

OUR ATHLETES IN LONDON

Heavyweight Division Astonishes the Native British Onlooker.

WAYS OF TRAINING NOT APPROVED

English Experts Do Not Like the Personal Manner of the Strong Men Who Won the Big Events.

LONDON, July 25.—Of the eighty odd American athletes who are taking part in the Olympic games none have attracted so much attention and comment as the "heavyweight brigade," made up of the weight, hammer and discus throwers.

Gills, of course, won the hammer throw at the British championship games ten days before the opening of the Olympic tournament, but the English public and athletes interested, got a very good line on the capacities of all these men a week before the arrival of the Olympic team.

English experts do not like the personal manner of the strong men who won the big events. Sheridan, Flanagan, Rose, McCrath, Dearborn, Gills and Talbot have had a remarkable effect of bone and muscle, any one is capable of beating the best English athlete at their specialty.

Gills, of course, won the hammer throw at the British championship games ten days before the opening of the Olympic tournament, but the English public and athletes interested, got a very good line on the capacities of all these men a week before the arrival of the Olympic team.

The native athletes have not yet got over their first astonishment at the way in which the American athletes trained. In fact, real training, as it is understood in this country, was conspicuous by its entire absence.

There aren't any chickens on this team. If there is any man with us that doesn't know how to take care of himself and prepare for a meet he never will know, no matter how many trainers are in attendance upon him.



From Left to Right—Lee J. Talbot, S. P. Gills, A. K. Dearborn, Ralph Rose, John J. Flanagan, Martin Sheridan and M. T. McGrath.

AMERICAN HEAVYWEIGHT BRIGADE IN THE STADIUM.



BOB FOSTER AND GEORGE GAIDZIKS, THE YOUNG CHICAGO SWIMMERS.

DAVIS CUP GETS TOO FAR AWAY

Trophy Carried to Australia and Likely to Stay There.

NEW YORK, July 25.—What is to be the fate of the Dwight F. Davis international tennis challenge cup? That is the question that has been heard of oftenest among American followers of the sport of late.

The real reason for the uncertainty as to the future of the Davis cup is that the most famous trophy of the lawn tennis courts has journeyed to an out-of-the-way spot on the world's map.

He was forced to give up, however, when he was three miles off the French coast, and after he had been in the water fourteen hours. He was perfectly fresh, but he was unable to make any headway against the strong current which was carrying him toward the North sea.

the prize. With the cup, which has done more to stimulate the game than anything else in recent years, in any of the centers mentioned, there was never any difficulty in securing national entrants to contest for it each season.

HARMONY BETWEEN BOWLERS

Garry Herrmann Likely to Bring About an Understanding.

CINCINNATI, O., July 25.—Through the good office of Garry Herrmann, president of the American Bowling congress, chairman of the National Base Ball commission and the principal owner of the Cincinnati base ball club, the bowlers throughout the country are likely to be brought together so as to promote a better feeling and provide more harmony than has existed in the past.

