THE OMAHA SUNDAY BEE.

OMAHA, SUNDAY, AUGUST 2, 1908.

JUDGMENTS

A WRITER in the Base Ball Magazine offers some argument to prove that the glove has not added to, but detracted from the science of the game. He contends that it gives false excellence to fielding and puts a bane on the batter which fans do not enjoy. His chief argument is a comparison of fielding averages twenty years ago and today. For instance, he shows that such stars as Jerry Denny and Jack Glasscock were far below, in their averages, than such men as Harry Steinfeldt and Johnny Evers, or Bobby Wallace and Hans Wagner. He says the high percentage which the player of today is able to make entirely to the use of the big glove. And there is no doubt his argument has truth in it. He does not advocate the total abolition of the glove, but wants it reduced in size. The catcher, he says, should wear a glove nearer the size and shape of his hand, and neither he nor the first baseman should be allowed to use a bed tick. He would not object if the fielders did not wear any gloves. This gentleman is on a false trail. The glove is an element of progress in the development of the greatest of games which is greater today than in any previous period of its history. The glove has come to stay, and no matter how good the game was yesterday without the glove, it is better today with it. He argues that many a batter now is deprived of a fair hit by means of the glove, and that but for the glove we would see more good batting and a higher grade of play. Let's see? A ball is sent on a swift line to Mr. Shortstop, who, by means of his glove, is enabled to get it and cut off a hit. Logically, without the glove Mr. Shortstop would have tried for the ball, but missed it. The result? Error for Mr. Shortstop. How do errors raise the standard of the game? Or Mr. Shortstop, without the glove, would have made no effort to get the ball, he couldn't, and yet how is your standard elevated? Record ball never improved the game. The man who covers the widest area of ground is the man who is sought after and the man who makes the game interesting. It is not necessary and would not be just to impeach the character of work of the old-time player by saying that present-day players are covering more ground than did their fathers of yesterday. This makes the game more spectacular and gives it a hold on the public which nothing can break.

The rule making a strike out of a ball that hits the bat without any fault or effort of the batsman and bounds off into foul territory is becoming unpopular with many managers. It will not be surprising if a determined effort is made next winter to efface this rule from the law book. This rule had its origin in that general movement to equalize matters between pitcher and batsman and remove all possibility for trickery on the part of the latter, which would work hardship on the pitcher. The motive was laudable, but the operation of the rule gives rise seriously to the question if the effect does not more than balance the scales and leave the odds materially against the man at bat. How often do we see this very play put a batsman in the hole at a crucial time without adding interest to the game? There is no process of reasoning that will remove from consideration the element of apparent unfairness and injustice which this rule imposes on the batter. "It takes but one to hit it," is the coach's cry of years, but how often is that one wasted on an inshoot the batter is positively unable to escape before it strikes his bat and goes fowl? It's a strike, but it's not his fault. If he had his way it would have been a ball; he had no intention of batting at it. The pitcher should have no such advantage of the batsman. A great deal was done for him in ever creating the foul strike rule and putting the pass down to four balls. That should be sufficient, in the minds of many managers, to even up matters between him and the man at bat. The extension of the rule to the involuntary foul ball savors just a bit of unsportsmanlike advantage and does not reflect great credit upon the pitcher. It's a wild pitch or it wouldn't have hit the bat, and it was not a strike ball for the very same reason that it was a wild pitch, and incidentally it does not heighten the interest in base ball.

Herman (Dutch) Schaefer has superceded Bill Coughlin as captain of Detroit. Schaefer's promotion, which is admittedly earned, followed the resignation of Coughlin. Coughlin displayed a fine spirit of team loyalty in his action. He realized that his off-work this season no longer inspired the players as did the great playing of Dutch, and rather than stand in the way of what he regarded the best interests of his team he resigned to let another take the lead. That is a sacrifice hit far too difficult for men of less character and loyalty than Bill Coughlin to make. Old Bill has been a great man and is yet a good one, but it is all too apparent that he is slowing up.

