

SPORTING GOSSIP OF WEEK

Elmwood Club Will Inaugurate a Good Race Meet for Omaha.

MEN INTERESTED IN THE HORSE UNITE

John D. Creighton May Transfer His Interests from Kentucky to Nebraska and Bring Back Departed Glory to Track.

The Elmwood club is now organized with a full quota of officers and has been incorporated under the laws of Nebraska...

Should Mr. Creighton move his horses here it would mean that the track would be kept in the finest possible shape...

What the general rules committee will do with the rules is an open question which time will have to settle...

The officers of Elmwood club are: F. A. Nash, president; R. C. Howe, manager of the grounds...

To increase the annual dues from \$10 to \$20 was the decision of the members of the Omaha Country club at the annual dinner...

The field club has decided to raise the yearly dues from \$20 to \$30...

Motor-cycles do not require licenses in Indiana. Philadelphia has an automobile police wagon...

There are approximately 102,448 miles of good roads in Iowa. There are over 700 registered machines in Johannesburg, Africa...

Automobile Club of America has elected Colgate Hoyt of New York president. The constitutionality of Pennsylvania's anti-speed law was upheld by the courts...

A new Boston manufacturing concern has offered \$100 as a prize for the best name suggested for its cars. A bill for the construction of bad roads in Maine is the almost general use of narrow-trail trucks in the country sections...

The December tournament is on at the Omaha Racquet club and the members are all striving for the honors of Class A and Class B...

At the present rate of increase the tax on automobiles will be \$100 in 1910. The standardization of spark plugs is being considered by the mechanical branch of the Association of Licensed Automobile Manufacturers...

Over mountain roads and across sandy stretches, Fred Selbert of Los Angeles, Calif., recently drove a car to Tonopah, 300 miles in thirty-six hours. Eighty-three different makes of automobiles were exhibited at the first New York show last week...

and Manager Reed of Minnesota have already agreed upon November 2 as the date of the Chicago-Minnesota game next year. As it now stands, there is considerable controversy as to which is the better team in the west...

Jacob Schaefer, the wizard of billiards, is soon to challenge for both the 31 and 32 world's championship billiard emblem. Willie Hoppe and George Sutton are the present respective holders of the 31 and 32 emblems...

Yes, I am going to fight Kid Herman on January 2, and that will be my last fight, said Joe Gans, the champion lightweight boxer. "There will be one possibility of my going into the ring again; that is, if Hittington Nelson really wants to fight me and will make terms to suit me...

Dr. Charles W. Elliot, president of Harvard university, in a dinner to the Harvard crew of 1906, declared that rowing and lawn tennis were the only clean and honorable sports in the colleges. Dr. Elliot recommended the plan of sending a crew to England...

Edward Hanlon, the largest stockholder in the Baltimore base ball club, has purchased the property on the York road known as Oriole park for a consideration of \$200,000. The grounds are to be entirely reconstructed...

Experts are beginning to get a line on the new rules. It is well understood that during the present fall the sport has been on trial. On the issue of the season's play...

Newsy Gossip for Owners of Automobiles

Cincinnati's park police have been provided with spiked boots to throw in front of automobiles whose searching chauffeurs refuse to stop when ordered.

A bill will be introduced in the Connecticut legislature to compel all drivers of motor vehicles to wear seat belts. So far behind is the patent office in its work that it is said no one can secure a patent relating to the motor car or its parts inside of two or three years.

Many automobiles are already being used for rural mail carrying in the country. The Postoffice department has given permission for their use. The results of the motor carriage competition held last month by the Automobile Club of Great Britain and Ireland were highly favorable to American cars.

A Pittsburgh physician recently carried three persons in his car from New York to Boston and back at an average cost of 95-100 of a cent per mile per passenger. The Treasury department has sustained the ruling of the New York tax board that 40 per cent ad valorem duty must be paid on automobiles imported for exhibition.

Bullet-proof steel highway signs have been erected by the Automobile Club of Southern California. "I often feel inclined to jump into an automobile and dash off for a couple of days, returning full of energy and contentment," said the Kaiser in a recent interview.

"Whys and Wherefores of the Automobile," a handy little book published by the Automobile Institute of Cleveland, is brimful of information concerning the gasoline motor car. French manufacturers exported cars valued at \$2,648,800 during the first eight months of this year...

