THE OMAHA SUNDAY BEE.

OMAHA, SUNDAY, JANUARY 10, 1909.

JUDGMENTS

THE National commission's concessions to the Eastern league and American association, though sweeping in scope and character, may militate to the advantage of both the Western and Southern leagues, magnates and players. The decree of the commission creates class AA for the Eastern and Pacific Coast leagues and American association, and thus gives these three organizations the right to draft one man from each team in the Western and Southern. This is the same right now enjoyed by the two major leagues, and therefore doubles the draft, or enables the five organizations, between them, to get by this process two men from each team. At first glance that looks like a hardship, but as a matter of fact, it probably will become an advantage to the Western and Southern team owners by increasing competition in drafting to the extent of forcing the larger leagues to do more buying. It will make it impossible for them to wait until the eleventh hour to exercise their draft, for it will be a case of the early bird and the worm. So much for the owner. As to the player, the new arrangement gives him more room for advancement. Under the old regime, his chances are limited to the National and American leagues and that is a narrow limitation. Under the new order of things, he has more than double the scope of outlet for his ambitions. These results may not obtain, but they at least appear possible.

Wrestling has profited by the outlawing in so many states of prize fighting. For the last two winters the mat has been popular, but this winter has eclipsed the former seasons. In Chicago, where wrestling had died out because of certain allegations attached to it, the patronage this winter has been enormous. Whether it is due to a genuine revival of interest in the old game or whether more to the fact that men of sport-loving natures are determined to have some winter pastime and cannot have boxing so long as the law holds it under the lid, the fact remains that wrestlers have done well. These wrestlers may secure their popularity if they will do the wise thing and see to it that any odium that may have arisen from hippodroming in past years is made impossible. It is a grand sport and will be patronized as long as it is kept on the high plane of decency. Base ball is a living example of what a square game may accomplish.

Now that it is all over, would it be asking too much of the National commission for it to let us know just exactly what it was it expected to back Mr. Tebeau into? It certainly had a hole dug for him somewhere, or it would not have dilly-dallied so long and then given him everything he asked for. The results of the Cincinnati treaty of peace look all right, but it must be conceded that the way by which the peace pact was brought about shows up the National commission in rather an unenviable light. It could have saved its face by doing what Tebeau said do at the outset, instead of flatly refusing them and completely giving in later. The whole thing inevitably suggests that the commission must have been led around to the place where Tebeau keeps his power plant and treated to a good look-in.

Martin (Farmer) Burns, the dean of wrestlers, has come to Omaha to live. He has brought his family and will educate his children in Omaha schools. This gives to Omaha a man whose distinction in his profession is unmatched. Bordering on 50 years of age, he is today one of the very best wrestlers of the world, perhaps the best of his weight. He still possesses the agility and strength which youth gives and which sobriety preserves. Burns' greatness as a wrestler is no more remarkable than his habits as a man. He is a testimonial to younger men of what may be done in the field of strenuous athletics by careful living. The sport-loving fraternity of Omaha will certainly give the Grand Old Man of the Mat a glad hand welcome.

The winter season is far advanced and the talked of abolition of the spit ball has not yet reached any tangible stage of development. The chances are it will not, either. And if the spitter were abolished it is certain something equally as obnoxious and injurious would be instituted in its stead, so perhaps it is best to let well enough alone and worry along a while still with the spitter.

It is well enough in this heydey of base ball prosperity and good fellowship for the guardians of the game to reflect that it's a good idea in times of peace to prepare for war. Lifting the bane from Ward, Sebring, Chase and a few other players who have defied organized base ball does not serve to increase the player's respect for the blacklist or other penal laws. It's well to make progress slowly in such directions.

Speaking of ball players who jump contracts has directed an unusual amount of attention to the action of Dover, the Boston owner, in cutting off one year's salary from Joe Kelley and sticking another man in Joe's place as manager of the team. Blacklisting is often too good for obstreperous players, but what is to be done with the magnate who violates his contract?