Denver laid down certain defiant untimatums for White Wing's edification at the begining of this season. But then no man should be too severely criticised for Denver's lack of form this year. The team has had the worst sort of misfortune and this is something that managers and owners cannot very well avoid. If all the Denver players were at their best it would very soon appear that a real effort had been made to improve the team.

Detroit's management admits Ty Cobb has won half its games with his bat this year. That is admitting that Ty is worth the $5,000, isn't it? Incidentally, if they don't look out they'll incur the odium of being called a one-man team.

Bader has crowded McDonough out of first place in the league batting list and old Chick is third. King's advance is one of the sensational features of the league just now. The little fellow has gone up to .269 and is still marching on.

The Giants have secured another ten-year lease on the polo grounds. This would be more interesting if the contract carried with it a guaranty of justice and protection to visting teams.

Up to date the humane officers of Nevada have done nothing in behalf of Br'er Johnson and the plans for the Burns match are proceeding.

Omaha has played a game this last week that sets the pace for the rest of 'em and some of them made pitiful outs trying to follow.

If you were a good guesser do you think you could guess what would happen to New York when the Cubs reach that town?

Pa's rabbit foot was working when he landed Rhodes.

Jimmy Austin is a second Arlie Latham on bases

POLO PONIES COST MONEY

Great Increase in Values of Seasoned Nags.

HIGH CLASS PLAYERS HAMPERED

Record Bidding at Foxhall Keene Sale—Ranch Bred Stock Better on Sun Dried Turf Than Thoroughbreds.

NEW YORK, Aug. 1.—'Tis education trains the youthful mind, also the brains and the legs of a polo pony. That's why at auction in June last here in New York two ranch ponies brought as much as a herd of steers on the hoof or a couple of thoroughbred yearlings of a fashionable family. The prices were realized, as the trade reports say, when Foxhall Keene sold nine ponies for $10,125, an average of $1,125. Express brought $3,100 and Plus Peter $2,500, Paul J. Rainey buying the two, while Keene bid in Crotona for $1,500. No type of horse lasts longer than a polo pony or gives more fun to the owner, so to a good player price is no object. But as a rule it is the duffers who pay long prices for ponies good players have developed.

Raised in a bunch of ponies in Texas, Wyoming or some other western range country, the 4 of 5-year-old will not know the tickle of a currycomb until taken up for a preparation for the eastern market. This will be in the fall or very early in the spring. Tails and manes are trimmed, but not docked or "hogged," while the pony is made wise as a saddle horse. If taken up in the early fall the ponies may be roughly broken to polo; that is, to follow the ball and not shirk under the whirling of a polo mallet. They come to the east twenty in a car, and there is a profit in such a bunch if sold for $200 a head. Exceptional individuals sell as high as $1,000 to $500, but those that don't sunit the polo players usually go begging for a buyer. They may bring from $100 to $150 for use in harness, and they are grand value as light country roadsters.

Kind of Ponies Most Liked.

"Cutting out" ponies, trained to work hand in hoof with the cowboys in rounding up cattle or in taking the certain steer wanted from out the center of the herd, are worth $750 to $1,000 on the ranch of a cow magnate. They do not come east except by private sale. It is the same with very fast racing ponies, for if an easterner wants one of this sort he must go to San Antonio, Cheyenne or some other center and then begin to scout around. Buyers who drop off in Texas on their way to southern California have paid as high as $5,000 at private sale for a racing pony. Really this sort are too hotheaded to learn polo, for they can't be placed in the game, and, as with the natural high jumpers in the hunting field, they are a source of danger to the other horses and riders. But to the amateur jockeys of the country clubs no price is too high for a pony that can win for them, to gain the smiles of the women and the cheers of their chums. But in considering the prices of polo ponies the race ponies often dwarf thoroughbreds, may be eliminated.

