

THE FOUL STRIKE RULE SOME CHANGES PLANNED.

Novel Ideas to Improve Batting Averages—Pulliam Satisfied.

When the rules committees of the National and American baseball leagues meet on February 14 there is likely to be discussion in the ranks over the question of amending the foul strike rule. It seems to be quite generally considered among the members of both leagues that there is some need of amendment, but as to just what form it should take there is a wide difference of opinion.

Those who desire the change contend that something must be done to give the batter a chance. They think that under the present system the pitcher has all the advantage, and they desire to make some rule which will not only change this, but which, by increasing the number of hits, will make the game more interesting from the spectators' point of view.

In carrying out this idea, Clark Griffith, manager of the New-York American team, and a member of the joint rules committee, has suggested that the following amendment be added to the rules:

Any batted ball that drops on the fly out of bounds into or over any stand or fence on foul ground is a foul and not a strike.

Under the present system any foul ball, no matter where it lands, is considered a strike. The rule now in force was passed to prevent batters from delaying the game and tiring out the opposing pitcher by standing up and intentionally batting out foul after foul.

Griffith says that the rule which he proposes would still prevent this and yet eliminate what he considers the unfairness of calling a strike on a long foul which the batter intended to hit fair. He said further:

Any good batter can stand at the plate and hit out foul after foul as long as he wishes, but he can put them only in certain places. It is practically impossible for him to intentionally hit the ball into or over the stands or outside the bounds of the field. He almost invariably hits the ball too soon and sends it down along the third base line, or else delays the hit and sends it between the grandstand and first base. By the rule which I propose, when a batter does this it will still be considered a strike, but when he unintentionally fouls the ball and sends it into the bleachers or outside the field he will lose nothing by it.

While this is the plan which Griffith proposed himself, he is ready to indorse any other plan which answers the same purpose. He is thoroughly convinced that some change should be made in the foul strike rule, and will advocate anything that promises to better conditions.

If his rule should not be accepted he stands ready to indorse the plan proposed by Jimmy Callahan, formerly of the Chicago American League team. Callahan's plan is simply to have all foul tips that go behind the plate adjudged fouls and not subject to the strike penalty.

Those fouls which hit inside the base line and in front of the line which runs through the home plate at right angles to the pitcher's box to be adjudged strikes as heretofore. Callahan has already made the suggestion to President Han Johnson of the American League, and to President Comiskey of the Chicago Americans. Both have agreed to it, and Johnson will probably urge its adoption by the rules committee. The arguments in favor of it are much the same as those made by Clark Griffith in favor of his proposition.

"Watch me," says Callahan, "like Willie Keeler or Frank Chance. They send the ball anywhere they please except behind the plate. I defy all Keelers and Chances and Wagers in the world to tip a ball back of the plate when they say they will."

Another plan which seems to embody the advantages of both of these rules and at the same time go a bit further is one suggested by F. M. Knowles, secretary of the New-York National League Club. Mr. Knowles suggests that two lines be drawn, one through third base, first base and the pitcher's box, and the other parallel to this through the home plate. Any ball which is hit by the batter and strikes behind the line through the home plate or on foul ground in front of the line through the pitcher's box is to be judged a foul. Any batted ball that strikes between the two lines is to be called a strike. The advocates of this rule point out that it not only provides for a ball going behind the plate or into the bleachers, but that it also makes a provision for those balls that are batted into the outfield outside the foul lines. They say that if a man hits a ball beyond third or first base, it was clearly his intention to make a hit, and that he should not be penalized by the foul strike rule.

One of the arguments against both Callahan's and Knowles's propositions is that it would make more work for the umpire. The opponents of the rule argue that already there are enough lines in the baseball men, and that to add any more would be confusing to the umpire.

