SMATHERS LOSES CUP.

DENIES DRUG CHARGE.

Horseman Says He'll Prove He Did Not Tamper with Lou Dillon.

E. E. Smathers, the well known turfman, in his apartment at the Pierpont, in West 32d-st., vehemently denied yesterday the charge that he had knowledge of the administration of drugs to the famous racing mare Lou Dillon, owned by C. K. G. Billings, in her race a year and a half ago with Mr. Smathers's Major Delmar at Memphis.

"It is a low, mean, contemptible conspiracy," said Mr. Smathers to a Tribune reporter.

There has probably never been a scandal associated with the American turf that has caused more general interest than this one, which connects with it the name of one of its leading figures. Mr. Smathers charges directly George W. Spears, who trained Major Delmar for him, and whom he discharged last June, and one Saunders, who trained Lou Dillon for Mr. Billings. Although Mr. Smathers made no direct statement that the latter is also a party to what he charges is a conspiracy, he said: "It is easy to see who is behind this charge. We can read between the lines."

The first intimation that there was any suspicion of crookedness in the victory of Major Delmar over Lou Dillon on the track of the Memphis Racing Association in October, 1904, was when Deputy Sheriff John Murray on Wednesday, on a replevin, seized the massive gold cup valued at $5,000 which the fleetfooted Major Delmar won for his owner. The replevin proceedings were brought by a representative in this city of Murray Howe, who was formerly secretary of the Memphis Racing Association.

Mr. Smathers, who was out of the city, returned on Thursday, and, as he said yesterday, was dumfounded when informed that the highly prized trophy, probably one of the most elaborate ever awarded, had been seized on the ground that it was not honestly won. "I never had any idea," he said, "that any man ever doubted that my horse secured a fair and square victory over Lou Dillon, and that two men would swear that I plotted to drug the mare was hardly believable. The charge is preposterous."

As soon as he could make arrangements with a surety company Mr. Smathers furnished a bond for $7,000, which he deposited with the Sheriff for the return of the cup. It will probably be returned to him on Tuesday, pending further action by Mr. Howe.

The loss of the cup did not in itself give the turfman any concern, but he appeared to feel deeply that his name, for years associated with honest sportsmanship, should be dragged into a scandal most unenviable for a true sportsman. It is, according to one acquainted with both Mr. Smathers and Mr. Billings, a most unfortunate culmination of a rivalry that existed between the two horsemen for many years, and really had its beginning on the Speedway in this city. Mr. Smathers indirectly confirmed this view when he said yesterday:

Anybody who has a knowledge of what has been going on in trotting circles for the last few years will see at once that it is a conspiracy and guess who is behind it. I never heard of anything wrong with the race at Memphis. I knew Major Delmar could beat Lou Dillon. And probably Mr. Billings considered the Major a good horse, for when I sold my trotters a month after that race he bought Major Delmar and paid $15,000 for him. And now, a year and a half after the race, they trump up this charge of "doping."

In the famous race in which Major Delmar beat Lou Dillon, going the mile in 2:04¾, the latter was the favorite and, much to the surprise of horsemen, was beaten two straight heats.

A year and a half ago Mr. Smathers became actively interested in thoroughbred racing. He sold his trotters and purchased a large stable, including the $30,000 McChesney. The latter, however, did not race up to expectations. Recently Mr. Smathers sold his thoroughbreds.

Mr. Billings, who has large commercial interests in Chicago, is one of the foremost trotting hosemen in the country. He has a breeding farm in Kentucky and a stable and training quarters in Cleveland, said to have cost him about $500,000. He also has a stable on Washington Heights, near the Speedway. Mr. Billings never campaigns his horses, driving them only at matinees or for exhibition purposes. Lou Dillon (1:58½) holds the world's trotting record. Her rival's (Major Delmar) record is 1:59¾.

Chicago, Feb. 10.—C. K. G. Billings, owner of Lou Dillon, is now on his way to New-York, and it is understood that he is decidedly averse to any participation in the controversy regarding the $5,000 gold cup awarded to E. E. Smathers, of New-York, when Mr. Smathers's trotter Major Delmar defeated Lou Dillon at Memphis in October, 1904.