Auction sales of seasoned polo ponies are very rare in this country. The record price in England is $6,500, paid ten years ago for a thoroughbred mare at a disposal sale of a noted poloist at Tattersall's; but the average of the Keene sale will compare favorably with the best of the English sales. About five years ago Thomas Hitchcock, jr., sold two he had played for several seasons. Rowdy brining $800 and E. W. $500. At this closing out sale ten years ago or so John A. Logan, jr., included six seasoned polo ponies. They brought from $400 to $800 apiece, Winthrop Rutherfurd paying the latter price for a gray, a color he had a partiality for when in the game as one of the Rockaway "big four," and later on.

Spring Sales Are Quick.

There are not over a dozen men who bring on droves of polo ponies. They come to certain "pitches" each spring on Long Island, in Westchester county or near the polo clubs in Massachusetts. Quick sales mean quick profits, and if so fortunate the dealer may be back again later in the season with fresh ponies. One westerner three years ago sold three carloads in three days and set out for home on the fourth $30,000 to the good. But if sales are slow the dealers have to follow the polo tournaments to drum up trade, which costs money, while the ponies all the while will be eating their heads off. Even when sales are quick, collections are often very slow, and this is a frequent cause of complaint with the dealers. The ponies are sold only half broken, and as this sort would not sell at auction the way seasoned ponies do the dealers prefer the lottery of the private sales to taking the chances of an auction of their carload lots.

Polo ponies have to be conditioned by regular work as carefully as a racehorse, but unless the veriest novice the owner must himself break the new pony to polo. Each man's game is different, and a skillful player will not let a groom break in a pony for him. This means many hours of practice strokes and many preliminary matches before a pony is letter perfect. A pony broken in by a good man and used by him for two or three seasons, as with the violin of a virtuoso, improves in use and if put on the market brings a price far in excess of the value as mere "hoss." There is in England a class of gentleman dealer players, if it may be so defined, who make a living by training and selling polo ponies. There are a few of this class here, but what they earn from polo comes from coaching the new teams. They are willing enough to deal in ponies, but they can't go very far, as the raw product is controlled by the western dealers.

Ponies Liked in England.

The ponies best liked in England are thoroughbreds, up to carying a heavy man and with the endurance to gallop on a slow field. Occasionally they are played in this country, but none of the crack American players who have visited Hurlingham ever have brought back any English ponies. The reason is that the mixed bred ranch pony has good looks and for light and middle weight riders is all that is needed there or on this side of the herring pond, while on the sun dried, hard baked polo fields of an American August or September he can ride rings around the English ponies, accustomed to galloping on turf that stays green and soft.

A number of northern gentlemen farmers have been breeding polo ponies, often using English stallions to mate with American ranch mares, and in time we may have a type distinct from the range horse. The western ponies, however, now have enough hot blood, as the ranchmen term the thoroughbred infusion, and they are breeding there from selected standard bred trotters now to gain cool judgment and stamina. A crazyheaded pony is no good in a polo game.

There still are herds of wild ponies in the west, and during the spring in southern Nevada the wagon trains that carry ore from the mines thirty miles over the desert to the Tonopah railroad have armed guards, four to each train of teams, to prevent the dauntless wild bands from stampeding the work horses. Twenty years ago carloads of ranch ponies sold at a profit in New York at $50 a head, and there were frequent auction sales. The ponies were run unbroken out of corrals, and it was worth any sum paid for one of them to get the four footed cyclone to the home stable. The present western pony is an improved type, for well bred stallions for years have been running with the herds, and at some Texas farms there is a pedigree with the best ponies.

Hard Cash Needed.

It is hard cash that makes the polo pony go. All the expenses of the sport are costly ones, but some may be dodged. Not so the cost of the good ponies, and no player, however, expert, can join in a match and aid his team if mounted on slow, stupid nags. There may be good ponies still to be picked up in the west for $100, but few know where to find them. A high class player on an ordinary pony, whatever happens, is not worth as much to his team as an ordinary player on a high class pony.

Players handle a pony for several months before branding it as a reliable aid for an important match. There will be a bunch of ponies from the early drones in the spring cut loose by the New York, Boston and Philadelphia players at the tournaments impending in Narragansett Pier, Saratoga and Newport. There is a general disposition to strengthen the teams for the senior and junior championships at an Cortlandt park from August 29 to September 5, so that the players will work out in matches the new ponies they have been putting through the preliminary lessons in private.

