedsville Street Railway line over the Seven Mountains to State College. This line was established about sixteen years ago and runs from Lewistown Junction to Reedsville, a distance of about seven miles. The distance from Lewistown to State College is about thirty-five miles.

**NEARLY 50,000 WOMEN IN BRITAIN WIDOWED BY WAR**  
 London, March 25.—The number of widows of British soldiers who have thus far been reported to the army council is 41,500. There are about 8,000 widows of sailors.

**Carlisle Wants Place on William Penn Highway**

Special to the Telegraph  
 Carlisle, Pa., March 25.—Carlisle may make a bid for a place on the proposed William Penn Highway on the ground that the earliest travel routes to the West lead through this section. Historical authorities here have discovered that at the May Quarter Sessions Court in Lancaster in 1748 an order was issued projecting a road from the Susquehanna into the interior through the Cumberland Valley.

In 1757 a weekly post was established between Philadelphia and Carlisle and Congress by a resolution passed on May 20, 1788 established a postal route by Philadelphia to Pittsburgh by way of Lancaster, York, Carlisle, Chambersburg and Bedford.

**ADDRESS ON TEMPERANCE**  
 New Cumberland, Pa., March 25.—Harry M. Chalfant, editor of the American Issue, of Philadelphia, will deliver an address on the subject "Temperance" at Trinity United Brethren Church to-morrow evening at 7 o'clock.

**Fire Accident**  
**J. HARRY STROUP Insurance**  
 1617 N. SECOND STREET  
 Automobile Surety Bonds

**Dauphin Conclave Grows; Paid \$135,000 Benefits**

Dauphin Conclave, No. 96, Improved Order of Heptasophs, held a social in their hall, 321 Market street. L. O. Phillips, treasurer of the conclave, was one of the principal speakers and said in part: "Dauphin Conclave has many of Harrisburg's prominent citizens enrolled as members since its organization in 1885. It has paid 55 beneficiaries a total amount of \$135,000 as benefits. If the same interest is

**HEADQUARTERS FOR SHIRTS SIDES & SIDES**

**LITTLE ROADSTER**

Perfect running condition, tires good, one extra; body, top and windshield almost new. Ideal car for physician, salesman or for ladies' use. Cost \$750.00, will take \$275.00.

OPEN EVENINGS  
**The Overland Harrisburg Co.**  
 212 NORTH SECOND STREET

**Peerless 8 Demonstrator Now Here**

That 7-passenger, 8-cylinder Peerless about which you've heard so much favorable comment, both during the show and since, is now here for demonstration.

Call us by phone—arrange for a whiz through the city's crowded traffic; out into the open country; up steepest hills; through valleys, and always on high. Note the elimination of gear shifting; the easy riding; the total absence from shocks and jars; the luxurious comfort of large roomy seats.

**SOME OF ITS CHARACTERISTICS**

3 1/4-inch bore, 5-inch stroke. Weight, 3500 lbs.  
 33 S-10 H. P. rated, 80 actual. Gray & Davis Electric Lights and Starter.  
 125-inch wheelbase. Peerless platform, spring suspension.

Price, \$1,890, f. o. b., Cleveland, Ohio.

**Keystone Motor Car Co.**  
 1019-25 Market Street  
 C. H. BARNER, Manager. Both Phones