One of the most interesting pieces of base ball gossip for a long time is that concerning a trade of George Stone for Hal Chase. McAleer is half-way quoted as saying he would not let Stone get away from him unless by so doing he could get a top-notch pitcher or Hal Chase for first base. He had a chance to trade Stone for Wid Conroy and promptly turned it down.

The New York American management is once more knocking its head on the ground to Hal Chase. Farrell's need of a first baseman is to be regretted when it becomes necessary to set such an object lesson to other players. If this isn't putting a premium on outlawry then that can't be done. But, of course, lifting the ban from Sebring practically lets in Chase.

Omaha felt the loss of Autrey and Austin as keenly, perhaps, as it ever felt the loss of a pair of players, but if reports be true Eberle and Pendry, who succeed them, will make the local fans forget, in part at least, the loss they have sustained. It is encouraging to know that President Rourke has landed a first and third baseman who promise so much.

Guess the National commission knows now who is running this little base ball business.

Heavens, Muggsy, there are four of those Covelski brothers!

So far Br'er Johnson has drawn no color lines.

GROTTE IN BOWLING POLITICS

Boosted as President of Middle West Bowling Association.

ONE HUNDRED GO FROM OMAHA

Interest in the Second Annual Meet Will Draw About Seven Hundred Leading Bowlers to St. Joseph.

Dick Grotte, the popular assistant city building inspector and president of the Commercial Bowling league, has been launched forth as a candidate for the presidency of the Middle West Bowling association. To make good on its claim to the presidency and to give Grotte a good boost, about 100 bowlers will go from Omaha to St. Joseph to attend the second annual bowling tournament, which will be held in that city January 23 to February 4.

It is now certain that Omaha will send over ten five-men teams, about twenty-five two-men teams and about sixty-five bowlers for the individual contests, thus giving Omaha probably as large a delegation as any city, except possibly St. Joseph, will have at the tournament. Omaha has always taken a lead in sports and is going to the fore in bowling.

G. A. Francisco of Omaha is now president of the association and has been working hard to make the St. Joseph meeting a big success, which now seems certain, as the indications are that over 700 bowlers will attend the tournament. He has been most industrious in helping to make the meet a big success.

Some good prizes are hung up for the second annual tournament of the Middle West Bowling association—prizes which are worth going after. Among other prizes are $3,000 in hard cash and this should be sufficient to tempt even a larger number of bowlers from their winter quarters. The management has so arranged affairs that no team will be compelled to remain in St. Joseph longer than two days, as they will be able to play their games and then scoot for home as soon as their play is over.

It is expected that 140 five-men teams will contest, 280 two-men teams and about 700 for the single prizes.

Spring Plans of the Doves.

BOSTON, Mass., Jan. 9.—The spring training plans of the Boston Nationals have been announced by President George Dovey. Manager Bowerman will send his batteries to Augusta, Ga., in advance of the rest of the squad. They will leave on March 8, while the main clan will not journey southward until a week later.

MAC CLEANED 'EM OUT ANYWAY

David Harum Makes Complete Change in the St. Louis Cardinals.

The release of Arthur Hostetter to Milwaukee of the American association, announced by Owner Stanley Robison of the Cardinals, marks the passing of the last of the players who composed the National league team when Manager John J. McCloskey landed in St. Louis, says the Republic.

McCloskey, who will be at the helm of the Milwaukee ship, will again have charge of Hostetter. John J. always has been sweet on Hostetter and since he signed with the Wisconsin aggregation has been angling for him. No consideration is mentioned. It is probable that a player or players will come this way early in the season.

Hostetter, whose real name is Hoelsketter, came to the St. Louis National league team in the fall of 1905 from Denver, of the Western league, as a third baseman. He played the far corner with indifferent success and the following spring blossomed out as a pitcher.

That spring he won the only game of the ante-season series between the Browns and Cardinals, the American leaguers taking six out of seven. Since that time Hostetter has played every position on the diamond, winding up last season as a catcher.

