

BIG CANTON RACE POSTPONED

Panama-Pacific Auto Contest Set for February 22.

DRIVERS HOLD TO HOLIDAYS

Competitors Put Date Forward to Spend Season of Celebration at Home—Many Firms Will Enter.

SAN FRANCISCO, Jan. 7.—In accordance with the wishes of the automobile racing powers, the Panama-Pacific, formerly known as the Portola road race, has been postponed until February 22. The course, however, will be away from their homes during the holidays. This would have been their lot had the original date of January 22 been held. As a result the entries did not come in as fast as expected. One of the leading men in automobile racing had the following to say regarding the postponement:

"I told the promoters that they had better change the date of their race as they would have trouble getting entries for a race on January 22, and that it would be better to stage the contest on Washington's birthday. January was a bad month for the race. The automobile public is interested in shows at that time and the contest would not have been given the attention it really merits. For the Panama-Pacific race promises to be the most important held on the coast. When you consider that Bruce Brown's time at Savannah was bettered by Testeiff at Santa Monica, the weight of my assertion is evident. The end of February will be a busy time in the buying season, and the showing cars make at this race is expected to influence purchasers to a certain extent.

Twenty-Four-Hour Race.

This is the twenty-four-hour race at the Los Angeles Motordrome in the middle of January. With the Panama-Pacific event on January 22 it would be cramping too much automobile racing into the state of California. With the former contest down for the end of February it will feed the native sports about the proper amount of motor car speed. The importance of racing in California cannot be overestimated. The state is fairly well about it. New motordromes are being built and planned. Eastern agents advertise the work of their cars in far coast competition, and there is talk of the American Automobile association reorganizing a special racing board for the far coast. Surely the state is racing center. Undoubtedly the Panama-Pacific event will assume proportions that will give it the name of the California Vanderbilt.

It is said that all the well-known firms favoring the speed game will enter cars at San Francisco. The postponed date will give plenty of time to prepare for the contest. It is announced that the conditions will not be changed. As in the original entry blanks, the following events will be held:

FIRST EVENT.

Class C—Stock chassis. First division, 10 and 20, cars up to 250 cubic inches cylinder displacement, and not over; second division, 20, 25 to 300 cubic inches cylinder displacement, and not over. No weight restrictions. Entrance fee, \$100.

The length of the circuit is 10.223 miles, which must be covered nine times, making a total of 92.007 miles.

Awards—To the first car, 75 per cent of all entry fees; to the second car, 50 per cent of all entry fees; to the third car, 25 per cent of all entry fees and the Oakland "Tribune" trophy, value \$1,000.

SECOND EVENT.

Class C—Stock chassis. Cars from 300 cubic inches cylinder displacement up to 600. No weight restrictions. Entrance fee, \$100.

The length of the circuit is 10.223 miles, which must be covered fourteen times, making a total of 143.122 miles.

Awards—To the first car, 75 per cent of all entry fees; to the second car, 50 per cent of all entry fees; to the third car, 25 per cent of all entry fees and the St. Francis Hotel trophy, value \$1,500.

Auto Buyers Look to Their Comfort

New Models of All Factories All Reflect These Tendencies in Their Cars.

Buyers are paying more attention than ever to those features which add to comfort and convenience. There is a correspondingly less demand for excessive speed. The 1911 models of all the well known makes reflect this tendency.

Woman's influence has, of course, a great deal to do with this change. It is doubtful if the average woman ever cared for as much speed in a motor car as a man.

But woman's influence has undoubtedly done much to subside the speed mania, that was wont to give her all the credit.

Before the advent of the motor car man was forced to travel the road at a speed not to exceed fifteen miles an hour. The motor car offered a way to obtain sixty. Man too advantage of it, demanded it for a while, then found that he didn't want it—didn't need it.

For comfortable traveling thirty miles an hour is enough. The real value of a motor car to the average individual is not that it can make seventy to eighty miles an hour on a track, but that it can make twenty or thirty miles an hour on a road, and be ready to repeat the performance day after day.

As an illustration of this one need only cite the largely increased use of the electric vehicle. The handsome appearance, the ease of operation, cleanliness, noiselessness of the electric make a strong appeal to women. It requires little, if any, attention on the part of the operator and can be driven without danger of soiling the slightest tulle.