President H. C. Pulliam of the National League is opposed to any change in the rule whatever. When approached on the subject he said:

I think the fewer changes we make in the rule the better. I see no reason why we should change the present foul strike rule. I have heard no complaints from spectators about the way the game is played at present. I think the crowds that attended the games last season showed that they are well satisfied with the game as it stands, and until we hear some complaints I do not believe we should make a change.

Nevertheless, Mr. Pulliam said that he was ready to be convinced, and that if the best interests of the game seemed to demand a change he would put no obstacles in the way.

Another rule intended to improve batting averages will be proposed at the joint meeting of the rules committees. It is the question of allowing the batter to take his base on three instead of four balls. Griffith, who is on the rules committee, is in favor of making such a change.

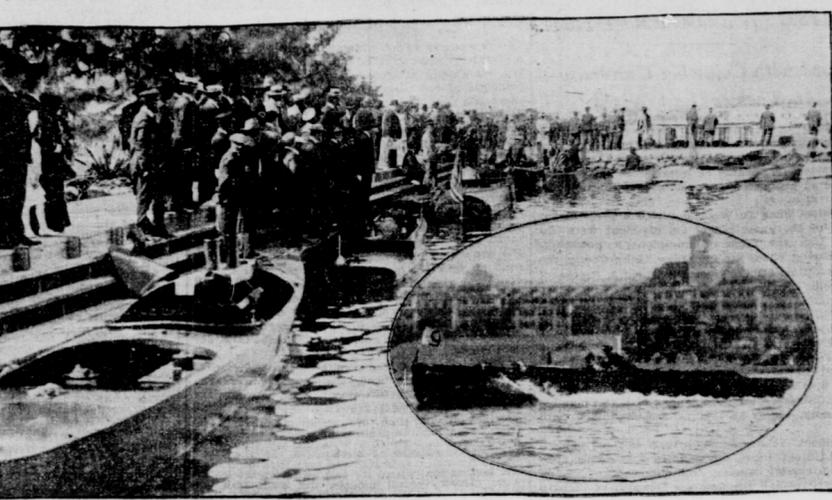
WEST POINT FENCERS WIN. Cadets Beat University of Pennsylvania by Seven Bouts to Two.

INTERCOLLEGIATE BASKETBALL. Ithaca, N. Y., Feb. 3.—Yale defeated Cornell at basketball this afternoon by a score of 29 to 18. The visitors were heavier and excelled in shooting. Ellsworth, forward for Yale, was injured in the first half, and was replaced by Anderson.

Hanover, N. H., Feb. 3.—Dartmouth defeated Brown at basketball here to-night by a score of 45 to 23.

ACROSS THE CHANNEL IN BALLOON. London, Feb. 3.—An Aero Club balloon left London this afternoon for France, and was sighted from the Eastbourne Pier moving eastward. Eastbourne is sixty-six miles southeast of London.

SCENES AT THE POWER BOAT CARNIVAL AT PALM BEACH, FLORIDA.



SOME OF THE SPEED CRAFT INSIDE THE JETTY. THE AEROON. Owned by Tyler Moran.

TO IMPROVE THE LINKS.

Changes Suggested by W. J. Travis for Garden City Course.

It is quite possible that at no distant date the links of the Garden City Golf Club will undergo many changes. The fact is that a number of alterations have been suggested, and it is for the members to say whether or not the proposed innovations meet with their approval.

Some of the proposed changes which Mr. Travis has placed before the board of governors follow: Additional side traps from the fair greens of the sixth and seventh holes; traps in front of several putting greens; traps cut right through a number of the greens; traps beyond some of the greens, and other side hazards.

This communication rather startled the governors, the matter, a member of the club asked John M. Ward, the secretary, what the object of the suggestions was, but before deciding to go ahead it was deemed best to first find the pleasure of a majority of the members.

With a view to getting an expert's opinion on the matter a member of the club asked John M. Ward, the New-Jersey champion, what he thought of the suggestions. Since Mr. Ward first took up golf he has been abroad several times, playing over all the famous links and with many of the strongest golfers in Great Britain.