Hostetter would make a valuable man for any team if it were not for his bad pegs. From the knees up he is one of the best players in either league, but his legs refuse to keep pace with his head and arms. He has one of the greatest throwing arms in the business, and at the field meet at Cincinnati carried off the honors in the long-throwing contest.

The release of Hostetter marks the passing of all the players of the 1906 team from major league company, with the exception of "Buster" Brown, now with the Philadelphia Nationals, whose time is short.

Hostetter at third, Danny Shay at short, Farrell at second and Jake Beckley at first composed the infield. "Spike" Shannon in left, Homer Smoot at center and Jack Dunleavy in right was the outfield, while the catchers were Mike Grady and Jack O'Neill. The supposed-to-be reliable twirlers were Jack Taylor, "Buster" Brown and "Chappy Chawles" McFarland.

Shay and Shannon were traded to the New York Nationals for Sam Mertes and "Doc" Marshall and a sum of money, said to be $10,000. Shap dropped out of fast company soon, but has been signed by Frank Chance of the champion Cubs for next year. Marshall is also with the Cubs, being a sort of a present from Robison to Murphy.

Jake Beckley is playing first for the Kansas City American association team. Shannon has also dropped to the ranks of the minors, while Smoot is with the Toledo team of the American association. Dunleavy is holding on at St. Paul and Taylor is with Columbus. McFarland is performing in the sunny south, while Grady is in the Tri-State. O'Neil and Farrell have dropped out of fast company.

McCloskey pulled off another of his foxy deals with Brown as the St. Louis end of the trade. "Buster" went to Philadelphia in exchange for Johnny Lush, now with the Cardinals, and a bundle of greenbacks—$5,500.

START FOR THE BALLOON RACES

President of Aero Club Looking for te Site.

NEW YORK, Jan. 9.—A. Holland Forbes, first vice president of the Aero Club of America, has gone west on a tour of inspection of grounds which have been offered to the club for the start of the annual grand prize balloon race under its auspices in the first week of June, next. The cities tending the free use of grounds also offered suitable gas free, and there is no doubt that Mr. Forbes' trip will result in a definite selection. The race is to be open to all America. Federation rules will govern. All balloons will be limited to a capacity of 77,000 cubic feet, with a 5 per cent leeway, and each will be required to carry two persons, one of whom must be a registered pilot.

FOOT BALL PLANS AT DARTMOUTH

Coaching for the Coming Season Is Settled Upon.

BOSTON, Mass., Jan. 9.—At a meeting of the Dartmouth College Athletic council, held in this city, the coaching plans of the foot ball team were determined upon for the coming year. Instead of a head coach being selected and allowing him to choose his own assistants, the council appointed the head coach and his three assistants as well. W. W. Lollard, '05, of St. Louis was elected head coach. His assistants are: W. J. Randall, '96, of Boston; L. C. Turner, '04, of Ross, O., and J. T. Gilman, '05, of Baltimore.

STOVE LEAGUE WINS PENNANT

Fans Cinch the Flag Down at the Smoke House.

EBERLE TOUTED AS REAL MARVEL

Big First Baseman a Corker—New Pitchers Will Go Some—King, Cadman and Graham Promise Big Things.

"Pa has landed one sure prize in that man Eberle," said the Big Bug, as he hoisted his feet to the top rail of Pa's stove and cared not that the thermometer was moving toward the bottom of the bulb.

Brother Dave brought in a fresh bucket of coal from the back yard, for he saw that the Smoke House fans were settled to discuss the coming season. The date was just half way between the closing of the old season and the beginning of the new and when this was noted the fans were at once reminiscent and with their minds on the great national game, cared not a whit for pinochle.

"I know what I am talking about, for I was in St. Louis when he was trying for first base against the big Bohunk Konetchy, who was finally given the job, and it was nip and tuck which would get the place. Eberle is only six, three in his woolens, and will reach all the way from Gonding to Graham without taking his feet off the sack. I like these lengthy first basemen, for when you get a good one there is sure to be some class to him, and that ain't all he can do, for he is there at every branch of the game. Just keep quiet, I'm not saying anything against Autrey—he was the best in this league, but when he has gone we have to look for another, and I am sure Pa has the goods in Eberle.'