Of course, the increased mileage capacity of the electric has something to do with the largely increased use. Eight years ago forty miles on a single battery charge was about the limit for any electric. Today it is not unusual to hear of electric vehicle owners driving seventy to a hundred miles without stopping for a charge, and electric cars have been driven over 300 miles on one charging of the battery.

NAVY HAS 1911 FOOT BALL DATES

Game with Princeton October 21 or 28—Other Dates Not Made.

ANNAPOLIS, Md., Jan. 7.—Princeton will play the Naval academy football team next season on either October 21 or 28. The schedule of the navy team will be more difficult proposition than that of last season. It will open with Johns Hopkins on October 7 and Penn State and New York university will be two of the midshipmen's opponents. Lehigh and Carleton Indians will not be on the navy's schedule next season.

Racing Rules May Extend Time Limit on Driver's Trips

Automobilists Will Favor Allowing Man to Remain at the Wheel Five Hours.

NEW YORK, Jan. 7.—The approach of the new automobile racing season brings with it the question of the rules to govern the length of time a driver shall remain at the wheel in track and speedway contests. The rule heretofore has been with a three-hour limit, but according to advice from Chairman S. M. Butler of the contest board drivers will be allowed to remain in a race for five hours continuously after January 1, 1911. Another clause will be added to this rule, according to the advice of the officer, which will allow the referee any race to permit a driver to hold the wheel longer than five hours if he appears to be physically fit.

Physical conditions will be taken as a basis for the action by the referee in every event which is run under this new optional rule. If the driver is found to be physically unfit at the start he probably will be told that he will be forced to change at the end of five hours, and should a driver who started physically fit show signs of fatigue while in the mind of the referee, would make the race dangerous for the driver and the other contestants, he would be forced to relinquish his seat to a teammate at the end of five hours.

On the other hand, the drivers have the right to ask a change at the end of five hours. This will be done but little, it is believed. The motorcar makers also wish to see their cars taken through by one man if possible.

One of the chief 1911 events which this new rule will benefit is the 500-mile international sweepstakes race over the Indianapolis motor speedway on Memorial day, May 30. The speedway management found that the majority of manufacturers and drivers were anxious to have one man take one car through the long contest, and took up the condition with the contest board. The result was that Chairman Butler gave the advance statement of the new rule for 1911.

The prizes for the international sweepstakes race will total about \$40,000 after the various accessory makers have made their side offers. This means that the winner probably will be the richer by about \$10,000 or \$15,000, the greatest prize ever offered in motor competition. Nine other cash prizes, which are worth from \$500 to \$2,000 or \$3,000, are offered for those who push the winner to the checkered flag. The race will be started at 10 o'clock in the morning and will take about seven hours in the running, so that the finish will be made about 5 o'clock in the afternoon. Already many have asked about the reservations for seats in the stands to see this supreme test of men and metal, and the crowd which this indicates will probably be the largest ever in attendance at automobile races of any type.

Death Not Hurried by College Sports, Says Yale Journal

Offers Statistics from 1855 to 1904 to Show that Charge "Athletes Die Young" is False.

NEW HAVEN, Conn., Jan. 7.—A refutation of the frequent charges that athletics die young has been published with statistics in the Yale Daily News. The record of 781 athletes who won their "Y" in one or more of the major sports between the years 1855 and 1904 has been compiled. The statistics read in part as follows:

"Of these 781 athletes, 51 have died since graduation. The causes were: Consumption, 12; pneumonia, 1; drowning, 4; heart disease, 1; war and accident, 3; died from unknown causes or disappeared, 10; from various diseases, such as fevers, cancer, paralysis, distillation, etc., 12."

"Out of these fifty-one men, eighteen rowed on the crew, sixteen played football, eleven were track athletes and six played base ball. The ages of those who have died show these extremes and averages:

Sport	Extremes	Average
Crew	18 to 45	41.7
Football	18 to 31	30.3
Base ball	18 to 30	28.2
Track	18 to 33	28.4

"If the four men who were drowned while young are eliminated from the crew table the average age is raised to 47.1 years."

"Turning to the 718 living athletes, those who have passed 40 may be grouped thus: One hundred and thirteen men are between 40 and 49 years; 86 men are between 50 and 59 years; 22 men are between 60 and 69 years."