WELSH LOOKS GOOD IN 'FRISCO

English Lightweight Wants Match with Nelson.

SAN FRANCISCO, Cal., Aug. 1.—Freddie Welsh, the clever English lightweight, would like to catch on with Battling Nelson or Packy McFarland in this city either in August or on admission day. Welsh says he is not tied up with Jeffries and is free to sign for a match here. He is anxious to box Nelson, and if the Ely fight falls through, he would like to fight the Dane on admission day. When asked as to whether he would box Nelson to a finish, he said while he preferred a limit round contest he would agree to take the Dane on for forty-five rounds on admission day.

Welsh is a clean-cut chap, and is not at all boastful. He never eats meat and during his strenuous sieges of training subsists on vegetables, fruits and nuts. He believes that a fighter's condition depends more upon how he trains than upon what he eats.

NEW COACH FOR THE MIDDIES

Paige of Yale Will Succeed Catos at Annapolis.

ANNAPOLIS, Md., Aug. 1.—"Jack" Catos, the fast former end of Yale, will not coach the middies in foot ball again this season, as he has for the last two years. The executive committee of the Navy Athletic association has signed with Ray Paige to teach the young sailors next year. Paige is also a Yale man, having played tackle on the Eli eleven last year, so that the Yale style of game will be that in use at Annapolis next fall. Yale coaches have been in charge at the Navy academy girdiron for a number of seasons, one of the graduates from there being the field coach, while Lieutenant Paul J. Dashdell and graduate coaches from the acedemy have made up the rest of the squad of teachers. Captain Percy Nrotheroft, with the midshipmen of the team, will report back from their vacation about the last week in September for the early fall practice.

OWEN MORAN IS QUITE EAGER

Thinks He Can Redeem the Olympic Defeats.

NEW YORK, Aug. 1.—Owen Moran, eager for his coming battle with Abe Attell for the featherweight championship of the world, is now on his way to California. "Even if we Britishers did lose a lot of Olympic records," said he, "that doesn't prove that we are not going to have the featherweight championship."

Moran is as sure of beating Attell this time as he is of fighting. You can't convince him that Attell has anything he hasn't. He believes that he won the last contest of twenty-five rounds, which Jim Jeffries called a draw, and he thinks that Jeff refused to give any other decision because he might have hurt his own popularity.

WISCONSIN HAS ITS BLOOD UP

Badgers Will Go to Poughkeepsie Next Season.

MILWAUKEE, Wis., Aug. 1.—The Wisconsin crew will go to Poughkeepsie next year to race with Cornell, Syracuse and other crack eastern teams. This has been decided, through the formation of a new athletic management system which will give Wisconsin's athletic fund $15,000, of which $3,000 will go to pay the crew's expenses to the Hudson races. The Wisconsin crew is not discouraged at the loss of the last race, but the Wisconsin fighting spirit is fully aroused and there will be such an outburst of enthusiasm the coming year as the old school has never seen before.

FIVE EASTERN LEAGUE PITCHERS

Quintet Who Think They Are Able to Go Up This Year.

NEW YORK, Aug. 1.—Eastern league pitchers who have, by their work this year, shown themselves eligible for big league company are McConnell of Buffalo, Kissinger of Buffalo, Bumpus Jones of Montreal, Mueller of Newark, Sandy Bannister of Rochester, Lafferty of Jersey City and Rudolph of Tononto. The best all around pitching work in the league this year has been done by Jones of Montreal—if the number of wins is taken into consideration. Next to him must probably be placed Rube Kissinger. He has pitched more close games—and lost more by tough luck—than any other pitcher in the league.

WOMAN HEAD OF RIFLE TEAM

Miss Catherine King is Signally Honored in England.