Struck on Outfield.

"I'm pretty much struck on that outfield," chimed in another bug from behind the stove. "There's nothing to it—we'll have anything in the league skinned a city block this year. You know Doctor Welch led the league at the bat and Fisher was about the best ever and when you add King out in right field you have a trio that will be hard to beat. You know, I like that little King better than any player in the league. He is there with his noodle all the time and on bases is getting faster all the time. Did you ever notice the lead he always gets?"

"Oh, I don't know as he leads off any farther than Fisher," insisted the Crazy Bug, whose work keeps him away from the game every day but Sunday, but who gets there before 1 o'clock on that day.

"Well, perhaps, he doesn't but then that man Fisher is always 'on' to to be able to lead off and that is what makes him so good," said Goodfellow Dick, who likes them all.

Rice and Lower in the Box.

"They tell me those two throwers that Pa got from Cincl are all to the good," said the Big Bug in a quizzical way.

"Well, Pa doesn't say much about them; guess he wants to spring them as a surprise on the fans, but I have looked them up and know that both Rice and Lower will be heard from in this league and the scouts will be looking for them before the close of the season."

"I know I'll miss Jimmie Austin this summer, because I would sooner see that boy steal second and then go on to third than to hear a grand opera," growled the Original Fan from behind his muffler.

"Well, I guess Jimmie was about the best that ever struck these diggin's, but they tell me we are all going to like his old running mate, Pendre," vouchsafed Dick as he saw the gloom gathering at the thought of Jim. You know, he comes from the same town, but is a different styled player. He is little, but oh, my! He is fast on bases, can hit and is a clean fielder."

"But you fellows were talking about pitchers and you forgot to finish," interposed the Big Bug. "I still have to stick for Hollenbeck. I think he is a comer, and will be the star of the league this year. Look at his record, look at him. He goes for my money. And you can't tell but Slim Hall will be back in shape this year. You know, he was sick last year and did not get back on his feet in time to be of much good to the team, but I look for him to be up and coming this spring. You know, a good winter on a farm is liable to work wonders with a boy.

"Pa still has a string on Rilzman, the southpaw who went around winning pennants after we farmed him out last spring.

"Don't know much about that fellow Johns of Dayton, for whom Pa traded Noah, but several good things have come out of Dayton, and you can't tell.

How About Old War?

"I guess you have forgotten War Sanders. He only makes three good southpaws and I guess that will be bad against some of the westerners. You can't tell but little Hansen of Council Bluffs will make good in the spring; anyway, he will be there in the following spring."

"Wonder if Buck is coming back?" asked another.

"Now, that is where I am stuck," answered the Original Bug. I have tried to pump that out of Pa, but he only looks wise. I have a sort of an idea that Pa has something up his sleeve on that shortstop position.

"Don't overlook that boy Summa," put in the Big Bug. I saw him break up several games with his bat last year and he may crowd some of your fixtures out of their jobs before the season is very old. And then this boy Cadman from Saginaw comes well recommended and should be a great help to Johnny back of the bat. We still have LeBrand and Chapman to fall back on."

And so the bugs went on, and if the pennant is not won long before the season opens it will be because Brother Dave runs out of corncobs and the fire gets so low that the Bugs cannot sit around the fireside at the Smokehouse and win pennants.

Graham is in Fine Form.

George Graham, Omaha's great second baseman, who wrenched his knee in warming up for an exhibition game with the White Sox last spring before the regular opening of the league season and was therefore not able to play all season, is fast rounding into shape. Graham is back of the counter at the Smoke House and listens in silence to the speculation of the Bugs. He has been most sensible in the treatment of his knee and has given it all the rest possible, with the result that it is getting strong. George has placed himself in charge of an osteopath who has been putting in some long and effective hours on the "Pride of Omaha," and the effects are apparent, for Graham is getting strong all over and by working out a little slow in the spring should be able to soon strike his old pace, which was a little too fast for any second baseman in the Western league to follow.

