

### SURE PISA'S LEANING TOWER IS IN NO PERIL

Prof. Goodyear Says People Simply Believe That It Ought to Fall.

### ARCHITECTS HAD MOTIVE?

Brooklyn Curator Believes Commissioners Inspired Reports to Keep Jobs.

Recent reports that the famous leaning tower of Pisa is in danger and that preventive measures must be hastened if the tower is to be saved are not taken very seriously by William H. Goodyear, curator of the department of fine arts at the Brooklyn Institute, whose studies of the tower have made him one of the first authorities on that interesting building. Prof. Goodyear says that because the tower leans there is a popular disposition to believe that it ought to fall, and that for this reason reports that it is in danger gain easy credence. He suggests that the reports may have their source in the architects of the commission which has charge of the safety of the tower and who may wish to promote a lucrative job in a provincial town where little comes in the way of the local architect.



LEANING TOWER OF PISA.

is from "the presence of currents of fresh water athwart the base of the tower. Discussing this report yesterday Prof. Goodyear said:

"As regards the recently reported presence of currents of water, it is rather surprising that they should have become so prominent after the commission which is supposed to be caring for the safety of the tower had been at work since 1910.

In the early part of 1910 water was flowing up into the well-shaped depression in which the tower stands. This appearance was undoubtedly alarming, but as time went on nothing seemed to happen in consequence. The commission itself never seemed to be very anxious about the water. It made four borings at long distances from the tower and let the matter rest there. It may be a fact that strong currents of water have recently and suddenly appeared, but it is also a fact that all authoritative reports relating to the tower in recent months have been most reassuring.

"On the other hand, a number of reports have come out which do not appear to have any real authority behind them. In fact, as we read this particular report more closely it says that the tower is not in immediate danger, but that preventive measures must be hastened if another catastrophe such as that of the Campanile at Venice is to be averted. It is well known that nothing was the matter with the foundations of the Campanile. Its fall was due to wholly different causes.

"It seems most likely that these reports are indirectly launched in order to alarm the public and through them the Italian Government, indirectly launched by architects of the commission, architects of a provincial town where there is very little to do and where, consciously or unconsciously, the anxiety to promote a lucrative job is not wholly improvable.

"Prof. Goodyear is strong in the belief that the tower leans not by accident, but by design. He has made exhaustive measurements and calculations in proof of his theory, an extended account of which is printed in the January Bulletin of the Brooklyn Institute. He points out that Robaut de Fleury, who made measurements in 1859, and his followers have interpreted the measurements made then to the effect that the tower began to settle immediately after the first story was built and continued to do so during the 17th century, building to the amount of seventy centimeters and that it settled eighty centimeters very soon after the tower was finished and never moved again up to the beginning of the nineteenth century.

"Very few people who believe that the tower is an accident," said Prof. Goodyear, "are aware that they are obliged to believe that these risks were taken by the Pisan builders. When we consider the alarm that is justly caused by a very few inches of movement in any building it appears most improbable that the ecclesiastical and municipal authorities of Pisa would have taken the risk of continuing to build in one direction during so long a period. From the point of view that a settlement was actually taking place it would have been incredible that it would not continue. In other words, vast sums of money were being put into an impossible enterprise.

"The more probable theory therefore appears to be that there was no risk whatever and that the tower was started with a bend to the perpendicular to slightly correct an intentional lean.

"The theory that the tower was intentionally built to lean is backed up by the series of measurements taken in the spiral stairway by Prof. Goodwin in 1910, concerning the recent records of the leanings to the tower Prof. Goodyear says:

"There had been undoubtedly a movement during the nineteenth century, probably due to the earthquake in 1804. This was a change of inclination which happened in a few seconds, and otherwise there has been no progressive movement whatever.

Justice William H. Taft Reserves Decision.

REVEREND I. J. May 7. The final hearing in the suit of Charles Rogers, a Wading River hotel keeper, against the Bank of Central Manhattan to recover \$2,250 which the bank is charged to have accounted for because of the failure of the maker of a check to pay it after Rogers had endorsed it, took place in the Federal court of Justice William H. Taft yesterday afternoon. Justice Taft reserved decision.