There are, however, several men in this city who witnessed the race between Lou Dillon and Major Delmar, and have been familiar with the progress of the investigation begun by the Memphis Driving Association shortly after its conclusion. One of these men said to-day:

It is incredible that the Memphis Driving Association would take steps of so radical a nature without possessing evidence which it regards as conclusive, that Lou Dillon was tampered with.

The matter was of such importance that the action which has been taken could not have been the result of any sudden determination, but must have been the result of premeditation and carefully conceived and executed plans. In view of this fact, the driving association, believing that a great wrong has been perpetrated, had to be carefully persistent and unflagging in running down all of the clews which were developed. The association met with the usual difficulties attendant upon unearthing a premeditated conspiracy, and it was only after the conspiracy was developed and circumstances pointing unerringly to the conspiration of the scheme had been disclosed that all the evidence secured was laid before counsel, who it appears have taken action in the courts. The best veterinaries in the country have in turn had Lou Dillon under their care and scrutiny, and to this day none of them are able to say that she will ever recover her former greatness. Assuming that the legal action for the recovery of the cup is brought to a successful issue, it is manifest that probably the least important feature of the matter has been settled, and there will still remain the graver questions of responsibility for the damages done to the mare, as well as the personal responsibility involved. If the association succeeds in the action for the recovery of the cup the atrocious character of the wrong done would necessarily indicate to the public officials the next step to be taken.

MINNESOTA MODIFIES FOOTBALL.

Minneapolis, Feb. 10.—The University of Minnesota to-day accepted the recommendation for football reform adopted by the "Big Nine" conference recently held at Chicago. This action will modify the game to a considerable extent. President Northrup expressed gratification at Minnesota's action, but many of the students are disappointed.

BOSTON A. A. GUNNERS BEAT YALE.

Boston, Feb. 10.—The trap shoot between the Boston Athletic Association and Yale, begun last Saturday, was completed to-day at Riverside, the Boston team winning by the narrow margin of 6 birds. The score was 465 to 459. The score last week was: Boston Athletic Association, 237; Yale, 228. To-day's score: Boston Athletic Association, 228; Yale, 231.

PENNSYLVANIA BEATS MANHATTAN.

The basketball team of the University of Pennsylvania defeated Manhattan College five at the local gymnasium last night by the score of 29 to 26.

BROWN'S BRONCHIAL TROCHES
FOR COUGHS AND COLDS
Relieve inflammation of the throat caused by cold or catarrh.
Contain nothing injurious.

NEW RULES OF RATING

Exhaustive Report of Atlantic Coast Yachting Conference.

The report of the committee appointed by the Atlantic Coast Conference to revise the old rules of rating, time allowance and measurement and to formulate new ones for uniform use by the principal clubs of the United States was formally adopted last week. The report, which shows a most thorough and impartial investigation of all the points at issue, follows:

In studying the time allowance question a limited amount of material was available, consisting chiefly of the report of the regatta committee of the New-York Yacht Club for 1905 and reports of the results of the races of the Larchmont, Manhasset Bay, New-Rochelle, Indian Harbor, Harlem, Horseshoe Harbor and Northport Yacht clubs. It is to be regretted that we were unable to get the results of races held by the clubs forming the Yacht Racing Association of Gravesend Bay, the Eastern Yacht Club and the clubs on Massachusetts Bay. In all, the results of some thirty-four race days, including upward of 730 finishes, were examined. Some material was discarded at the outset as being worthless, either on account of the extreme slowness of the sailing or because there was a lack of sufficient data; but such discarded material is noted on the diagrams. In the preparation of this report 527 finishes were actually used.

After considerable deliberation it was deemed advisable to use a graphic method of presenting the results, as it would show all the factors in the problem at a glance and would be readily understood. Exactness is, from the nature of the problem, an absolute impossibility. The best that can be hoped for is an approximation of the average conditions which prevailed, and this is most readily arrived at by graphic methods. The method pursued consisted of, first, the drawing of a curve of time allowance, on the 70 per cent basis, as given in the standard tables, and also a curve of the full 100 per cent of the allowance; second, the plotting of the data and drawing curves; third, comparison of the curves so drawn with one another, and finally the deduction of conclusions.