HAL CHASE STILL IN DEMAND

New York Americans Pursue the Rebellious First Sacker.

NEW YORK, Jan. 9.—Although there has been no definite announcement made from headquarters, from reports that are carefully allowed to leak out of the New York American league club office from time to time, it is now pretty generally understood that Hal Chase will be back on first base on the hilltop when the whistle blows next summer.

Just what correspondence has passed between the stubborn child from beyond the Sierras and Frank Farrel, owner of the club, is not made public, but from the aforesaid rumors that are sent out unofficially, some agreement has been reached which hinges now solely upon what action the National commission will take on the Chase case.

With Chase in line, and a good manager like Stallings in charge, there is no reason why there should not be a high class, fighting first division team disporting on upper Broadway when the warm weather rolls round again. The individual material is there and always has been, but it takes one master mind to mould the whole into a fast playing unit. Given the necessary amount of base ball brains on the part of the players and its all up to Stallings to whip them into a lightning-like machine, of which Herculean task all his friends think him fully capable.

From those close to the inside it is also learned that Elberfeld will not be in the lineup of the Highlanders again. This is not so much due to the fact that he is not the class, as to the fact that no ball park in the country is large enough to hold both Elberfeld and Chase on the same team.

MERION CLUB WANTS THE EVENT

Philadelphia Folks Would Like to Entertain Golfers.

NEW YORK, Jan. 9.—Since the original applications for national championship tournaments were sent out by W. Fellowes Morgan, secretary of the United States Golf association, the Merion Cricket club has entered the field. The Philadelphia organization has applied for the women's tournament. This far the only other offer for the women's championship has come from the Lakewood Country club, which has never held a national championship.

On the other hand, the Merion Cricket club held this event in 1904, when an international flavor was lent to the affair through the presence of Miss Lottie Dod, at that time champion of Great Britain. Miss Georgianna Bishop of Brooklawn, eventually won the tournament. Shortly after the last championship at Chevy Chase it was predicted that the woman favored a Philadelphia course for next year's contest, and under the circumstances the Merion application is not surprising.

Timely Tips for Automobile Owners and Drivers

The automobile club of Philadelphia now has a membership of nearly 700.

The touring club of France now has a total membership of 115,000, principally automobilists and bicyclists.

The newly organized Chauffeurs' Club of Boston is holding meetings twice a month, addressed by prominent motorists.

In 1900 there were sixty-nine exhibitors of automobiles at the first automobile show in New York. This year there were 236.

It is estimated that 35,000 motor license tags will be issued in Pennsylvania this year, as compared with 26,000 in 1908 and 19,600 in 1907.

The Spanish Royal Automobile club has organized a corps of motor volunteers, which will lend aid to the government in time of trouble.

A club has been organized at Findlay, O., having for its object the promotion of sociability and the opening of a campaign for good roads.

In addition to conducting a campaign for a membership of 500 by May 1, the Automobile club of Maryland is industriously working for a motor show.

It is stated that the membership of the American Automobile association had been augmented by fifty-five clubs and 3,000 individuals during the last year.

Hendrik Hudson, who says he is a descendant of the famous navigator of that name, was fined $20 recently at Mineola, L. I., on a charge of violating the automobile speed law.

The value of the exhibits at the Grand Central Palace show in New York was $1,000,000, the exhibition space 70,000 square feet, the lowest price car shown $150, and the highest $15,000.

Maine has a blind chauffeur who is earning a reputation of being one of the most capable and careful handlers of automobiles in the entire state. His name is Charles Underwood.

Wherever the motorist goes France, Germany, Italy, Russia, Turkey, China, Egypt or Dahomey, he finds gasolene sold in the same style American five-gallon cans of commerce that he sees at home.