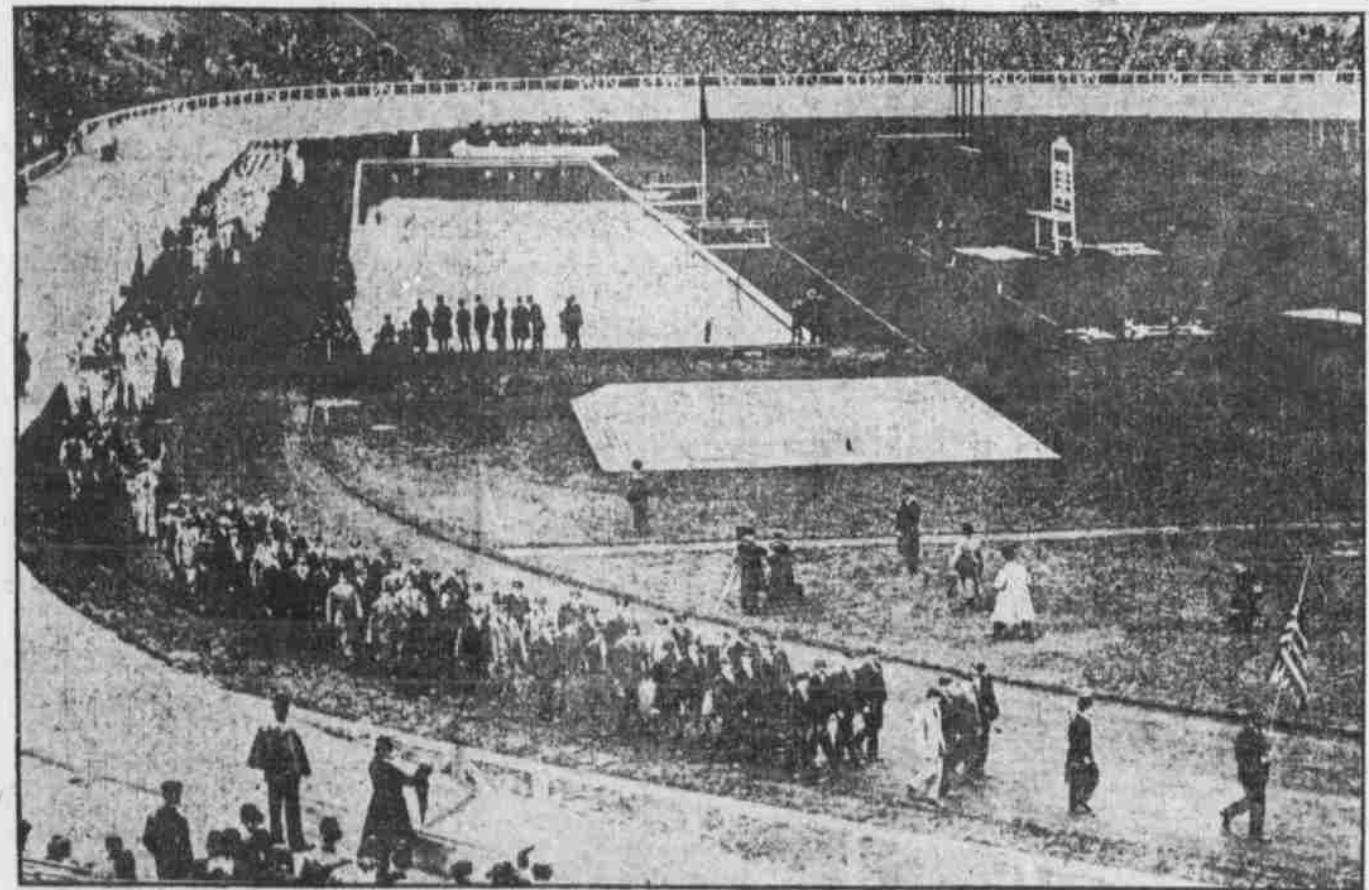
It is proposed to establish and maintain at least four national bowling associations, known and recognized as sectional organizations, in the United States and Canada, and each sectional body is to have control of its own internal affairs.

WOLFF SWIMS FOR THIRTY MILES

Current Prevents His Making Way Across Channel.

LONDON, July 25.—Jabez Wolff has failed again in his attempt to swim the English channel. This was his first effort this year.

He was forced to give up, however, when he was three miles off the French coast, and after he had been in the water fourteen hours.



AMERICAN ATHLETES PASSING IN REVIEW BEFORE THE KING AND QUEEN.



E. W. SHEPPARD BREAKING THE OLYMPIC RECORD FOR 1500 METERS.

things, the natives stick to the old style and will not be weaned away.

Sheridan Was Confident.

NEW YORK, July 25.—Martin Sheridan, who won both the free style discus and the Greek discus in London, making a new world's record in the latter event, is the most reliable point winner in the world.

But just before the team sailed Martin, with his quiet smile, whispered: "I can let out a few links yet. They'll have to go some to beat me in the big test.

The lines are handsome, yet conservative. The car follows in this respect, the leading cars of the year. The finish and upholstery are the same as are found in cars costing double this price.

Thus we give you a roomy and elegant five-passenger car—not a car that looks cheap because small.

Note that this car is not an experiment—not a hasty makeshift. We have worked for over two years in perfecting it. Three of the new cars have been run over 7,000 miles.

Designed by Mr. H. E. Coffin, our vice-president. He is recognized as the leading automobile designer in America.

Mr. Coffin made two trips to Europe, to combine in this car the best foreign features with the best American. He has thus made it the typical car of today.

The wheel base is 110 inches—compare that with rival cars. We have only a 2-inch longer base in our \$2,750 car.

Thus we give you a roomy and elegant five-passenger car—not a car that looks cheap because small.

Weight 2,000 pounds, which means a low tire cost, a low cost of upkeep. Power 24-30 h. p.—sufficient for any requirement. Speed 45 to 50 miles per hour.

Now let us compare the mechanical features with some high-priced car.

The four cylinders are cast together, as in the latest Fiat, the Darracq, and a score of the great foreign cars. Our factory cost on this engine alone is \$261. Yet 4-cylinder automobile engines are sold as low as \$75.

We use the Unit Power Plant, as in the new Deauville, the Motobloc and others. Motor, clutch and transmission from a single unit, so they cannot get out of alignment.

The body is suspended, for easy riding, after the style of the Mercedes. The valves are like those of the Napier. The 3/4 Elliptic Springs are like the Renault and others.

Selective sliding gear transmission.

panied on his swim by a large party of friends on the yacht Sea Wolf. He was fed at intervals from a small boat, his wife, superintending the feeding arrangements.