In my opinion, the plan to alter the Garden City course by the addition of traps is a good one. It is not a new idea, but it is a new one in this country, as far as we are concerned. At Prestwick and North Berwick the aim has been to penalize the swifter and give the slower and straggler player a proportionate advantage.

The idea suggested by Mr. Travis to cut some of the greens in half with sand traps is new in this country. Some of the Garden City greens are so large that they are a relief to the eye. This monitory, Travis would also like to have an undulating effect imparted. With some of the greens divided in two, the course would present new and interesting situations at each shifting of the holes.

LAKE WORTH GOLF TOURNAMENT. H. R. Worthington Defeats A. P. Clapp for Chief Cup in Florida.

Palm Beach, Fla., Feb. 3.—Arthur P. Clapp, of the Dyker Meadow Club, Brooklyn, lost the chief trophy in the Lake Worth golf tournament this afternoon to H. R. Worthington of New-York, by 5 up and 4 to play. In the semi-final round in the afternoon Clapp defeated Arthur P. Clapp, 2 up and 1 to play. The consolation division, H. K. Bolton, of Chittenden, Vt., defeated W. J. Travis, 2 up and 1 to play. The Lake Worth cup was the gift of William J. McCreery, of the Lakewood Golf Club.

RIDGEWOOD GOLF CLUB OFFICERS. At the recent annual meeting of the Ridgewood Golf Club the following officers were elected:

SCHOOLBOYS ON THE ICE. Scratch Skaters Capture Races at St. Nicholas and Clermont Rinks.

At the St. Nicholas and Clermont rinks yesterday the usual weekly interscholastic races were held. At the St. Nicholas rink Clyde Martin, the interscholastic champion, started from scratch in the one-half mile handicap for boys under sixteen and won it handily in 1:32. Ingold finished second. The one-quarter mile handicap for boys under fourteen years also went to a scratch skater, J. Stewart, of St. Nicholas, in 1:10. The one-quarter mile handicap for boys under sixteen years created the most excitement of the day. Public School No. 45, who had a handicap of 90 yards, captured this event after four laps of fast skating with A. Pevelevy, Jr., who finished second, two feet behind. The time was 1:28-5. The one-quarter mile handicap for the Van Rensselaer Trophy was won by O. Pomery, of Public School No. 45, in 62-4-5 seconds.

WAR LECTURE AT AUTO CLUB. S. M. Butler, secretary of the Automobile Club of America, made the following announcement yesterday:

AUTO FREIGHT RATES REDUCED. To owners of motor cars it is important news that the freight rate on automobile parts has been reduced 50 per cent west of the Mississippi.

BIG VANDERBILT CAR AFTER RECORD. Daytona, Fla., Feb. 3.—Alfred G. Vanderbilt's 20-horsepower automobile, which was not yet in condition for racing in time to participate in the Ormond-Daytona races, has been put in perfect condition, and will be taken to Atlantic Beach, Florida, where it will be run at an early date, not yet fixed, in an effort to lower the world's record that was made last week on the beach here. An official timer will be sent down from New-York.

INTERCITY RACQUETS.

David Gardiner Beats Frist Glocker, of Boston, in Straight Games.

David Gardiner, the professional racquet player connected with the New-York Racquet and Tennis Club, won a decisive victory over Frits Glocker, of Boston, in a match on the local courts, yesterday afternoon. Glocker, who is assistant to Tom Pettit at the Boston Racquet and Tennis Club, failed to win a game. They played for a purse subscribed by the members.

M. S. Paton acted as referee. Gardiner won the toss, and, counting steadily, won the first game without trouble, by 15 to 6. Gardiner's pace and style in each service stood him in good stead, so that it was not long before he had the second game won by 15 to 5. Longer rallies marked the third and last game, which lasted for eight hands. The summary is as follows:

AMATEUR RACQUET CHAMPIONSHIP. Tuxedo Park, N. Y., Feb. 3.—The third annual racquet championship for the gold racquet will be played at the Tuxedo Tennis and Racquet Club, at Tuxedo Park, N. Y., on February 10, 11 and 12.