The standard time allowance tables are based on the assumption that speed of a well formed vessel in knots is equal to the square root of the water line length in feet, or what has been commonly accepted as the same thing, the square root of the rating measurement. These speeds in knots an hour converted into seconds a knot give a curve whose equation is $Y = (3{,}600 \div vx)$, in which Y is the number of seconds that it takes a vessel of X rating to go one mile. Such curves are shown by heavy black lines. It is obvious that the difference in length between the two ordinates of the curve is the difference in seconds that the two corresponding vessels take to go one nautical mile, and is therefore the number of seconds for such distance that the larger vessel should allow the smaller in order that she should have no advantage due solely to her size. In practice this allowance would seldom be correct, because there are several modifying factors. Yachts seldom get the opportunity to show their full speed in a race, and the actual distance sailed is a quantity which is independent of the stated length of the course. To cover these uncertainties the present time allowance tables have been calculated at various percentages at different times, the present tables being calculated at 70 per cent of the full theoretical allowance.

In constructing the time allowance tables a vessel of 150 rating was taken as the standard. The time a mile corresponding to this rating is 293.9 seconds. If, now, we take a line through 293.9 seconds as a base, the ordinates measured from it to the broken heavy black lines will represent the full 100 per cent allowance that vessels of a corresponding rating should receive from a vessel of 150 seconds rating measurement, and 70 per cent of those ordinates will represent the allowance as set forth in the standard tables. The full heavy black line in the diagrams represents this 70 per cent curve. Taking Y as the ordinate of this curve to the 293.9 base, we have for the equation of the curve:

$$Y = .7\,(Y - 293.9) \text{ or } .7\,(3{,}600 - 293.9) \quad \frac{V}{X}$$

Or referred to the O base.

$$Y'' = 293.9 + Y' \text{ or } 293.9 - .7\,(3{,}600 - 293.9) \quad \frac{V}{X}$$

$$\text{or } .3\,(293.9) - .7\,(3{,}600) \quad \frac{V}{X}$$

$$\text{or } 88.17 + 2{,}520 \quad \frac{V}{X}$$

The diagrams show the actual conditions for 1905. The boats are taken in classes so far as possible, and reduced to an average rating, and to an average elapsed time over the course. For the sake of uniformity, this average elapsed time is reduced to seconds per mile.

To avoid confusion of lines, the material has been grouped on two sheets, one devoted exclusively to the New-York Yacht Club races and the other to the races of the Long Island Sound organization. Where there were but two spots for any one day they were not deemed worthy of much consideration, and, the character of the curve being indeterminate, the two spots were joined by a straight line.

The coefficient is the difference between the ordinates of any two points of its arc, divided by the difference between the corresponding abcissa. The corresponding coefficient for the standard 100 per cent curve was also obtained, and the ratio of these coefficients taken. This ratio shows the proportionate amount of the standard 100 per cent allowance that would have put boats of a different size on an equal basis.

If the two curves were of similar character any two points could be taken. But the inspection shows that the curves are only similar in a very general way, so that two points at about the centre of length of the curves were chosen to best approximate the general character of the curve. These ratios are shown tabulated in the diagrams.

The average for the New-York Yacht Club series is 78 per cent, while that for the Long Island Sound series is 119 per cent, and the average for all is 95 per cent of the full time allowance, indicating that the allowance under the present 70 per cent tables is too small.

The large difference between the New-York Yacht Club series and the Long Island Sound series is very noticeable. In explanation of this, attention is called to the Indian Harbor curve (September 21). The coefficient of this curve, as tabulated, is 112 per cent, while the coefficient for its upper part is 134 per cent, and for its lower part 97 per cent.

Taking the seventies and the N. Y. Y. C. thirties, independent of the curve, it would be 90 per cent. These figures, taken in conjunction with the fact that, while the N. Y. Y. C. thirty-footers are the top points of the N. Y. Y. C. series they are frequently the bottom points in the Long Island series, show that no coefficient, based on the present method of calculating time allowance, can be fair to all classes. The Long Island Sound series would be much more valuable had there been boats of classes from H to N, and the N. Y. Y. C. curves would have been better for the presence of boats of classes P, Q and R.

