

THE SPORTING SECTION THE SUNDAY JOURNAL

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HEEN D. CROSE, Sporting Editor Racing on the snow is now in order in this city. The American Association is in a prosperous condition and the coming season should prove profitable for every club.

The boxing game is to open in Louisville before long. The promoters will conduct the contests under the law and expect to be as prosperous as they were a year or two ago.

Referee Billy Lush has set a good example in the Western Polo League by calling fouls when they are committed. The other referees are following his plan, and the game should become more popular.

The Toledo baseball management claims to have signed Herman Long as manager for next season. If he manages Toledo, maybe the Mud Hens will be able to make a more interesting fight than in the past.

While trading ball players is in vogue, it is to be hoped that President Ruschaupt will not weaken the Hoosier team. He says he will strengthen it wherever possible, and the fans think a great deal of his word.

A fight between Young Corbett and Jimmy Britt would be interesting, providing the men fought in the light-weight class and would not put up any foolish claims of contesting as feather-weights. Fighting classes are very elastic these days.

"Allentown Bill" Phillips has assumed control of the Indianapolis players. He has mailed contracts to men who have not signed, and expects to have his team complete before many days. There is no fear of Phillips falling to be popular here as a manager.

Ban Johnson has something up his sleeve and the public may know sooner or later just what he is after. Of course, Johnson is an amiable sort of a fellow, but those who know him find it hard to realize why he purchased so much money for the association managers in Chicago last Monday.

Hickey, did not give up the battle to have his man re-elected until he saw how useless it was to battle against odds. Grillo was the choice of the anti-Hickey faction and Lennon was forced to accept him through a compromise whereby Lennon was made chairman of the board of directors.

The change in the executive office it is to be hoped that there will be a change for the better in the affairs of the Association. Mr. Grillo has many friends in baseball and among the newspaper men.

Following his election the visiting scribes were invited into the room, and he was congratulated by every newspaper man present. President Grillo has already accomplished much good in bringing together the warring factions in the Association.

The club owners who were apart on matters of interest for the organization have decided to bury the hatchet and work for the good of the Association. Mr. Grillo will sever his connection with the paper he has so long been connected with, but he will give much of his time and attention to the affairs of the Association.

The most important affairs of the organization will be conducted by the board of directors, and this will serve to lessen his duties, but he will be the chief executive, nevertheless. The Association wisely appointed a committee to draft the schedule for next year, and there should be no occasion for dissatisfaction that existed last season because of the costly schedule prepared by T. J. Hickey.

Proposed amendments to the constitution were also placed in the hands of a capable committee. No change was made in the circuit, as none was contemplated by the magnates for the coming year. The question of salary limit and a settlement with the Western League will come before the magnates at the meeting to be held in Chicago, Jan. 25.

Mr. Grillo was elected to the office as president for one year and under the conditions that should prevail his administration should be a successful one. Here's to his success and the success of the Association. CHANGES IN RING RULES.

The terrible beating that Young Corbett gave Eddie Hanlon in San Francisco, last Tuesday night, in twenty-round contest, has brought about a change in the rules of the world's suggested another change in the fighting rules, in addition to the great clamor to have the weight limits revised.

Since that contest a few light critics have stated that a referee has no power to stop a championship battle before the expiration of the stipulated number of rounds, claiming that the contest is the only thing that can decide the winner before the end. That seems to be brutal. The knock-out punch should not be the only thing to decide the superiority of one fighter over another, even if the championship is involved.

ing the course of an afternoon's racing. It will be remembered that last summer the "syndicate" books posted odds on a basis of from 150 to 300 per cent. for the books and the "wise ones" raised a terrible howl. It not only hurt the betting, but it injured the attendance, because a running race meet without a good betting would be like a star banquet without something to drink.

If the association can prevent the book-makers combining to give the betting public the "short end" of the odds it would take another step in the right direction. The Indianapolis Racing Association is in a position to make the racing sport in Indianapolis very popular and it should not miss an opportunity to please the public. The association officers are now at work on both the running and harness meets for next summer and will endeavor to obtain the best class of entries for both weeks.

HISTORIC GYMNASIUM SOLD FOR OLD JUNK New York Herald. J. Wood's gymnasium yesterday lost itself. It had for forty-eight years been in the four-story brick building at the east end of East Twenty-eighth street, where it occupied all but the ground floor, which was used as a stable.

Progress has demanded that the place where three generations went in search of "Health, Amusement and Exercise," as the old sign at the side of the door reads, should give way to a great hotel, where there will be billiard and smoking rooms and a malachite and gilt foyer. The apparatus, which sold yesterday for only \$250, cost John Wood about \$7,000 in all. It might have been sold for a higher sum if some of his old pupils had attended the sale, for it is to be feared that many of the appliances which he used in training the muscles of his pupils are now in the hands of the junkmen and the oakum pickers.