LONDON, Aug. 1.—The Cheshire Rifle association for the first time in its history, or probably in the history of any other association, has elected a lady as president. Sir Thomas Marshall, who presided at the annual meeting at Chester, moved the election as president of Miss Catherine King, daughter of Colonel King, who founded the association with the late duke of Westminister. Colonel Mothersill said that Miss King rarely missed the annual shooting meeting at Altcar, and was a most generous donor to their funds. Miss King's election was unanimous.

CORNELL LOSES ONE GOOD MAN

Barney O'Rourke Will Not Return to School Again.

ITHACA, N. Y., Aug. 1.—Barney O'Rourke, for three years right tackle and guard on the Cornell foot ball team, will not return to the university. O'Rourke is now employed by the state engineer's department in Syracuse, and he has decided not to return to Cornell, although he has only one more year to finish his course. O'Rourke's loss will be felt severely at Cornell, particularly as seven of last year's team are gone. Among the others who will not play next year are Thompson, May, Earle and McCall

TEAM TO GO FOR DAVIS CUP

Tennis Players to Represent United States in Australia.

WILLIAM A. LARNED WILL NOT GO

His Younger Brother May, While Doyle and Behr Are Looked Upon as Other Likely Invaders from Here.

NEW YORK, Aug. 1.—With the certainty that there will be no elimination tennis matches for the Davis cup in either England or America this year, interest in the championship honors of the world has really narrowed down to the proposed trip to Australia. Whether or not the committee in charge of these matters for the United States Lawn Tennis association can prevail upon two or three good men to go to the Antipodes much will depend. The matches in Australia are not scheduled to take place until November, and therefore there is plenty of time to make the necessary preparations. The trouble this year will be in picking a team with a fair chance of victory and getting the men to go. Thus far no one has really played tennis in this country to warrant any confidence of success. The national champion, William A. Larned, has said that he will positively not make the trip to Australia. With the exception of the work shown at Seabright, William J. Clothier, the 1906 champion, has not performed well enough to warrant his selection. He has been beaten by Edwin Larned in the middle states and C. B. Doyle of Washington also has taken him into camp.

There has undoubtedly been an effort on the part of some moving spirits to get Edwin P. Larned into such shape that he can qualify, but the young brother of the champion is not "classy" enough for such an undertaking. He has beaten Clothier and Little, and that is about all. Clothier was away off his game, and Little has been out of the running all year. Larned has been beaten several times by Mollenhauer in the Long Island championship, and by George F. Touchard in the Felipe cup series.

Karl Behr will naturally come in for consideration, but the once fast Crescent Athletic club man has not done any kind of work this year, and he would have to improve a great deal to be justified in demanding consideration. Likewise Little has been going back steadily. It is likely that Beals Wright will be one of the team, as he is always good when it comes to the international matches, no matter how careless he may be in the first part of the year. He understands international playing better than any other star in the country, and he would very likely accept an invitation to go.

Frederick B. Alexander has shown up strong this year. He was going along splendidly when he sprained his ankle, and there are many who think he can carry off the Newport honors if he maintains his recent form. Whether or not he could be induced to go to Australia is still a question. If he accepts it would mean that Beals Wright and Fred Alexander will be the team, a pair not to be despised. It is hardly likely that England could beat the pair with both of the Dohertys out of the game. Gore, Ritchie, Barrett and one or two others from the British Isles would probably find their hands full with the singles if they went. In Australia, should America get through the elimination series with Great Britain, there would be Brookes, who is in all likelihood the best player of the day. Even Brookes might strike a snag if the two Americans were in top form, and certainly there is no other Kangaroo who would be troublesome. Thus the championship would resolve itself into a question of how strong a doubles team could be gathered.

Harold Hachett, the partner of Alexander, has announced that he cannot go, so that Wright would probably have to team with Alexander, and just how strong a combination they would make is problematical, as they have never been tried.

SHEPPARD THE BEST RACER

New York Enthusiasts Say He Has the World Beat.