There were but four occasions when all boats sailed as one class. These were the N. Y. Y. C. races of June 15 and August 11, 12 and 14. On two of these days (August 11 and 12) there was a fair wind and tide, and the races were finished in remarkably quick time, with the order of the finish on corrected time almost directly as the rating measurement, with the small boats first, showing that the large boats had to give a great deal too much allowance for these conditions. Of the others, June 15 was a triangular course, when the order of finish on corrected time was directly as the rating measurement, with the large boats first, and the other, August 14, was a dead beat to windward, with the boats well mixed in the finishes, on corrected time, and, while there was a difference in the finishes of over an hour, there was almost fifty minutes' difference among the thirty-footers alone. As these two conditions are more nearly those that the time allowance table was designed to cover, it will be well to consider them.

The aggregate corrected time for the first four boats for these two races was: The Yankee, 7:17:00; the Mineola, 7:17:30; the Cara Mia, 7:18:12, and the Ibis, 7:20:40. This shows a remarkably close finish for a total distance of 39¼ miles. Noting and allowing for the fact that there was a favorable tide in the straight course race, which would unduly aid the small boat, we arrive at the conclusion that the time allowance, as given in the 70 per cent table, is insufficient, which also agrees with the average ratios derived from the curves.

The seventies and the thirties were raced persistently throughout the season, and although they are boats of dissimilar form and some of the races were sailed over similar, but not the same, courses, still the table below, showing their performances on all days, when both classes were represented, is of interest.

Race.	Date.	Seconds per mile, speed. Thirties.	Seventies.
N. Y. Y. C.	May 30	652	388
N. Y. Y. C.	June 15	747	465
Larchmont	June 17	590	409
Larchmont	July 4	843	479
N. Y. Y. C.	July 8	684	515
Larchmont	July 15	625	430
Larchmont	July 19	715	470
Larchmont	July 22	876	549
N. Y. Y. C.	August 10	616	463
N. Y. Y. C.	August 11	468	350
N. Y. Y. C.	August 12	450	347
N. Y. Y. C.	August 14	630	432
Indian Harbor	September 21	653	401
Total		8,555	5,704
Average		638	439

This shows a difference in average time of 219 seconds a mile, while the tabular 70 per cent allowance is only 196 seconds, thus further confirming the correctness of the percentages indicated in the curves ratios.

Ideally, time allowance for any one race should be based on the speed of the fastest boat and on the shortest actual distance sailed. In practice this is impossible, as neither quantity is measurable, and if they were a lengthy calculation would be needed for each race. It is obvious that no rule can be formulated that will cover boats of all sizes for all sailing conditions; the remedy is to avoid racing all boats in one class, and your committee desires specially to emphasize this point.

In conclusion, your committee respectfully recommends for adoption that the 80 per cent tables in force in the New-York Yacht Club and Eastern Yacht Club in 1904 be re-established.

PRINCETON OUTSCORES CORNELL.

Ithaca, N. Y., Feb. 10.—Princeton defeated Cornell at basketball here to-night by a score of 30 to 14. Both teams showed lack of team work, although Princeton braced in the last few minutes and won a decisive victory.

WILLIAMS DEFEATS YALE.

Springfield, Mass., Feb. 10.—The Williams basketball team defeated Yale in a friendly game here to-night by a score of 25 to 4.

IRISH ATHLETES WIN.

BONHAG'S TWO-MILE RUN.

Both Yale Teams Beat Harvard in Boston A. A. Games.

Boston, Feb. 10.—The speed and endurance of the Irish-American, Yale and Worcester runners was the principal feature of the seventeenth annual games of the Boston Athletic Association held in Mechanics' Hall here to-night. Except in the number of starters no records were broken, but the crowd saw some excellent racing, especially in the relay events.

Both Yale teams won from Harvard, the 'varsity by twenty-five yards, the freshmen by a close margin. Dartmouth ran away from the University of Pennsylvania, while Brown defeated Amherst for the first time in many years. Cornell also had an easy victory over Princeton.