COLUMBIA FAVORS RUGBY. Dr. Meylan Would Introduce Game in American Colleges.

The rumor that Columbia will make an attempt to introduce Rugby football among American colleges was strengthened yesterday by an announcement made by George L. Meylan, physical director at Columbia and a member of the new athletic committee, who witnessed the Rugby game between the New-Zealanders and the All-New-York team in Brooklyn last Thursday.

Bliss Car. A 30-25 HORSEPOWER BLISS CAR. Which left New-York at 11 a. m. yesterday for a run to Chicago. Manager Charles Stark Tate at the wheel.

Bliss Car. A 30-25 HORSEPOWER BLISS CAR. Which left New-York at 11 a. m. yesterday for a run to Chicago. Manager Charles Stark Tate at the wheel.

Bliss Car. A 30-25 HORSEPOWER BLISS CAR. Which left New-York at 11 a. m. yesterday for a run to Chicago. Manager Charles Stark Tate at the wheel.

Bliss Car. A 30-25 HORSEPOWER BLISS CAR. Which left New-York at 11 a. m. yesterday for a run to Chicago. Manager Charles Stark Tate at the wheel.

Bliss Car. A 30-25 HORSEPOWER BLISS CAR. Which left New-York at 11 a. m. yesterday for a run to Chicago. Manager Charles Stark Tate at the wheel.

Bliss Car. A 30-25 HORSEPOWER BLISS CAR. Which left New-York at 11 a. m. yesterday for a run to Chicago. Manager Charles Stark Tate at the wheel.

Bliss Car. A 30-25 HORSEPOWER BLISS CAR. Which left New-York at 11 a. m. yesterday for a run to Chicago. Manager Charles Stark Tate at the wheel.

Bliss Car. A 30-25 HORSEPOWER BLISS CAR. Which left New-York at 11 a. m. yesterday for a run to Chicago. Manager Charles Stark Tate at the wheel.

Bliss Car. A 30-25 HORSEPOWER BLISS CAR. Which left New-York at 11 a. m. yesterday for a run to Chicago. Manager Charles Stark Tate at the wheel.

Bliss Car. A 30-25 HORSEPOWER BLISS CAR. Which left New-York at 11 a. m. yesterday for a run to Chicago. Manager Charles Stark Tate at the wheel.

JOKER IN AUTO BILL.

A Filing Fee of \$2 in Addition to the Horsepower Tax.

The full text of the Automobile bill, which Senator L'Hommedieu has introduced in the New-York Legislature, shows that in addition to levying a tax of \$1 per horsepower of the car, it is proposed to tax automobilists \$2 more for what may be called a "filing fee." It seemed to be generally understood among those who were seen yesterday that the horsepower tax would cover the expenditure necessary to own a car if the bill became a law. When the extra \$2 was pointed out it seemed to arouse more opposition to the bill than had been heard or felt before.

That portion of the bill relating to the tax and its collection follows: Section 1—Subdivision one of Section 2 of chapter 88 of the laws of 1904, entitled "An act in relation to the registration and identification of motor vehicles and the use of the public highways by such vehicles," is hereby amended to read as follows:

Section 2—Such act is hereby amended by adding to the following new sections to be numbered Sections 9, 10, 11, 12, 13, 14 and 15, respectively, to read as follows:

Section 9. State tax on motor vehicles.—An annual State tax of \$1 per horsepower is hereby imposed on every motor vehicle, except motorcycles, owned by a resident of this State, except a motor vehicle owned by the manufacturer thereof, or by one whose principal business is that of a dealer in motor vehicles, but this exception shall not apply to a motor vehicle in the usual personal possession of the owner, or to a motor vehicle the tax imposed on motor vehicles constructed, owned and used for the transportation of goods, wares or merchandise. The tax shall be paid to be based upon the ownership of such vehicle on