"I hate those things," said J. Wood, "used for anything else than for a gymnasium. That's all that they are fit for, and, of course, they are useless for anything else." That was the reason that he inquired of a man who had passed through it to look upon pulley weights and such articles from the purely commercial side. "Now what are you going to do with that?"

FOUNDED IN 1856. J. Wood has for seventy-two years lived in this world, and for more than half a century he has been teaching others how to get strong and how to stay so. Coming from Scotland, he recognized the need of a public gymnasium in New York city, and in 1856 moved in the East Twenty-eighth-street place.

In view of the exciting days which the old gymnasium has passed through it is no wonder that all the pulleys fall to creaking and the chest weights to rattling and the ropes to rattling. Yesterday the very minute fur-covered coated auctioneer stepped out of the place, Theodore Roosevelt sat on me and swung his feet, and there it was. It was a mile of a fellow then, and John Wood helped to make a man of him. Right there he began to cultivate a simple and energetic life, and John Wood taught him how to start.

"Did you ever hear of the New York Athletic Club?" asked a walnut table. "The men who founded that organization sat on all sides of me, took me into their confidence and pounded me on the back when they signed the constitution. That was after the ever heard of the Manhattan Athletic Club. There were some strong young men started the Cherry Diamond. Those were grand days. There is a club called the Racquet, is there not? They were like me, they were founded it, too. They used to come here to play handball, and then the old gym got too small for them and they moved uptown. The clubs which were started in this room have regiments of members, and they are all famous."

Thus talked together the dismembered parts of J. Wood's gymnasium, telling tales of "Lem," "Gene," "Tommy," "Dan," "Hickey," "Ned," "Saportas," "Jem," "Mac," "Max," "Unger," "Harney," "Bligh," before he was a Republican. "I'm exchanging reminiscences of the early youth of John Drew, Otis Skinner, Jr., August Pitt, Jr., Hammond and others, since Jacob Astor and dozens of others, since grown to fame, who began their athletic life in the old place on Twenty-eighth street.

TROTTERS' SPEED AND WITNESS LIMBS HAS CAUSED WONDER

In this age of phenomenal achievements the public has become so accustomed to seeing new records made in the fields of progressive activity, that nothing short of the sensational will cause it to give more than a passing notice. Yet the marvelous flights of speed shown by several of the prominent light harness performers the past season have been so unexpected that the public mind is still wondering where the speed limit will be ultimately placed, writes P. M. Babcock in the Illustrated Sporting News.

When the gray mare, Lady Suffolk, demonstrated her ability to trot a mile in 2:30, the wise men of that generation shook their heads and said that it was not probable her equal would ever be seen on an American race track. In 1859 harness racing was confined principally to the Union course on Long Island, the Fasching course at Trenton, and the Mystic track at Boston. Flora Temple had been educated and raced almost entirely over the Union course, under the able tutelage of Hiram Woodruff, then regarded and still considered as one of the best and most intelligent trainers and drivers the harness world has yet known.

But a mile in about 2:22 was the best he was able to drive the then champion over the comparatively fast Union course. Later in the season of 1859 she was taken on a "barn-storming" tour through several of the Western States, and when Kalamazoo, Mich., was reached she astonished the race-going public by establishing the world trotting record of 2:19 1/4. At that time the Kalamazoo track was but little known to the outside world, and this performance was regarded by horsemen, generally, in about the same light as the recent alleged performance of Crepuscul at Wichita.

So incredulous was the public that, before it would accept this performance as an accomplished fact several engineers from different parts of the country were sent to Kalamazoo to measure the track, and when they did so they pronounced it a full mile, though qualified to judge declared that the speed limit in harness racing had certainly been reached. Hiram Woodruff did not accompany the great mare on this Western trip, and when the daily press announced the performance he joined with those who doubted the accuracy of the record, and declared as his belief that it was not possible for a horse to trot a mile in harness in 2:20. His argument was that there was no track in the country equal to the Union Course, and that the simple could not accomplish such a feat there she certainly could not make such a record in "the bush" as Kalamazoo was called at that time, but, notwithstanding this plausible argument and the doubts that were cast upon the performance, the record was accepted as genuine, and there it remained for several years.