The Irish-American team from New-York was wellnigh invincible in the long distance runs. G. V. Bonhag won the two mile Amateur Athletic Union championship and his team mates, Harvey W. Cohn and Melvin Sheppard, took places. In the mile Sheppard, running from scratch, was by far the strongest runner in the field, and won without difficulty.

Neither Eckersall nor Hahn, who came from Chicago especially for the event, was a factor in the finals of the 40-yard handicap, although they won heats only to lose in the semi-finals.

Harvard showed some strength in the field events, Kernan winning the high jump and Bangs and Stephenson places in the shot.

The fields in all the sprints were so large that the fast men had great difficulty in pushing their way through, and liberally handicapped men won in several instances.

Thirteen men faced the starter in the two-mile championship, and the three Irish-American runners jumped into the lead at once, Sheppard making the pace. At the beginning of the second mile Bonhag took the lead, and O'Connell, of St. Alphonsus A. A. of Cambridge, jumped into third place. The Cambridge man, however, could not keep the pace and soon dropped out, leaving all the honors to the New-York runners, who finished strong.

One of the best exhibitions of the evening was the running of Jones, of the Worcester A. A., in the 1,000-yard run. He took the pole at the start and was never headed.

YALE BEATS TIGERS.

New-Haven Hockey Team Will Face Harvard Unbeaten.

Yale's hockey seven will meet Harvard in the deciding game of the intercollegiate championship series next Saturday night with an unbroken string of victories to its credit, as last night at St. Nicholas Rink the team defeated Princeton by 3 goals to 0. Harvard, too, has not lost a game.

A large and enthusiastic crowd witnessed the contest, and the cheering never ceased from whistle to whistle. The game, while exciting and fast throughout, was nevertheless devoid of good hockey. The men did not show any of the fine points of the sport and were wofully weak at critical periods.

Two referees were used in last night's game for the first time at an intercollegiate match. It worked well, and there was less of the "roughhouse" work, although there were several penalties inflicted. In the first half Tenney, Levis and Dillon were sent to the bench and Flynn and Chew were ruled off in the second half.

The Yale players will have to do better work next Saturday night to hold Harvard. The New-Haven collegians are a fast lot, but not nearly so heavy as the Crimson players.

After three minutes Marcus shot a goal on a pass from Behr, but he received it while offside, and the goal was not allowed. Tenney and Levis were sent to the bench, which left Yale two men to the good, but in spite of this they could not score, as the Tigers crowded into the goal. The half ended with no score.

Yale started the second half in aggressive fashion, and in two minutes Stanley scored the first goal of the game after Marcus's shot had been stopped. A minute later Marcus scored for Yale on a nice pass from Stanley. Stanley and Behr by good combination work closed in on the goal and Stanley caged the puck after Behr had made a pretty run all the way down the ice.

Yale (3).	Position.	Princeton (0).
Lang	Goal	Chislett
Dilworth	Point	Tenney
Flynn	Coverpoint	Zahnheiser
Behr	Centre	Coxe
Marcus	Rover	Chew
Stanley	Right wing	Dillon
Alling	Left wing	Levis

Goals for Yale—Stanley (2), Marcus. Referee—H. Hornfeck, Wanderers' Skating Club. Associate referee—Bert White, New-York Athletic Club. Umpires—C. Reilly, New-York Athletic Club, and C. B. Stewart, Yale.

The standing to date follows:

College.	Won.	Lost.	Per cent.
Harvard	3	0	1.000
Yale	2	0	1.000
Columbia	2	2	.500
Princeton	1	3	.333
Brown	0	4	.000

DE WITT CLINTON SEVEN BEATEN.

The team of the Boys' High School of Brooklyn defeated the De Witt Clinton High School seven in a game of hockey at the Clermont Avenue Rink, in Brooklyn, last night. The score was 3 to 2. Harmon and Baker tallied for Boys' High and Bank and Jenkins for De Witt Clinton.

PURIFY COLUMBIA SPORTS

May Abolish Gate Receipts and Discharge Professional Coaches.