Section 10. Lien of tax and payment thereof.—The tax imposed by this act upon a motor vehicle shall be a lien upon such vehicle on the date of the computing such tax, the fraction of a horsepower equal to one hundredth of a horsepower shall be deemed one horsepower. The filing of a statement of the power of any vehicle registered with the Secretary of State shall be a condition precedent to the determination of the horsepower of any vehicle subject to tax by the use of a dynamometer and every owner of a motor vehicle shall file with the Secretary of State a statement of the horsepower of such vehicle on or before the date of the computing such tax. Within thirty days after such tax and the amount of tax paid, the owner of the vehicle shall file with the Secretary of State a statement of the horsepower of such vehicle on or before the date of the computing such tax. If such tax is not paid within thirty days after the same accrues, the owner thereof shall bear interest at the rate of 2 per centum a month.

There will be a hearing on Tuesday at Trenton on Senator Freilighuysen's automobile bill for New-Jersey before the Judiciary Committee of the Senate, which has the bill in charge. There is a strong feeling against the passage of the measure, and it looks as if the automobilists would be on hand in numbers to make protest.

The motorists' opposition to the bill will be based on the contention that its provisions are too drastic and that the great body of automobile owners is in nowise made up of a lawbreaking element. If this is the case, it is likely that an attack will be made on the bill by the automobilists. Attention will be called to the provision of the bill which calls for the taxing of automobile owners, and then it will be shown that the tax is not a new one, but that all taxing measures must originate in the Assembly.

Dispatches from the Pacific Coast tell of the triumph scored by the White steam cars in the endurance run from Los Angeles to San Diego, held on January 25 and 26. The contest was won by Charles A. Hawkins from a field of thirty starters. Mr. Hawkins drove a White steamer, carrying five passengers and 100 pounds of baggage. He made a car of 90 per cent gasoline, as did also a gasoline one seventeen gallons of gasoline on the 18-mile mountainous journey. Mr. Hawkins used perfect score, 1,000 points, as compared with twenty-one cars participated, and all received first class certificates.

The winning of the 100-mile race and the breaking of a record by Clifford-Earp, driving a 100-horsepower Napier, at Ormond, are almost equalled by the fact that Napier cars in all of the Ormond races had no engine troubles.

The Matheson Company of New-York is the title under which Charles A. Singer, of the Singer Sewing Machine Company, and H. V. Palmer, of Brooklyn, will undertake to dispose of the entire output of the Matheson Motor Car Company, of Wilkes-Barre, Penn., for a period of ten years. The Matheson Motor Car Company recently completed one of the largest automobile manufacturing

MRS. C. H. POPE'S COLUMBIA VICTORIA SAFETON. For town use; very popular for calling and shopping; absolutely safe for women's hands.

W. J. Drumpelmann, of Rahway, N. J., has purchased a 20-24-horsepower Berkshire car from Manager Tate of the Douglas Andrews Company.

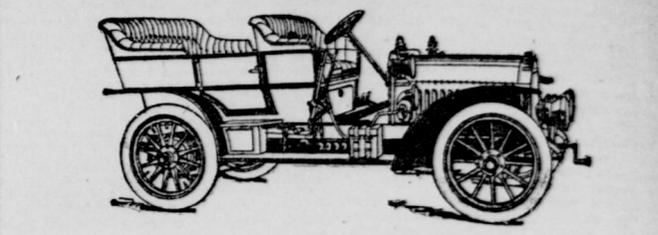
Charles B. Hatch & Co., the New-York agents of the compound cars, report a brisk demand for the new types of the E. H. V. products. An order for more cars, over and above the allotment for the New-York agency, has been placed.

A Royal Victoria, sold to E. E. Raymond, of A. A. Vanine & Co., is a noticeable car on the streets.

M. G. Bernin is leaving town for Cuba next week, where he will drive W. Gould Brokaw's Renault racer at the Havana races.