Dexter was also handicapped to some extent, in 1891 he was placed in the hands of Budd Doble, then a young man unknown to most of the racing public, and he was conducted somewhat differently from what it is today. In many of the most brilliant contests of a running mate, and some of the best performances of Dexter were against Ethan Allen and running mate, but the crowning glory of his career was when he covered the mile track in harness nearly as high as this was in 1897. At that time the art of scientific shoeing had not been discovered; it was supposed that the only office of the shoe was to protect the horse's foot, and that its weight cut no figure in the performance of the horse. It now seems strange that the intelligent horsemen of those times should have discovered that the wind shield of the shoe was not in the seventies. Again, Budd Doble, being a very light man, was unable to reduce his weight to the 150 pounds requirement, and when it was found that the sulky especially constructed for Dexter weighed but seventy-two pounds, it was thought that the inventive genius of the sulky maker had been exhausted, and that it would be impossible to construct a sulky that should be both light and safe.

This sulky Dexter drew when he established the world trotting record at 2:30, and it is pointed out that he would never have excelled. What the weight of the shoes had to do with the trotting record he does not know, but thinks they would each weigh a pound or more. Dexter was placed in Budd Doble's hands in 1897. She was then eight years old, a nervous, high-strung and very fractious mare, and she had been a winner and raced to some extent, but it was not until the patient and careful training of Dexter that she became a champion. Her flights of speed and magnificent racing qualities were developed. During the many years that this irascible mare reigned as the undisputed queen of the trotting world she was also handicapped by a want of speed in the latter part of her career. She did, however, have an advantage over her predecessors in the matter of sulky improvements, because the first authentic record was made by a sulky weighing 100 pounds, and in Dexter's time had been reduced to seventy-two pounds. When Goldsmith Maid was at the zenith of her power the science of sulky building had not been developed, and she drew the record to 2:14 her driver sat in a sulky weighing only sixty-four pounds, and she drew it instead of straining at the bit.

From this period in the history of light harness racing the improvements have been so frequent as to almost bewilder the student of racing statistics. It is difficult to do justice to the record of Goldsmith Maid; then came St. Julian, Jay Eye See, and, finally, Maud S., who trotted the Cleveland record in 2:18 1/2. Up to this time all records had been made to high-wheeled sulky over oval tracks and without the aid of artificial appliances. The trainers and drivers of the light harness horse have ever been regarded as most intelligent and progressive, and when in 1885 Maud S. established the trotting record at 2:08 1/2, horsemen and the race-going public had seen the use of improved facilities, as well as in breeding record-breakers, had been reached, and that when Maud S. passed the record she would not again appear, and that no one of the present or succeeding generations could ever see a faster race than the one at Glenview or better racing equipments than were provided for the daughter of the world's champion. The American trainer and driver who has the most success in placing the horse in his flight against time, were in their infancy. And while they have accomplished much that was then undreamed of, it is exceedingly doubtful whether any horse has yet appeared capable of trotting a faster mile than Maud S. did under the exact conditions which surrounded her performance. In 1891 the first so-called kite-shaped track was constructed, and the next year Sunol covered a track of this character in 2:03 1/2, and while by so doing she apparently dethroned Maud S. as the trotting queen, yet it was considered by horsemen as well as the record officials that as such a track, by reason of its long straight stretches, was several seconds faster than an oval track, such as the one covered by Maud S., the performance was not so meritorious as that of the latter. Up to this time the performance of Maud S. has never been equaled under like conditions.

The most important step in the improvement of racing facilities was the construction of the bicycle sulky. This vehicle made its appearance in the Grand Circuit at Cleveland, in the summer of 1891, when E. F. Geers used it in a race with Hones George. So patent was it that this new invention enabled a horse to trot a mile in from two to five seconds faster than when hitched to an old-fashioned, high-wheeled sulky that its use became universal as soon as the vehicles could be manufactured. Since 1892 no races of importance have been contested in which the bicycle sulky was not used. The improvement was justly considered as strictly legitimate by racing officials, though when it was first introduced a few persons were so astounded and threatened to bar it. With the use of this vehicle the reduction in the trotting record proceeded with greater rapidity than ever before. Nancy Hanks placed it at 2:04, where it remained but a short time, as Alice soon reduced it a quarter of a second to 1:59. The Abbott carried it still farther down, and obtained a record of 2:03 1/2. The good as the world's record until 1901, when Crepuscul trotted a mile over the Cleveland track in 2:02 1/2. The next week at Columbus he made another trial and the official timers gave him a record of 2:02 1/4, which constituted a technical record, although many of the most expert horsemen and timers in the country caught the time of his trial at 2:02 1/2, and declared that the officials had liberally given him half a second to which he was not entitled. (Whatever the exact facts may be, it was most unfortunate that any suspicion came in use as a racing device the riders soon discovered that if the atmospheric pressure could be overcome, they could ride a mile several seconds faster, and they were not long in devising a wind shield to be provided for their pacemakers to accomplish this result. Although bicycle records have been obtained by this method for a number of years, no attempt was made to apply the discovery in aid of reducing the trotting record until the summer of 1902. The first attempt was made by stretching a piece of canvas between the wheels, and attached to the axle of the pacemaker's sulky. Flora Temple, the pacemaker, instead of being driven by the side of the trotter, was driven in front. Albeit in this manner, Lou Dillon trotted a mile in fifty-nine seconds. Afterward, with the same aid, she trotted the mile track in fifty-eight seconds. Subsequently the Memphis track in 1:58 1/2, where the record now stands. Major DeLester was the first to use a wind shield as a character when he acquired a record of 1:57 1/2.