"It is a widespread opinion that athletes are liable to heart trouble, but only two Yale men of these athletes considered have died from this cause. It would seem more significant that of the fifty-one deaths, sixteen were due to lung affections, the sports engaged in being football, rowing, 5; base ball 2 and track athletics 4."

A life insurance expert is quoted with the opinion that college athletes, barring track men, show a better average expectation of long life than their non-athletic classmates.

The Yale News quotes a well known athletic authority as follows:

"Dr. Meylan has studied the individual history of every carman graduated from Harvard in the period of forty-one years, between 1852 and 1893. The results show that, compared with other men as to longevity, these athletes have had an expectation of life, barring accidental deaths in the list, of more than five years longer than the average standards of the insurance mortality tables. Of the total number of 152 men whose records were traced, 123 were living in 1909. Not one death was in any way caused by over-exercising in athletics during college years, only two men having died of heart disease, and rowing was not blamed in these cases. Of the thirty-two orphans, dead in more than a half century, six were killed in war, two by accidents and only one died of consumption."

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As completely as coughs and colds wreck lungs. Cure them quick with Dr. King's New Discovery. 50c and \$1.00. For sale by Beaton Drug Co.

FIRST MARTYR OF THE AIR

Simon Magus Flew Over Rome and Fell to Death.

FATE OF OTHER EXPERIMENTERS Bled Men of Other Days Fooled with Artificial Wings and Put a Few Real Thrills on the Records.

The first birdman of whom there is any definite record was Simon Magus, who, according to Antonia Byerlink, flew high in the air over Rome during the reign of Nero from 54 to 68 A. D. The account of the adventure is very brief, but not more so than was this pioneer's career as an aviator for it is recorded that his wild genius became displeased with him when he was aloft and suffered him to fall and dash out his life.

The fate of this first martyr of the air seems to have discouraged experimenters for many centuries, for we must turn over a thousand years of history before putting our finger on the next birdman to be definitely mentioned. This was Elmer, a thirteenth century monk. Taking the flying squirrel for his model he gave successful exhibitions from a tower, soaring sometimes above a furlong through space. And in the same century the learned philosopher, Roger Bacon, avowed: "There is certainly a flying instrument, not that I ever knew a man that had it, but I am particularly acquainted with the ingenious person who contrived it."

The first birdman to fly a considerable distance appears to have been John Baptiste Dante, a fifteenth century mathematician, who lived in Perugia. He framed a pair of ingenious wings with which, it is narrated, he amused his fellow Perugians.

One of the most successful flights was over Lake Trasimene, that body of water with no outlet, on whose northern shore Hannibal annihilated the Romans. But the aerial career of Dante of Perugia was cut short one day when "he fell on the top of St. Mary's church and broke his thigh."

Imitating the Birds.

That the great Leonardo da Vinci (1452-1519) was a birdman as well as a painter, sculptor, musician, architect, engineer and mechanic, is stated by some authorities. While making the careful observations on which he based his "Treatise on the Flight of Birds" he so thoroughly imitated the secrets of flying as to be able to build a pair of mechanical wings with which, according to Cuperus' "Excelsion of Man," he practiced flying successfully.

Soon afterward came an "artificial bird," which Johann Muller, bishop of Ratisbon and a noted German mathematician and astronomer, built at Nuremberg during the generation just preceding Columbus' discovery of America. This aerodrome is reported to have flown out to meet the Emperor Charles V and to have accompanied him back to town.

In 1510 an aviation exhibition was arranged for the amusement of James IV of Scotland and his court, the Tynwald prior mounted one of the lofty battlements of Sterling Castle and donned an elaborate arrangement of wings and feathers. Then he leaped forth and fell in gloriously onto the dunghill.

The performance of Turkish aviator was witnessed at Constantinople in the latter part of the sixteenth century by the Flemish scholar and diplomatist, Huber (1522-92), who at the time was the ambassador of Ferdinand I at that capital.

"The seventeenth century was prolific of flying machines," a writer assures us, and one of its enthusiasts on the subject of man flight was John Wilkins, lord bishop of Chester and first president of the British Royal society, who believed that a race of birdmen could be created by systematic training.