NEW YORK, Aug. 1.—Melvin Sheppard, of the Irish-American Athletic club, is without doubt the greatest runner in the world today. Whatever doubt there may have been on this point has been wiped out by his wonderful victories at the stadium, races in which he sent the fastest men the athletic world could pit against him down to defeat with comparative ease, at the same times establishing records which are likely to stand for some time.

Sheppard's time, when he ran 800 meters in 1 minute, 52⅘ seconds, and the even half in 00:01:54, would have been remarkable enough under the best conditions. That he should make such records on a track that was far from being fast was truly wonderful. It is not often the 00:01:55 halves are run in England. The British record, 00:01:54⅘, was made more than twenty years ago, and in all that time has seldom been even threatened, never so much as equaled.

Before the year is over Sheppard will probably equal or lower the record made by Kilpatrick thirteen years ago. His 00:01:54 was within three fifths of a second of Kilpatrick's figures, and an American has never yet done so well in England that he could not do better at home. Properly paced and with a fast track under his feet, Sheppard will come mighty close to reeling off 00:01:53 when he returns.

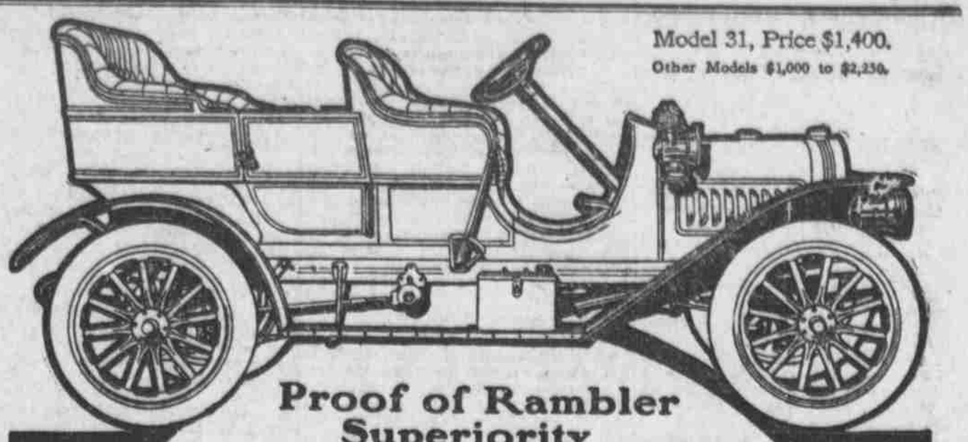
Ernie Hertberg trainer of the Irish-American Athletic club was the happiest man in New York, when the result of the 800 meters was received. He made no bones of coming out flat-footed and declaring that before the outdoor season is over Sheppard will do the four furlongs in 00:01:53 flat. "All Sheppard needs," said Ernie, "is a fast enough pace. The English climate must have had some effect on him. Two weeks is hardly enough in which to get thoroughly acclimated. Mark my words: When Mel gets home again he will run the fastest half mile ever traveled."

Sheppard's work also means that England will no longer be able to claim superiority over the United States as a producer of middle distance runners. John Bull has always claimed the ability to beat anything on two legs at anything from a half mile up. Sheppard took on the best England could show in both the half and mile and ran them off their feet in such convincing style that there will never be any doubt that he won strictly on his merits.

KETCHELL GETS A PRIZE BELT

Promoter Marisch Makes Him Present of a "Dog Collar."

SAN FRANCISCO, Cal. Aug. 1.—Promotor Luke Marisch has presented to Stanley Ketchel the gold and silver belt, which he had made expressly for the middleweight champion. It is a beautiful specimen of the goldsmith's art and together with the precious stones which grace the buckle is valued at $1,000. The belt is given to the champion without any strings attached to it. He will not be obliged to defend it three times in order to own it.



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Timely Tips for Automobile Owners and Drivers

The Automobile club of Antwerp is ten years old.

Never leave tire covers in a damp place, as the canvas will soon rot.

There are more than 1,500 separate pieces in the average full-sized touring car.

It has been estimated that 10,000 automobiles will tour New York state during July and August.