The State Military Board of New Jersey has definitely decided to permit the New Jersey Automobile Trade association to use the new Essex Troop armory in Newark for a show from February 20 to 27.

The county of Norfolk, Virginia, has voted $300,000 for highway construction, and the taxpayers of Henry county will shortly vote to appropriate $300,000 to build 100 miles of new roads leading to Richmond.

In California they have begun to put car demonstrators in uniform. The plan is said to work well, as prospective purchasers are more apt to ask questions freely than if the driver were in ordinary clothes.

For absolute accuracy there are no road maps of Italy as good as those issued by the Touring Club Italiano. They are presented gratis to members of that excellent organization and sold at a low price to outsiders.

A luxuriously equipped automobile stage or motor bus has been put into service between New York and Lakewood, N. J., for the special benefit of the society people who reside in the Jersey pines during the winter.

A motor package delivery wagon recently covered a route of 101 stops in two hours and thirty-nine minutes in Philadelphia, as compared with the best previous five hours and fourteen minutes with a horse-drawn team.

Kaiser Wilhelm of Germany has plunged into motoring with his usual enthusiasm for sport, according to a dispatch from Berlin, and will reduce the imperial stud one-half owing to the increase in his motoring equipment.

To better insure the success of their projected show, automobile dealers of Louisville, Ky., have organized an association with complete constitution and by-laws. The show is scheduled for April 15, 16 and 17 in the Louisville Coliseum.

According to a motor expert, an excellent method of testing the circulating pump is by feeling the radiator. If the tubes are hot the water is circulating properly; if cold, either the supply of water is exhausted or the system is inoperative.

"Cabbies" of Detroit have united in a war on the taxicab service established in that city recently. They are endeavoring to drive it out by means of a city ordinance regulating the rate of fare, but thus far have failed to dislodge the enemy.

The Automobile Dealers' association of Boston, Mass., is considering the advisability of erecting a mammoth building in the Back Bay district which may be used not only for salesrooms, but will be equipped for individual repair departments.

The motor car distinguished itself during the recent snow storm that blockaded traffic in Paris. Although while horse-drawn vehicles were unable to make a passage through the drifts in the streets, the motor car sped about the city with comparative ease.

The work of making the old Narragansett Pier track in Rhode Island, famous for its horse racing, one of the fastest automobile circuits in America will soon be begun. Cement worth $2,000 has been purchased to cover the entire mile circuit and to bank the turns.

It has been definitely decided not to hold an automobile show in Providence, R. I., this winter. Neither the state armory nor Infantry hall, in which the two preceding exhibitions have been held, could be secured, and no other suitable place was available.

Cleveland, O., claims to have more women motorists than any other city in the country in proportion to population. It is also asserted that nine-tenths of male motor car owners in Cleveland drive their own machines in preference to employing chauffeurs.

Marquis de Dion, who has been one of the stoutest opponents of motor car racing in France, is of the opinion that in view of the engagements made by the Automobile Club of France the Grand Prix cannot be abandoned this year without losing all prestige.

Care should be taken that the teeth on the ratchet of the emergency brake are not worn dangerously low. When this is the case there is a great likelihood that the lever will "jump" when the motor is started, sometimes greatly endangering the machine.

With a view of making possible the carrying of heavy loads on pneumatic tires, a scheme has been introduced in Paris of mounting two, three or even four tires on a single rim. The plan has only been made possible by the introduction of a dismountable rim.

Cars specially designed to carry millions of dollars in specie and bullion are being installed by London banking houses. The bodies of the vehicles are steel lined and contain special compartments for various kinds of valuables and having secret doors for additional security.

Comparatively little difference is made in the distance registered by speedometers by changing from smooth tread to non-skid tires. Figures show that a difference in tire diameter of half an inch in the case of a 34-inch tire should not amount to more than 80 feet for a mile.

It is figured that there are about 150,000 automobiles in use at present in America and that the production of cars in 1909 will add 75,000. The fact that half a million buggies were disposed of in 1908 supplies a fair indication of the possibilities of automobile for general use.