"He that would effect anything in this way," said this authority, "must be brought up to the constant practice of it from his young, trying first only to use his wings in running, or to touch the earth with his toes and so on by degrees learn to rise higher until he shall attain unto skill and confidence."

"I have heard it from credible testimony," he adds, "that one of our nation hath succeeded so far in this experiment that he was able by the help of wings in such a pace to step constantly (off the ground) ten yards at a time."

And thus we have two and a half centuries ago a soaring machine such as used in recent years by Lillenthal, Herring and others.

Jumping Off Church Steeple.

A daring flight from the steeple of St. Mark's cathedral, Venice, is mentioned by the lord bishop, who believed that he was able by the help of wings to perform the feat. The same authority mentions another unnamed man who made a flight at Nuremberg, the same city that with Bishop Muller's artificial eagle went on to meet the emperor.

One of the most noted birdmen of this time was Allard, a tightrope performer who appeared in France about 1665. Wearing wings he made a number of flights from various heights. But while performing before Louis XIV he got a bad fall, and seems to have, thereupon, quit the flying business.

The most successful birdman of these times appears to have been one Benier, a locksmith, who succeeded in flying at Sable, France, a few years after Allard's aerial career had ended so painfully in the presence of the great Louis.

According to the Journal des Savants of September 12, 1678, Benier flew with wings consisting of four rectangular surfaces, one at the end of each two rods passing over his shoulders. With these he would raise himself from one height to another by reaching to the top of a house, from the roof of which he stretched over his neighboring houses. Finally, working himself up to a great height, he would make a downward swoop and cross a river of considerable breadth.

Successful flights were made at the same time by one Haidin of Guibre, who built Benier's first pair of wings. He and his disciple were birdmen, indeed. They flew only by their God-given means of locomotion.

The monoplane is first met with in a picture from Faustus Veronius, 1665, showing a flying man supported by a rectangular fabric stretched over a frame from whose four corners depend ropes passing under his arms.

Beginnings of the Balloon.

During these latter years of the seventeenth century Francis Lana, a Spanish Jesuit, designed an airship, which was to consist of a boat-shaped body from which rose a mast and sail surrounded by four globes of very thin copper, each containing a vacuum. Needless to say this contrivance never worked.

A generation later (1735) a Portuguese named De Gouman is said to have "made a wicker basket of about seven or eight feet in diameter covered with paper, which basket, elevated itself as high as the Tower of Lisbon." This "basket" as believed by some authorities to have been a wicker frame supporting a paper vessel filled with heated air. If so, the apparatus probably was the first balloon. However this may

have been, the introduction of the balloon in this same century caused experimenters generally to abandon the man-flight problem for more than fifty years, or until Dr. Miller and one Henson, both Englishmen, resumed experiments.

It was early in the last forties that England excitedly awaited Henson's "aerial steam carriage," whose great batlike wings were to be waved by a steam engine of extreme lightness. An inclined plane was devised for the launching gear, but was never needed. And meanwhile Dr. Miller he made futile efforts to rediscover the lost art of the ancient birdmen, the lost art of really flying with wings waved by human muscles, the lost art that still remains lost—Air Scout.

Boat Crews Train to Outrow Penny at Naval Academy

Academy Meets Pennsylvania May 6, Columbia May 13—May Meet Yale Later, but Not Harvard.

ANNAPOLIS, Jan. 7.—Rowing at the Naval academy is awaited with much interest, and there is every indication of one of the strongest crews that has represented the Navy for many seasons. An entry is being made to secure some races for the four, a contest of the kind not having taken place here since the early days of rowing at the academy.

The distinct event of the season will be the races scheduled with the University of Pennsylvania, after aquatic relations had been discontinued for a half dozen years. Pennsylvania will bring its varsity and freshman crews to Annapolis on May 5. The varsity and the first Navy crew will contest over the two-mile course, while the freshman and fourth-class crews will pull a half mile less. The only other race definitely fixed is that with Columbia on May 13. It is likely that Syracuse and Princeton will both send crews to Annapolis, the latter probably a four.

It is set that there will be no race with Harvard this season, but negotiations are still pending with Yale, though the chances of a race are not great. There is also a correspondence in progress with Princeton, and it is hoped that the latter will use its newly granted permission to arrange one or two races by sending at least a four to Annapolis. Syracuse will furnish the seconds if it arranges out its aquatic tackle and supports a crew as usual.