A new automobile factory is to be located at Moline, Ill., to manufacture electric, gasoline and steam cars.

Heavy snows in Switzerland have put a sudden stop to automobile touring by American in that country.

Permission from the Turkish imperial government is necessary before Palestine may be toured by motorists.

Mr. and Mrs. George Jay Gould, who have been touring Europe in a motor car, will return to America August 18.

It is expected that the roadbeds of the grand prize course at Savannah will be ready for practice work by October 15.

Having been defeated in two successive years in the Grand Prix, French motorists are talking of discontinuing the contest.

A net fender, to protect pedestrians, has been invented and is being used on automobile tramcars and autobusses in Europe.

The Atlantic City Automobile club is promoting a convention to discuss ways of abolishing New Jersey's drastic anti-motor law.

Philadelphia has appropriated $10,000 for the purchase of two motor cars for the use of city officials in inspecting municipal work.

Farm lands have been known to increase in value from 50 to 500 per cent as a result of road improvement connecting with market towns.

The Long Island Automobile club claims to have been the first one in the country to station men along road to warn drivers of speed traps.

Two thousand taxicabs are now in daily operation in Paris streets, and 1,000 more have been ordered. London has 1,500 and 500 more ordered.

The proceedings of the recent Good Roads convention at Buffalo, are being compiled and printed and will be distributed throughout the country.

A three-ton auto truck recently carried a 4,500 pound load from South Orange, N. J., to Islip, L. I., sixty-four miles, in six hours and fifteen minutes.

Governor Fort of New Jersey has purchased a motor car, and United States Senator Briggs, of the same state, is contemplating a similar action.

Women who drive motor cars should beware of the veil. It is too often liable to blow across the face and obstruct the view just at the critical moment.

According to late statistics, the number of private owners of automobiles in France has increased from 30,000 two years ago to 40,000 at the present time.

The Automobile club of Wayne county, Indiana, was one of the first motoring organizations formed in the Hoosier state and now has fifty members.

John D. Rockefeller has purchased a touring car—all his others have been limousines—and it is believed he is contemplating a cross-country tour.

Sometimes the front tire will wear abnormally, and the blame may be put upon the tire manufacturer, while it is really due to the wheels running out of parallel.

Among the most attractive of widely checked rubberized taffeta motoring coats are ulsters in two tones of blue, brown or green, having double-breasted fronts, closing with medium-sized buttons; patch pockets similarily decorated and cuffs and collars of the darkest hue.

Lewis Strang, the only American entrant in the Grand Prix, says Europeans are all talking of the Grand Prize race at Savannah in the fall and predict a large entry list.

Dr. Heaton, the Missouri motorist, who is touring Europe with the determination to keep his expenses below $3 a day, has succeeded in traveling through Switzerland at $2.69 a day.

Automobilists of Maryland and Washington are working for the success of a movement started by Congressman J. Fred Talbot for the abolishment of all toll roads in Maryland.

Count Ninegawa of Japan, who accompanied the Glidden tourists to study American roads, is in America to study the automobile business generally and to visit the different factories.

Word comes from Germany that a stock company is being formed to establish and construct an exclusive automobile road for speed and endurance contests in the Taurus mountain district.

The members of the Massachusetts Automobile club have named a committee to confer with the local municipal authorities of the cities of the state regarding a proper observance of the speed laws.

C. J. Croker, the Yale junior, who recently crossed the continent from New York to San Mateo, Cal., will drive his car back at the end of the summer vacation, to resume his studies at the university.

A. L. Smith of the New Jersey Automobile and Motor club, who recently returned to his home in Newark from a trip to 1,100 miles through New England, found the roads to be in very good condition.

France has equipped its army with more power-driven vehicles than any other nation. In addition to the quick-firing automobile battery which has done good work in Morocco, has motor-army wagons galore.

Banners reading: "Warning—Automobilists are requested to obey the speed laws. Help us to do this and we will help you.—New Jersey Automobile and Motor club," are being posted on roads about Newark, N. J., by the club.