TOMMY BURNS ON SIZE OF PURSES

Champion Not Inclined to Fight for Mere Gum Money.

LONDON, July 25.—Tommy Burns, the boxer, who is now on his way to Australia, gave this letter to the newspapers regarding the dispute with Jack Johnson:

I am getting these bills out to prove to the public that Jack Johnson is not telling the truth about his performances. It has been stated in the press that the offer of \$12,500 is a splendid offer and should be accepted by me.

Table with 4 columns: Year, Date, Weight, Winner. Lists boxing events from 1899 to 1907.

Admit that what I ask is big money for this country and there may be small possibilities of getting that amount here, but the reason that Johnson accepted this small offer of \$12,500 was because he knew that I would not accept such an offer, because I know that I can, as I said above, get twice the amount for a match between Johnson and myself.

I trust that these few facts will convince you that I am absolutely within my rights in the stand I am taking, despite the ravings of those who are interested in getting this match for the money to be had out of it.

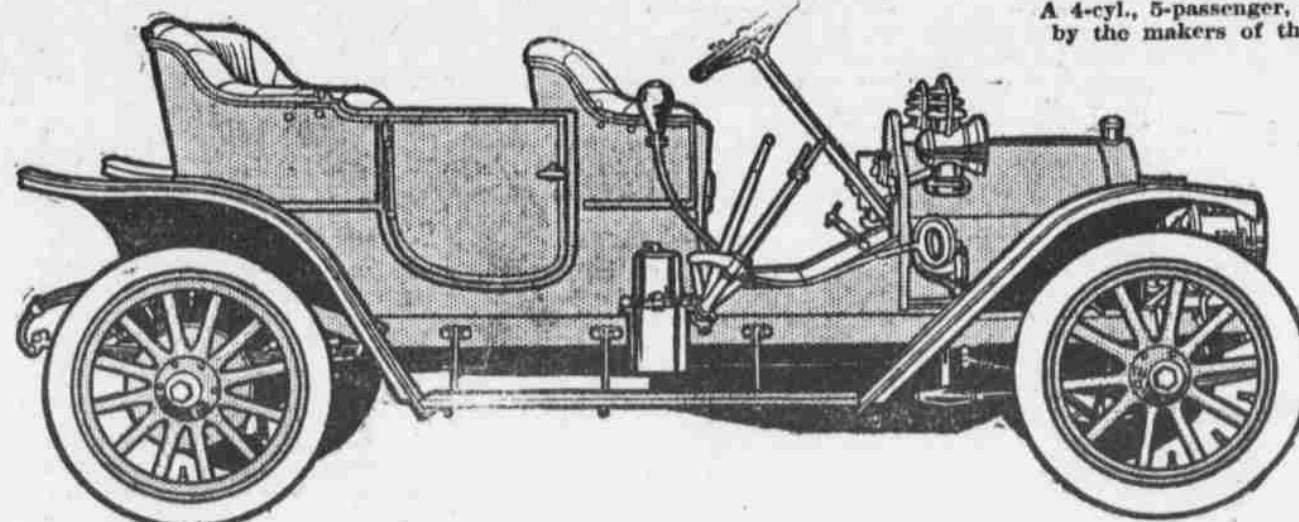
With the view of defraying the expenses of the national board and the expense of sending prize winners to participate in the international matches an assessment will be levied of not to exceed 50 cents per annum against each bowling club belonging to each national organization.

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A 4-cyl., 5-passenger, 24-30 h. p. car. Made by the makers of the Thomas-Detroit-Forty.



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A millionaire's car brought, by mammoth production, down within reach of the many. Looks like the costliest cars—does all that the costliest do. Yet, so low in price—so economical in upkeep—that fifty times as many people can now own a powerful high grade car.

For two years—after we perfected the Thomas-Detroit Forty—we have worked to perfect this car.

Not to sell at \$1,500; for nobody dreamed, two years ago, that such a car could ever be sold for that. We simply aimed at perfection in a light-weight car—a car with low cost of upkeep.

But the panic last fall cut the prices of materials, and we are giving you the benefit of our ability to purchase ahead.

Low-priced cars are not new; there will be more this year than ever. Rivals may follow us with four-cylinder cars costing even less than this.

But the novelty lies in a car that you can take pride in—a large and luxurious car—a perfect and powerful car—selling at a price like this.

There we have no competition. Not a car selling within \$500 of our price can stand for a moment in actual comparison with the Chalmers-Detroit "30."

Ready for delivery—catalogues on application.

Compare these features, one by one with the costliest cars. You will note we have stinted nowhere. We did not start out to make this a cheap car.

Please send us this coupon now for our catalogue. The cars are almost ready. Our contracts for materials are only sufficient for 2,500 cars. After that the price must advance if materials advance.

This change in name involves no change in ownership, personnel or management. It is simply made to avoid the confusion of two Thomas cars operating on separate lines.

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