The natural atmospheric pressure, even when there is no wind, is a handicap to some extent, there can be no doubt. In the way of wind shield was introduced when Prince Alert started to lower his pacing record of 2:06. This novelty had the canvas stretched between the sulky wheels, and in addition a frame was adjusted to the sulky in front of the driver, nearly as high as his head. Over this frame a canvas was stretched, so that when this sulky was full rigged in front of the trotter the latter was practically protected from all atmospheric pressure. Perhaps this trial was as good a test of the efficacy of the wind shield as any yet made. Prince Alert has been trained and raced for many years, and no one can fairly say that he was not in a good condition for a fast mile in the fall of 1902 as he was in September, 1903, or that the Memphis track was not as good as the Empire City, or any other track for that matter. After a careful preparation, and raced by runner at his side, he covered the Memphis track in the fall of 1902 in 2:00, and was never before or since able to equal this record until he was given the advantage of the wind shield at the Empire City meeting last September, when he paced the mile track in 1:57. That the wind shield is responsible for this difference of three seconds in pacing is a matter for argument, and it is quite safe to say that without the aid of this contrivance the record of Prince Alert would have stood at 2:06.

THE SPORTING DEPARTMENT

of the Indianapolis Journal is the best published in the West. It covers the entire field of sports from polo to prize ring and from checkers to baseball.

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SPORTS EDITORIAL PAGE

The Journal has special sport correspondents in every city of importance in the United States. Every event of interest in the sporting world is chronicled promptly, fully and accurately in the Journal.

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WHITE'S GOOD ONE ON SPIKE SULLIVAN

Chicago Journal. "Many boxers," says Tommy White, "have a great desire to shine as scholars and polished gentlemen, figuring that this will give them more renown and more respectful consideration everywhere than is accorded the ordinary scrapper. One of the most amusing examples of this variety is Spike Sullivan, the Irish lightweight, who has little education, but a great deal of shrewdness and hard business sense.

RANKING OF ELEVENS FOR THE PAST SEASON

- Caspar Whitney, in January Outing. No college is eligible for consideration here whose disregard for wholesome sport is patent. This ranking is not based only on comparative scores, but on style of play, conditions under which games were contested, relative importance of games on the schedule, as well as the season's all-round record of the elevens under discussion. My particular interest in the study is the object lesson it furnishes on comparative football development throughout the country.

TROUBLES OF THE MAN BOWLERS SETTLE WITH

Detroit Journal. Running a bowling alley is not all beer and skittles. So say the men who boss the pin boys and ring up the cash register. And their view of the matter may be worth telling to those who do the bowling and who sometimes wonder why the grasping alleyman charge them 10 cents a head per game for the fun of knocking down the wabbling wooden sticks. It looks like a cinch to stand here and take in the money," said one proprietor. "At least it looks so to the man who comes in with a friend and fills out a sheet in a couple of hours. But let me tell you of a few of the things that take the heart out of the watermelon.

Table with 2 columns: Difference in weight and construction, Difference in shoeing, Aid of wind shield, Improvements in track, harness, boots, etc., Total

While the accuracy of the above summary is incapable of being mathematically demonstrated, yet it is believed that the estimate is conservative and substantially correct. If this showing be well founded, the contention is irrefragable that the reduction in the trotting record from 2:37 1/2 to 1:58 1/2 is attributable almost wholly to artificial appliances in improved facilities rather than to the increased natural speed of the trotters. With this record before us as the question naturally suggested is: Has the speed limit of the trotter been reached? With all the light that is capable of being shed upon the question at present it does seem that the end of improvements has been reached. But the same considerations were invoked in behalf of the American trainer and driver were underestimated so it is probable that the future will develop other devices and improvements that will further aid the trotting horse in accomplishing that which to-day seems impossible.