The first and second crews have lost two members each by graduation, resignation and illness. Of the first crew Brown, bow, has graduated, and King, No. 4, has typhoid and will not be able to row. There remains Weema, No. 2; Agrell, No. 3; Merring, No. 5; Griffin, No. 6; Johnston, No. 7; and Loftin, stroke. In the second crew Alnoworth, stroke, has been graduated, and Spencer, No. 6, has resigned. The following are still available: Booth, bow; Powell, No. 2; Whiting, No. 3; Meyer, No. 4; Ertz, No. 5; and Meigs, No. 7. Coach Glendon will also have the men who composed the excellent fourth class crew last season.

Judges Are Chosen.

This is the list of judges:
Dr. Ernest Lester Jones, Culpepper, Va., bloodhounds, American foxhounds and English pointer packs.
E. H. Moore, Melrose, Mass., St. Bernards.
G. F. Egger, New York, Great Danes.
George Rousae, New York, Russian wolfhounds.
J. Willoughby Mitchell, New Rochelle, N. Y., Irish wolfhounds, retrievers, Chesapeake bay dogs, whippets, Scottish terriers, slye terriers, Dandie Dinmonts, black and tan (Manchester) terriers, Schipperhounds, Yorkshire terriers, toy black and tan terriers and the miscellaneous class.
Henry S. Spackman, Philadelphia, Scottish deerhounds.
Henry C. Kelley, Stamford, Conn., greyhounds.
Robert Vincy, Churchill, Newton Abbot, England, English foxhounds and English pointer packs, fox terriers, Irish terriers and Welsh terriers.
Ed. Berwind Chase, Philadelphia, pointers and English setters.
Louis Contoit, Mount Kisco, N. Y., German pointers.

Lagrove Has Chance For Championship

California Lad Said to Show Indication of Real Class as Ring Fighter.

SAN FRANCISCO, Jan. 7.—Sam Fitzpatrick, the veteran handler of pugilists, still insists that in Anton Lagrove, a California boy, he has a coming lightweight champion. Lagrove jumped into prominence last fall by fighting a fifteen-round draw with Battling Nelson. Prior to that event Lagrove was a rather green novice, but under Fitzpatrick's handling he improved so rapidly that he afforded a stunning surprise. Fitzpatrick now wants to pit Lagrove against the new best wonder, One Round Hogan, who recently took the measure of Johnny Frayne and probably will meet Lew Powell in Frisco this month. Fitzpatrick says:

"Lagrove will box Hogan any time the promoters see fit to match them. Lagrove is in good shape, and with three weeks in which to train he can make 135 pounds without weakening himself. That he is not looking for a big loser's end is shown by his willingness to box 'winner take all.' Furthermore if Hogan and his backers are looking for a chance to pick up a nice chunk of easy coin, and consider the 'One Rounder' to be Lagrove's master I will wager \$1,000 on the result and will put this sum with any reliable stakeholder the other side sees fit to name."

There's a wrong idea about Lagrove's weight. He isn't a lightweight, as he can do 135 pounds four hours before the fight, and we will not put a guarantee that this mark will be sealed by him at the hour named. I am confident that Lagrove can whip Hogan and Powell. I want him to tackle these men first, so that he will be in position to challenge Wolgat, Moran or Freddie Welsh. He is the best lightweight I have seen since handled Kid Lavigne, and that means a lot."

TO TRY FOR SWIMMING HONORS

Windy City Athletic Association Plans Many Entries.

CHICAGO, Jan. 7.—According to President Brown of the National Amateur Athletic union, the Chicago Athletic association is going to try to secure the national indoor swimming championships. If these events go to the Chicago organization the championships will be decided some time in March.

Bad BLOOD

Motorcycle Registration.

Federal registration of motorcycles is one of the things of the near future if the automobile registration bill is reported to congress as soon as its friends anticipate. A strong effort is being made to get favorable action at once, the bill having been in the hands of a subcommittee for some little time. It was thought that it would be ready to be reported early this month, as soon as congress settles down after the Christmas recess.

PRIZES FOR PEDIGREED PUPS

Westminster Kennel Club Issues Its Premium List.

AT MADISON SQUARE GARDEN

Four Days' Program, Beginning February 13—Entries Close at End of This Month—The Judges.