One of the commonest reasons for oil lamps going out is the choking of the draught holes in the cap of the lamp by the heavy deposits of carbon. These should be looked for and removed before any lengthy drive by night. The other essentials are a good lamp, good oil and a clean, dry wick.

Motorists of San Antonio, Tex., are discussing a project to construct a six-mile track near that city upon which to run automobile races. A number of the business men of the city are interested in the project, as they believe the proposed course would bring many northern automobilists to their city in the winter time.

There are but 838 automobiles in Portugal. Of these 501 are in Lisbon and 148 in Oporto. To encourage the purchase of automobiles in that country the Royal Portuguese Automobile club is endeavoring to secure a reduction in the import duties of gasoline, tires and other accessories, and a simplification in the customs formalities.

There is more than a definite rumor to the effect that the agency for the "Studebaker" and the famous "E. M. F." line of automobiles has been taken by a prominent young business man of Omaha, who is organizing a corporation for the purpose of handling this important line on a scale that is adequate to its importance.

Racing enthusiasts, especially those who have followed the big automobile competitions this year, will have a treat in store for them in the coming Philadelphia show, January 27 to February 30. It will embrace among its many attractions one of the greatest collections of racing cars that have ever been brought together under one roof.

Tire upkeep is one of the most important items in the grand total for car maintenance. If the amateur driver and mechanic would keep his tires inflated to the proper pressure at all times and to have recourse to vulcanizations of all small cuts and tears as soon as they appear, there would be far less complaint of the short life of shoes and tubes.

That the Automobile Engineers' society is keeping apace with the progress of the trade is shown by the fact that the membership in the organization has more than doubled in the last year. The first quarterly meeting of the society this year will be held in Boston, during the show there, and the fourth annual summer session in some city in the middle west.

T. C. Campbell, president of the New Orleans club, has had assurances that French and Italian cars will be entered to compete against the American machines in the twenty-four hour race during the Mardi Gras week, in February. F. J. Wagner, who acted as starter for the grand prize and Vanderbilt races will be starter at New Orleans.

Doubts expressed by British racing enthusiasts as to whether there would be any meets at the Brooklands automobile race-track next season have been set at rest by the official announcement that it has been decided that the two day meetings on the bank holidays and the Saturdays which precede them, at Easter, Whitsun and in August shall be repeated.

The allotment of space for the Detroit Automobile show under the auspices of the Detroit Automobile Dealers' association, indicates that the show will be a huge success. Every bit of available space on both floors of the large Wayne pavilion, where the show will open February 15, lasting one week, has been snapped up by those anxious to participate in the exhibitions.

A solution of either wood alcohol or denatured alcohol and water in proportion from one in ten to one in twenty, according to the temperature is recommended as an anti-freezing mixture for a carbide lighting plant. The former has a freezing point of about 15 degrees Fahr. Sometimes common salt is added to the water, but its use is not to be recommended, owing to its corrosive action, on the brass.

Motorists differ in their opinion as to the proper method of setting the headlights for traveling over rough roads at night. Some drivers hold that the desirable thing is to place the lamps in such a position that the rays of light shall be thrown out in perfectly parallel and horizontal planes. Others hold that the light should be focussed on the road at a point not too far distant from the front of the car. The centralization arrangement, in which full advantage is taken of both beams, is considerably more advantageous than that in which both beams are held perfectly parallel.

A new automobile paradise has been discovered in northern Africa, by Captain James Archibald of Washington, D. C., who reached Paris recently, after having spent two months in touring through Algeria and Tunis. He predicts that these two countries will soon become favorite touring grounds and considers the roads the best in the world, superior even to the national roads of France.

While there is much doubt as to any great change by the incoming legislature in the New Jersey motor law so far as it relates to Jersey motorists and speeding, yet there is good reason to hope for the abolishment of the $10 tax imposed on visiting motorists from other states. The Newark and Atlantic City trade boards have declared war on this tax and Governor Fort has announced that he is with them in their fight.