A scheme to combine the various interests at present operating motor omnibuses in London is said to be on foot, which will involve a capitalization of \$2,000,000 and 700 vehicles. Capitalized at \$2,000,000, the Long Island Motor Parkway, Inc. is planning a motor course approximately fifty miles long and 120 feet wide...

On his way in his car to New York to begin a journey to Japan, Harry J. E. Rumburg, the inventor of the "Rumburg" license for the short spin across the state of New Jersey. The principal demand by intending purchasers at present seems to be for motor cars flexible enough to drive their cars through crowded city streets at the same gear as on country roads.

The Quaker City Motor club will have an endurance run from Philadelphia to Harrisburg, Pa., and return January 1. An endurance automobile race will be held at the same time for the same purpose. An endurance automobile race will be held at the same time for the same purpose.

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depended its continuance. It is especially gratifying to those who regard the game as the most virile and beneficial of the hardy outdoor games that it has come through the severe test with the most creditable record. The changes wrought in the sport have been generally helpful and there has been scarcely a quarter where enormous sums have not been showered upon it. In a few minor technical details there has been a disposition to criticize the play, but with the tenor of the sport, the spirit of the play and the general atmosphere of healthful rivalry manifested there has been no cause for complaint. It is not too much to say that the experimentation with the rules was regarded in most instances as highly impractical. It was felt by those who had been taught to develop mass formation that no other style of game could be produced that would be successful. Yet without them this year there have been a succession of contests played that have been extremely spectacular and pleasing. To be sure, when evenly matched teams have met, it has been difficult, if not impossible, to advance the ball and the game became too often an indeterminate kicking duel that was monotonous and disappointing to the technical man, but to the spectator the game lost nothing on this score.

When the reform movement that brought about the change swept over the college world last year there were few that thought the sport could survive. The evils complained of were legion and seemingly ineradicable. If they had been approached with a spirit of intolerance they would have been corrected. The moral difficulties are the concern of the faculties, the technical of the rules committee. The strict definition of foul play and the stringent regulations against it were further causes of dissatisfaction. They have been disapproved for rough play and frequent penalties for fouls in all the games, but the severity of the punishment has tended to discourage this sort of play more than any other means could, and it is probable that another year will see the almost complete eradication of the evil.

Now, as to the changes in the rules that affected the game itself, it is natural that the ten-year rule, as the most talked-of change, should be the first subject of comment. The ten-year rule, carrying with it the penalty of automatic suspension in three tries, double the distance of the previous years, while the most formidable and certain methods of attack, the mass plays, were eliminated, brought about the frequent interchanges of kicks. While these are desirable beyond a doubt, it is possible that the severity of the penalty will put upon ingenuity in attack and that kicking have been too frequent. The effect has been to give a team possessing one player of exceptional ability in kicking a preponderant advantage that rather minimizes team effort, one of the most important and desirable factors in the old game. It is felt by all those who have a wide, practical experience in the game that something should be done to counteract this tendency, to reduce kicking to its legitimate place, its proper relation to the other details of the game. Outside of this there are no complaints with the changes. It was felt that the two new factors, the so-called inside kick and the forward pass, would afford the relief that the situation demanded. It was also felt that end running, that extremely spectacular and interesting phase of the play that was characteristic of the old game, would be stimulated and revived. Experience has shown, however, that between teams of equal strength end running all ways has been and always will be impossible until some means of limiting the end run is provided, so that only the new-angle devices prevent forward except outside of five yards on either side of the center, preventing it being received by any player except the ends of those on the line of scrimmage, all served to unnecessarily handicap the play. Either something must be done to remove these restrictions or some means must be found to encourage and make possible end runs if the game is not to degenerate into a kicking duel exclusively, in defiance of its original intention.

As to forward passes, the fact that there were so many ways in which fouls could be committed to vitiate their good effects prevented them from being tried to the extent that was necessary to enable one team to avoid kicking constantly. If the ball touched the ground without being touched by a player on either side of the spot where the pass was made this prevented forward passes by a team near its own goal, since it could not afford to risk a fumble giving the other team a chance to score then and there. So, too, the restrictions forbidding the ball to be passed forward except outside of five yards on either side of the center, preventing it being received by any player except the ends of those on the line of scrimmage, all served to unnecessarily handicap the play. Either something must be done to remove these restrictions or some means must be found to encourage and make possible end runs if the game is not to degenerate into a kicking duel exclusively, in defiance of its original intention.

