

JUDGMENTS

AS NOT the sacrifice hit served its day in base ball? We know there will be many to answer this question in the negative with a most emphatic frown.

THE HORSE AND THE AUTO

An Instructive Comparison of First Cost and Running Expenses.

MACHINE POWER BEATS THE NAG

Mileage Cost Greater for Horse Than Runabout—Experience of Man Who Traded Both Classes of Power.

I have seen a good many tables of expense of running large touring cars for pleasure, but very few for small business runabouts, such as the physician in general practice, contractor, city engineer, or real estate man uses, hence the following statement of facts may be of interest.

Table with columns: Month, 1907-8, 1908-9, 1909-10. Rows include October, November, December, January, February, March, April, May, June, July, August, September, and Totals.

Amateur Drivers on Grand Circuit

Annual Inter-City Harness Matinee to Form Part of the Empire City Meet.

NEW YORK, June 1.—It is practically certain now that the annual inter-city harness matinee of the Amateur Drivers' League of America will form part of the Empire City grand circuit meeting during the week of August 22.

Let us compare this cost with that of a horse and buggy in similar work. For two years preceding this automobile purchase, I used an outfit consisting of a light horse and iron-tire runabout (and it was not very much of an outfit at that).

So we see, although it costs more per month to run an automobile, it costs less per mile, with incomparably greater pleasure. In the hot summer evenings, instead of sweating at home, letting the horse rest in the barn, out of sheer pity for the poor dumb beast, we simply fill up the gasoline tank and cool off by a twenty or thirty-mile run against the breeze.

Interstate \$1,750 Hugmobile \$750

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With our new Automobile Catalog we will send you our Booklet of Testimonials showing pictures of customers using Sears cars in every part of the United States, with letters from them telling their experiences.

Sears, Roebuck & Co. Chicago

TENNEY'S DAYS ARE NOW OVER

Has Record of Sixteen Years as Ball Player.

Fred Tenney's days of usefulness to the New York Giants have passed and the one-time king of the first sackers has been turned loose.

The passing of Tenney from the big league marks the going of the last of the stars who won pennants for Boston in 1890, 1897 and 1898.

Tenney joined the Boston team in 1894 as a catcher, coming direct from Brown university. Although left-handed, Tenney made good back of the bat, but he didn't come into his own until he replaced old Tom Tucker on first base.

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Sears, Roebuck & Co. Chicago

THE STURDY CHALMERS

The Chalmers is built for the discriminating buyer—he who appreciates quality rather than a long discount.

Gotch pursued the system of wrestling in the Zbyzsko match which he pursued in his contest with Hackenschmidt would have cut short his victory there to a matter of a few minutes instead of stringing out the affair for more than two hours and ending in a dogfight, as we are to accept things as they come to us.

Another week has come and gone without disclosing any material steadiness in the slaying of Omaha's much loved ball team, but not even that should give a faithful fan serious worry.

Base ball is a game of wonders. They have been counting off the consecutive games won by Brooklyn. But as a matter of fact Brooklyn is one of several teams that must be reckoned with for a time.

George Stone seems to have recovered his batting eye and his bad leg improved so that the ex-Omahian is delivering some goods for the Browns.

Young McQuillen of Philadelphia, whose pitching last season started everybody, has just been fined \$50 and suspended indefinitely without pay for poor work, which is a wholesome indication that loafing will not be tolerated.

Poor old "Nance," as we called it, was good, after some repairs and a coat of paint, for another season, but for various reasons, I wanted a larger car, accommodating four persons, so traded it in for \$275.

My work as park superintendent takes me over many rough new roads, across railroad tracks, ruts and chuck holes, which may account for the high repair cost.

Dry cells were used for ignition at first, running about 1,000 miles on a double set of ten cells, but later, when I shifted to 500 or 600 miles out of a set, I changed to a six-sixty storage battery, costing \$15, and running 1,000 miles on a charge costing 50 cents, as compared to 25.00 for the dry cells.

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