Louis C. Howard, manager of the Jackson Agency in New-York, finds that the demand of all automobile purchases has been power—and then more power. To this fact he traces the steady increase

Automobiles. Automobiles.



Mark XLVII. 40-45 Horse Power. Price, \$4,500. One H. P. for every 58 pounds.

A SMART car, easily handled and simple to control. Rated at 40-45 H. P., which is a very conservative rating. As a matter of fact, the engine of this car will develop 37 H. P. by actual brake test, or a horse power for every 58 pounds of its weight.

It is advisable to place your order now for early Spring delivery. CALL AND SEE THE 1906 MODELS.

ELECTRIC VEHICLE COMPANY, HARTFORD, CONN. New York Branch: 134-136-138 West 39th Street. Phone—4000 38th St. Member A. L. A. M.



Napier Motor Cars Hold Supremacy for 1906. What Napier Cars Did at Ormond-Daytona Races.

Both NAPIER Cars finished in 100-mile race. NAPIER 90 H. P. 6 Cylinder established world's record in 1:15:40-2-5, driving 62 miles without tire on off driving wheel. Napier 80 H. P. 4 Cylinder Finished 1:21:05.

NAPIER MOTOR CARS, AMERICAN AND ENGLISH, From 18 to 60 Horsepower. PRICES FROM \$2,250 UP.

Automobile Bargains. WE ARE THE LARGEST dealers in AUTOMOBILES in the world. WE HAVE every make, including FORD, TOLEDO, PACKARDS, LOCOMOBILES, ROCHET, SCHNEIDERS, FIERCE, ARROWS, NATIONALS, WINTONS, and all makes of high grade Automobiles. WE HAVE them ranging in price from \$100 to \$5,000.

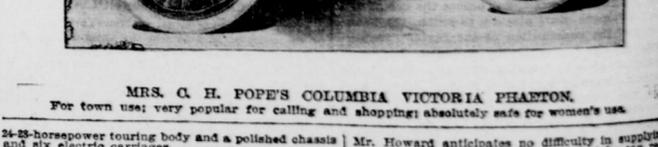
Going to England? FOR SALE—in London, England, a 30 h. p. 6-cylinder 1905 Napier touring car, with side entrance and fitted with full paraphernalia for touring, including four lamps, two double horns, luggage rack and cape car top; it has the best of Michelin tires, capable of standing any amount of wear and tear, with body built by Mulliner, of Northampton, England, and delivery of this car in England will be guaranteed; it has been repaired and put in first class condition, and is as good as new. Address NAPIER, box 1172, Boston, Mass., for further particulars.

The first large consignment of 1906 models of Crawford automobiles will be shipped from the factory at Hagerstown, Md., ready for delivery on February 8. The New-Amsterdam Motor Car Company, No. 123 West 56th-st., is the Eastern agent for this car.

Makers of the Stoddard-Dayton car only claim to make 45 miles an hour, but surprised themselves when the car made 53 1/2 miles an hour at Ormond last week.

It came as a surprise to Mr. Rockett, manager of the Zim-Rock Motor Car Company, agent of the Stoddard-Dayton automobile, that one of the stock Stoddard-Dayton cars came in second in the fifteen mile prize handicap for American touring cars at Ormond last week. The car, J. E. Burt's, which was the car used in the race, made the fifteen miles in 1:32, which shows a speed of 53 1/2 miles an hour.

The Electric Vehicle Company will have even a larger exhibit at the Chicago show this week than at Madison Square Garden. M. J. Budlong has left here for Chicago with a 40-horsepower gasoline touring car, a limousine and double victoria, a



Mrs. C. H. Pope's Columbia Victoria Safeton. For town use; very popular for calling and shopping; absolutely safe for women's hands.

Mr. Howard anticipates no difficulty in supplying the demand for power. He says that he can recommend the Jackson as one of the most powerful cars on the market to-day, regardless of price.