The storage battery finds itself used in various ways in an automobile. In the electric machine it is the entire source of the energy used for propulsion. In the gasoline-driven machine it makes a convenient and reliable source of ignition.

One of the points advanced in favor of the proposed twenty-two-mile circuit in Indiana, for the DeMont Thompson cup stock-car road race, is that it runs through only two towns, Lowell and Crown Point, and is entirely without grade crossings.

Parisian and American artists are already designing posters and scenic effects for the show to be given in Grand Central palace, New York, under the auspices of the American Motor Car Manufacturer's association, December 31 to January 7.

Now that the sleeves of all daytime gowns are made so much longer and actually protect the forearms, long-wristed gloves, which formerly kept the draft from whisking up the wide wrist openings of milady's touring coat, are no longer necessary.

The touring committee of the Bay State Automobile association is working on plans to conduct a sealed bonnet, non-stop contest, some time during next September. It probably will be a twenty-four-hour endurance run from Boston to Bretton Woods and return.

A New York automobile engineering school has installed a device consisting of heavy rollers flush with the floor on which the rear wheels of cars revolve, enabling students to master the operation of the change gears, clutch and brake, while the car remains stationary.

The larger the road wheels are, the less will be the power required to drive a car on ordinary roads. The main reasons why larger wheels are not used, however, is that they are expensive and fragile, they greatly increase the cost of tires and render access to seats more difficult.

The Quaker City Motor club will hold a race meet on Point Breeze track about the middle of next month. The club is rejoicing because the American Automobile association revoked a sanction to private promoters to hold races on the track. The American Automobile association supposed the promoters to be officials of the Norristown Automobile club.

Taxicabs will be operated in Baltimore about August 1. The service will start with fifteen cabs and the operators expect to augment the service until fifty cars are in use. The rates will be 50 cents for the first mile and 20 cents for each additional mile. For every ten minutes the vehicle is kept waiting while in hire 10 cents will be charged.

An elaborate welcome is being planned by Germany for Lieutenant Hans Koeppen, the German contestant in the New York-to-Paris race. Lieutenant Koeppen is 21 years old, unmarried, six feet tall, slim and athletic, with a toothbrush mustache. Among the first to welcome him home will be Emperor William, who has followed the race with deep interest.

To protect the complexion from freckles, sunburn and tan and at the same time to obtain an uninterrupted view of the scenery is a problem only to be solved by the motoring mask. This is built now upon a slender wire frame, shaped to fit over the nose and beneath the chin, and is composed of isinglass veiled with a ten-inch ruffle of white point lace.

The automobile buyer of today in most cases considers very carefully the simplicity of the car, more than its style or appearance. He is not repeating the troubles which were experienced in the early days of automobiling, when many purchasers endeavored to secure a car which, in plain language, consisted of the greatest number of pieces for the money.

Emporer Francis Joseph of Austria, is virtually the only sovereign in all Europe who makes no use of automobiles. His heir apparent, Archduke Francis Ferdinand, however, is a most enthusiastic motorist. The emporer, it is hoped, may yet take to the car, two motors having been presented to him by the Austrian Automobile club as jubilee gifts.

The recent feat of Mrs. Kenneth R. Otis of Cleveland, who established a record by driving her car from Cleveland to Buffalo, 204 miles, in six hours and ten minutes running time was most remarkable, the next best time for the trip being six hours and thirty-five minutes made by Ralph Tucker, the day before the Glidden tour last year.

A section of the Kansas automobile law is quoted literally as follows: "Nothing in this section shall be construed as in any way preventing, obstructing, impeding, embarrassing or in any other manner or form infringing upon the prerogatives of any political chauffeur to run an automobile band wagon at any rate he see fit compatible with the safety of the occupants thereof."

Rifle Team Starts Home.

LONDON, Aug. 1.—General James A. Drain, president of the American Rifle association, and the members of the American team that won the international team match with service rifles at Bisley, will sail for New York today. General Drain carries tentative acceptances from British and French rifle associations to compete for the Palma trophy in 1909.