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**SMALL SCANDAL OVER SANTA MONICA RACE**  
**Chassis With Different Make of Engine Starts, Despite A. A. A. Order.**

**BAD GOING TO NEWARK**  
**Roads in Particularly Poor Condition—Cutting Off Muffler Involuntarily.**

The contest board of the American Automobile Association is investigating a situation arising out of the races at Santa Monica last Saturday that seems to promise trouble for several persons. The referee of the meeting, the promoter appearing asked why they let two cars start in one of the classes after orders had been issued by the chairman, William Schimpf, that the cars had been wrongfully entered and should not start.

When the entries were telegraphed east some days before the race meet the two cars entered under a certain trade name were included. These cars, with the regular engines in, do not come up to the minimum of piston displacement for the class. This made them ineligible and the contest board advised changing the designated limits for the race so it would read "no and so many cubic inches and under," which would let them in.

The promoter came back with a wired statement that the engines measured actually up near the class limit instead of being under size, so the contest board must be under a misapprehension. This started Mr. Schimpf's suspicion working. It was discovered, it is said, that a larger engine made for a car of greater power by the same concern had been put in the lighter chassis.

The conditions for the race called for non-stock cars with piston displacement the only classification, so that in the letter this move was all right. But as these cars were entered under the name of the lighter and smaller make Mr. Schimpf decided there was a disingenuousness somewhere and ordered the cars barred. A representative of the factory came to New York and offered, it is said, to change the name of the cars to that of the contest board, but this was not allowed.

In spite of all the cars were allowed to run at Santa Monica. The next day at the Los Angeles Motordrome they completed. It is alleged, under the name of the lighter make, that Mr. Schimpf is unwilling to do anything. If he finds there was any valid reason for the order of the contest board being issued, he would not object to it. The failure of the promoter to meet out, however, requested the chassis and engine numbers of the two cars, is something that calls for separate attention.

The mishap to the steel bridge over the Passaic River on the Plank road Newark has no effect on automobile traffic. This road is not much used by motorists, and the Newark bridge is the accepted route. This road, however, is not in good condition and because of the control of construction of the Plank road the alternative way into Newark from the north is not available. In fact Newark is best, although less directly approached from either Hackensack or Perth Amboy.

Going on the Hudson County Boulevard is good, there being few rough spots. When the turn on Newark avenue is made to strike across the meadows the going is rough, bobbles, but the automobile can ride the trolley tracks in complete safety. It is bad macadam from the bridge to the railroad crossing. Then for about a half mile it is fair to poor. The last two miles to Newark are very bad macadam and equally rough prior to the crossing. The trolley tracks are not rightly placed for riding, so the motorist must just take what's coming to him.

"That ordinance against the use of the muffler cutoff, of which I approve, goes into effect soon," said a motorist, "and in the event of something happening after July 12 as it did to me only the other day, because of weak batteries the motor didn't start, I was stranded, I over and gasoline ran out, the muffler I switched to the magnets and cracked again. This time she went all right and the first explosion in the motor was followed by one in the muffler that blew it almost to bits.

"I was a long distance from the garage and of course there was nothing to do but to run the car, mufflerless. Just as what would have done to you in such a case in the days when the cutoff can't be used without violating an Aldermanic ordinance."

The automobile fan, who is a baseball fan too, loses nothing of his enjoyment of both sides when he reads the exploits of Chalmers, Cole, Jackson, the box Benz, Baker, White, Austin, Henderson, and others, and catches just a few of the names with double significance. There is a Knight, too, in the baseball as well as motor, but he is not mentioned.

"Sure," says one friendly listener, "and as for things that remind you of cars, how about Tucker, Stilton and Street?"

Details are being worked out for the convention of sales managers of the Automobile Board of Trade. The dates have not been definitely settled, but they will probably be the latter part of June and the first part of July. The program will include the preparation and reading of papers bearing upon subjects peculiar to the sales department of the automobile manufacturer and designed to be helpful to not only the manufacturer but the dealer and individual owner.