Floyd MacFarland, "Long Mac," the favorite of the six-day race "fans," will ride this year in the big grid at Madison Square Garden, December 9 to 15. The news of MacFarland's entry in the six-day race will be received with enthusiasm by the lovers of the sport who turn out each year for the big event in the Garden. There is no more popular rider in the world today than MacFarland, and he is, if possible, a bigger favorite among the New York contingent than anywhere else. Walter Rutt, the champion of Germany, will be MacFarland's partner. Rutt stands fourth as one of the greatest cycle riders that ever journeyed to this country to compete for the great prize. He began racing in 1900 and came at once into prominence, winning the grand prize of Hamburg in which such champions as Mayer, Huber and Arend were competing.

Three thousand miles for a chance to win a prize. That is the trip that Arthur Vandemuyt, the plucky little Belgian cycling champion, who for the last two years has been a contestant in the six-day races, teamed with John Stet of Holland, has just made for the purpose of taking part in the six-day race at the Garden on December 9 to 15. The management of the race, in search for new faces and new champions, had rejected Vandemuyt and Stet's entry this year. This refusal was not good enough for Vandemuyt, and without a word to anyone except his partner, he took a steamer for America and in person demanded that the entry of the famous Belgium-Holland team be accepted, and it was. Vandemuyt began riding a bicycle in 1882. He is 23 years old, weighs 141 pounds and is only 5 feet 2 inches in height. He makes up in the width of his legs. It would take a column to enumerate the Belgian's long string of victories. He won the Bel d'Or in Paris last year and broke the world's human-paced, twenty-four-hour record riding during that time, 94,938 kilometers. His victories this year have been numerous. Starting with the Grand Prix at Marseilles, in France, he continued his winning streak and "copped" the Greater Sommer Preis of Berlin and the Golden Wheel race of Treptow, and finished second to Darragon in the world's championships at Geneva, Switzerland.

Monument to Seward. A movement has been inaugurated in Seattle to erect a monument to perpetuate the services of William Henry Seward, secretary of state under Lincoln and Johnson, by whom was negotiated the treaty with Russia whereby the United States acquired possession of the district of Alaska for a consideration of \$7,200,000. It is proposed to erect by popular subscription a monument in the heart of the city to be unveiled on the same day that the Alaska Yukon Pacific exposition is opened to the public, which is set for 1908. Since the acquisition of Alaska by the United States more than \$100,000,000 in gold has been dug out of the ground, and the gold discoveries were the beginning of Seattle's development.

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THE BEER YOU LIKE

"LUXUS" BEER is brewed especially to satisfy the present-day American taste. The modern demand is for a lighter beer—a lighter beer than any yet produced—a beer with all the goodness and purity of the best beers now known, but without any of the "comebacks" usually associated with beer drinking. A beer without that "sticky" heaviness—that oppressive bloating—that unpleasant "next-morning" experience after an evening of good cheer. A beer that you like, and can drink as much as you like. And that beer—which it remained for us to study out and perfect—the very highest attainment of the brewer's art, is

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"LUXUS" IS DIFFERENT—an exquisite surprise to the palate. "LUXUS" IS DIFFERENT—it is brewed entirely from the finest hops grown in Bohemia, malt made from the best barley grown in the world, the finest Indian rice, the purest water from our own Artesian Springs.

"LUXUS" IS DIFFERENT—no beer was ever brewed with such exacting uniformity as "LUXUS." That's because every process of the brewing is automatically controlled by electrical machinery especially designed for the brewing of this particular beer.

"LUXUS" IS DIFFERENT—it has excellent body, without heaviness; its color is the palest, clearest amber; it has the refreshing snap, sparkle and life of champagne; it satisfies the palate and quenches thirst as no other beer does.

"LUXUS" IS DIFFERENT—it is not a billious beer—but rather a most wholesome appetizer and aid to digestion. NOW IN THIS CASE—in any case of "LUXUS"—you will find 24 full quarts or 36 pints, as you order, of the most complete beer satisfaction ever put into a bottle.

As a lover of good beer, pure beer, light beer—you can't afford to be without a case of "LUXUS" in your home. "LUXUS" is a beer for the home, filling a place hitherto unfilled. So in this case—there's nothing left for you to do but get a case—of "LUXUS"—the "Beer you Like."

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