An automobile expert who has made a study of horses is authority for the statement that sorrels are the only absolutely safe horses; white animals, on the other hand, always being dangerous. Between these two extremes comes the bays and the blacks, the former being the better natured of the two. Automobile drivers will save themselves lots of trouble by remembering this point and driving very carefully past a white horse.

To clean and remove stains from light colored leather the following mixture may be used with good effect: Boil a pint of milk, let it cool and add one drachm of sulphuric acid. Shake well and then add half a drachm of oil of lavender, one pint of vinegar and the white of one egg, beaten to froth. Keep in a tightly corked bottle. Rubbed on the leather with a soft cloth, it greatly improves the appearance and removes the stains.

Valuable assistance has been given the automobile school of the West Side Young Men's Christian association of New York by motor manufacturers, several of whom have donated cars for laboratory work and road instruction. The school is not a money-making concern and any profits go to the support of the regular work of the Young Men's Christian association. The school was aided by a grant from the Automobile Club of America for a number of years.

As two women were traveling in a motor car near Roumale, on the outskirts of Paris, a stag, hard pressed by the hounds, jumped into the car for refuge, the dogs clamoring and leaping around it. The car was stopped, the women made a hurried escape and the hounds soon disposed of the stag. Similarly, a stag charged a car containing the Gaekwar and Maharonee of Kapurthala, on a road through a German forest—and paid the price of its misguided valor by dropping dead with a broken neck.

A mixture of olive oil and white lead, reduced to a workable consistency by white lead, makes an excellent coating for metallic parts of the engine or machine tools as a preventive of corrosion, particularly upon the coast line. Olive oil does not dry or oxidize as linseed oil does, and therefore is easily removable by means of turpentine when its presence is no longer required. The white lead adds metallic body to the oil and assists it in preventing the attacks of moisture, acidulous vapors, etc.

Experiments show that a 2-year-old steer is capable of about three miles at an eighteen-mile pace, and hates to be conquered. The horse invariably seeks a side road when chased by an auto, but the steer continues straight along the road until exhausted. Invariably the goose steps from the road on approach of an automobile, while the chicken loses its mental equilibrium and cannot decide whether to race the car or select one side of the road or the other. The turkey will stand on its dignity as long as possible—but it is not as cautious as the goose.

A remarkable new motor engine is reported to have been invented by Newell O. Ollyn of Hiram, O. It is of the rotating cylinder type, four air-cooled cylinders being used. These are operated on the two-cylinder principle, and have no valves, the inlet and outlet ports being opened and closed by the rotating part of the machine. No flywheel is provided and, contrary to most motors, a muffler is provided and somehow attached to the cylinders. Most remarkable, it is claimed, that there is no battery. A company has been formed at Warren, O., to manufacture the engine.

A load of 1,600 pounds per wheel gives about one ton 400 weight per axle as the heaviest load which should be carried on pneumatic tires. It is true that many powerful closed touring cars, fitted with all luxuries that human ingenuity can devise, have a rear axle load of about 4,000 pounds. But such a load is only carried at enormous cost in tire up-keep, for the generally accepted rule is that the life of a tire is in inverse proportion to the cube of the weight which it carries. Thus, if the weight is doubled, the wear will, on an average, be eight times greater. An increase in weight of but 5 per cent causes an increase in the wear of the tires of about 14 per cent.

The proposed uniform motor vehicle law which has been drawn for submission to the state legislatures of Massachusetts and other New England states is favored by a majority of New England motorists. The proposal to fix the speed limit at twenty-five miles an hour in the open country is thought to be high enough to suit the drivers and low enough to please other users of the roads. The provision that a judge may place on file any complaint of excessive speed, if in his opinion it was unintentional, or if "no person or property could have been injured thereby" is thought to be a reasonable one. There are many instances where an automobile driven by a competent man could exceed twenty-five miles an hour and not be a menace to anyone.