NEW YORK, Jan. 7.—Premium lists for the thirty-fifth annual show of the Westminster Kennel club reveal 69 regular classes for sixty-two breeds and two miscellaneous classes. The special prize are as many and include thirty-three silver cups in different breeds to be won outright and given by as many members of the club. The club repeats the two prizes of \$100 in money or plate for the best five couples, respectively, of American and English foxhounds to be shown by the M. F. H. and huntsman or whip.

Mrs. A. Henry Higginson offers a silver hunting horn for the huntsman of the winning pack of English hounds. The club also offers \$100 and a second prize of \$50 for the best pack of beagles to be shown under similar sporting conditions. Besides the regular individual, team and brace classes there will be winners' classes in all important breeds. Also in such breeds classes for American bred, for which champions are not eligible, and junior classes for dogs over six months and not exceeding two years bred in the United States or Canada. With few exceptions there are first, second and third prizes of \$15, \$10 and \$5 in each regular class. In the other prize class of \$10, \$5 and a silver medal. The total exceeds \$15,000.

All Standard Breeds In.

All the standard breeds are upheld, not only for a full classification and special classes, but also they will fight out many produce and puppy sweepstakes, while when possible there are also classes for field performers. Recognition is also given to such newcomers as Welsh springers, sheep dogs of the Maremmas, this class guaranteed by Payne Whitney, and Doberman Pinschers, entry being guaranteed by the specialty club in that fancy type. There is a full classification in Irish wolfhounds, guaranteed by Frederic Pruyn of Albany, and Mrs. T. Douglas Robinson offers a special cup for the best Irish wolfhound at the show, the donor not to compete. West Highland white terriers, the newest variety of the Scotties to gain favor here, have a classification to indicate entry, while the old pepper and salt type, the Dandie Dinmonts, will also be seen in unusual force. The classification is guaranteed by Alfred B. MacIay, owner of the Killlearn kennels. The Dandie Dinmont club of Great Britain appears among the donors of special prizes.

The show will be held at Madison Square Garden February 13, 14, 15 and 16. All the entries close on January 26 with James Martineau, superintendent, 112 Broadway. The dog show committee consists of William Rauch, chairman; R. H. Williams, W. Rutherford and L. A. Eldridge. The veterinarians will be Dr. F. H. Miller and Dr. H. M. Miller.

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Louis Contoit, Mount Kisco, N. Y., German pointers.

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don setters and Irish setters.
Lance Farwell, Toronto, Ontario, sport-hounds.
H. T. Peters, Lillip, L. I., beagles, dog English sheep dogs and sheep dogs of the Maremmas.
F. L. Hauptner, Philadelphia, dachshunds.
Valonei Robert McEwen, Byron, Ontario, collies.
Charles D. Bernheimer, New York, pointer packs.
Edward L. Tinker, East Setauket, L. I., chow chows.
John W. Minturn, Great Neck, L. I., dalmatians.
A. Albright, Jr., Eatontown, N. J., bulldog terriers.
W. L. Barclay, Chestnut Hill, Pa., Alread terriers.
W. Froland Kendrick, Philadelphia, bull terriers.
Richard H. Hunt, Fort Chester, N. Y., French bulldogs.
George F. Parker, Hasbropck Heights, N. J., Boston terriers.
E. W. Powell, Abernethy, Monmouthshire, England, West Highland white terriers.
Mrs. Reginald F. Mayhew, Clifton, Staten Island, Pommerans, English toy spaniels, Japanese and Pekinese pugs, Maltese terriers, Griffons (Bruxellois), Chihuahua and Italian greyhounds.

HARVARD-PENNSY ON GRIDIRON

Pennsylvania Man Says Teams Will Play in 1912.

PHILADELPHIA, Jan. 7.—It was admitted by a University of Pennsylvania athletic officer here that Harvard and the Quaker eleven are likely to meet on the gridiron in 1912. He said that the Harvard-Princeton game was not to be an annual event; that it was merely arranged in accordance with a University of Pennsylvania agreement. If Harvard finds that the Princeton match does not give the varsity too many big games, the Tigers will be dropped and Pennsylvania taken on in 1912, it is said.

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Omaha Branch, 1912-14-16 FARNAM ST., LEO KUFF, Mgr.

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