J. A. Henderson of the A. A. A. Touring Bureau at New York, M. K. Winters of the United States Motor Company in a Standard-Buxton car, left yesterday for a circuit over the roads along the Jersey coast. They will make strip maps and general maps of the roads from New York to Atlantic City and Cape May, and return through Philadelphia and Trenton. It is probable that the party will also make a run up to Delaware Water Gap and back via the Tuxedo route.

**Westman Baseball Captain Hired.**  
MIDDLETOWN, Conn., May 7. Capt. Persons of the Redden baseball team has been discharged his ankle and will be out of the game for at least two weeks. McCarthy is taking his place behind the bat and is doing well, although Persons' batting is missed. Coach Noonan is finding it hard to develop pitching material. Bacon, the only reliable batter Westman has, Stanley has a good delivery but his control, Sanderson and Mashell are being tried out for the box also. Next Saturday Westman plays her old rival, Trinity on the home field.

**Kentucky Breeders Secretary Dies.**  
LEXINGTON, Ky., May 7.—Thomas H. Wilson, secretary of the Kentucky Horse Raisers' Association, died here this morning after an illness of only two days. Mr. Wilson, whose health had not been of the best for several years, was stricken Sunday afternoon with acute indigestion and was unable to rise from his bed. He died at 10 o'clock and was buried at 11 o'clock this morning.

### AD WOLGAST'S TERMS FAIL TO SUIT CROSS

Local Boxer Will Not Agree to Straight Queensberry Rules.

### INSISTS UPON CLEAN BREAK

Big Match, Therefore, Hangs Fire—Conlon and Kilbane Here.

Just when it looked as if a match between Ad Wolgast and Leach Cross would be a practical certainty, a lack of place in the Garden on May 29 hurdles made their appearance yesterday and negotiations suddenly were called off for the present at least. The Garden A. C. received this telegram, dated San Francisco, from Tom Jones, Wolgast's manager: "Will accept Cross offer of \$12,500 for bout May 29, 133 ringside, straight Queensberry rules. Wire answer and \$500 expenses."

When the telegram was shown to Sam Wallace, Cross's brother and manager, yesterday he lost no time in pointing to the stipulation as to Queensberry rules. He said that the State Athletic Commission rule covering a clean break must be adhered to and that the rule, of course, could not be amended to suit Wolgast. Wallace insisted that Jones should have inserted in his telegram the words "Boston Commission rules" which would have made a settlement easy. Under the circumstances Wallace telegraphed Jones as follows:

"Will try to do business with you when you come East." Wolgast, after the four round bout with Willie Ritchie in San Francisco next Saturday, plans to visit this city. In addition to the proposed bout with Cross he can have a ten round bout with Rocky McFarland, the Irishman, but he will have to conform to the Boxing Commission's clean break rule if he expects to make either match. In California Wolgast has been allowed to fight under straight Queensberry rules in all of his matches, and he is now so interpreted by Referee Jack Welch in Princeton last July, when Wolgast stopped Owen Moran, that the latter alleged foul tactics and unnecessary holding by the champion. Cross's manager will waive the straight Queensberry stipulation. Cross then will have to sign articles of agreement with the Garden A. C. for the bout today. It was believed that Cross and his manager were not anxious to guarantee \$12,500 for Wolgast and it was said that when they made this extremely high proposition they had not believed Wolgast and Jones would accept. Ad Cross could not have more than 50 per cent of the gate receipts if he were to fight out that he would have to fight for nothing if the bout didn't draw more than the "Boston Commission" rule. It is said that the money end of the proposed bout has made Cross and Wallace hot on the subject. The next day Wolgast's manager will waive the straight Queensberry stipulation. Cross then will have to sign articles of agreement with the Garden A. C. for the bout today. It was believed that Cross and his manager were not anxious to guarantee \$12,500 for Wolgast and it was said that when they made this extremely high proposition they had not believed Wolgast and Jones would accept. 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