Although the joint committees which have been organized to reform athletics at Columbia have made no announcements, reports of what they are doing are gradually leaking out. The most important change which they are considering is the abolishment of gate receipts at all athletic contests in future. With this they are considering several other reforms, such as the abolishment of all professional coaching and the elimination of any extended period of training for any team.

Everything that is done will be carried out with the idea of getting as many students as possible to engage in athletics, and of giving every one in college an equal show for a team. The reforms will apply to the crew, but more largely to the baseball, track and football teams, in case some kind of football is introduced.

The first step to be taken will be to obtain an athletic field near the college. Already one or two fields near the college are under the consideration of the committee appointed by President Butler, composed of J. Barclay Parsons, T. Le Roy Dresser and George L. Rives.

The abolishment of the gate receipts will make it impossible to employ a professional coach, as it will make it necessary to do away with training quarters. Heretofore the gate receipts have been sufficient to pay the salaries of all the coaches that have been employed, as well as to provide quarters for the teams. Under the new system there will be no training quarters.

It is likely that with the introduction of the new system the general athletic association that has been under consideration for some time will be introduced. This association will have control over all the sports at the university. What money is needed for carrying on the sports will be collected by a general subscription.

The number of out of town contests and the number of intercollegiate contests in which Columbia engages is likely to be greatly reduced, in accordance with the wishes of President Butler. Some of the teams have depended on subscriptions for some time, and, with the possible exception of the crew, have been barely able to pay expenses. The lacrosse team, the "gym" team, the track team and the baseball team are constantly in debt. The track team has just put itself on a firm financial basis by the meet which it held in Madison Square Garden.

If professional coaching is abolished the committees are considering whether or not the students will be compelled to depend entirely upon loyal graduates for instruction or whether they will recommend that the university employ as members of the faculty men who will give instruction to all students in various branches of sports. This is already done in the case of swimming, and may be extended to include the other sports. If this system is adopted the men who will lose jobs or else become members of the factulty are Jasper T. Goodwin, coach of the Columbia crews; William Lauder, coach of the baseball team; M. Bojus, coach of the "gym" team; Fred Graben, coach of the wrestling team; "Josh" Crooks, track coach, and S. Murray, fencing coach.

The committees are also considering whether to introduce the plan already proposed for Yale, Princeon and Harvard of making freshmen ineligible for 'varsity teams. At present the three committees, graduate, faculty and undergraduate, are meeting separately. A definite announcement of the plans will be made after they have held a joint meeting.

CRESCENT GUNS BUSY.

More than 3,000 Targets Smashed at the Bay Ridge Traps.

With the glistening snow as a foreground and a background, the hardy trapshooters of the Crescent Athletic Club used up over three thousand targets on the grounds at Bay Ridge yesterday. The weather conditions were ideal for the sport, and the competition in the nine matches contested was keen, and some excellent scores were made.

It was the second weekly contest for the February cup, and sixteen men entered for it, H. B. Vanderveer and F. B. Stephenson proving the high men, with scores of 23 each out of a possible 25. H. M. Brigham and F. C. Raynor tied with scores of 22 each in the shoot for the Stake trophy, in which seventeen competed. In the shoot-off, Brigham won with 20 to Raynor's 17.

There were four pairs entered for the team race. F. B. Stephenson, with O. C. Grinnell as partner, won with a score of 42, to 41 made by A. G. Southworth and W. W. Marshall.

The feature was a special scratch match at fifteen targets between eighteen gunners. It required four "shoot-offs" to decide the winner. F. B. Stephenson, F. T. Bedford and O. C. Grinnell tied with scores of 13 each. In the first shoot-off Bedford dropped out, the other two scoring 13 each again. In the third shoot-off they scored 14 each, and in the fourth Grinnell won with 13, beating Stephenson by one target.

Of the other 15-target trophy matches, H. M. Bingham won one with a full score after a shoot-off with L. C. Hopkins. F. B. Stephenson and O. C. Grinnell each captured one, and in another, in which Stephenson and Grinnell tied with full scores in a shoot-off, they agreed to divide the money.

The scores follow:

FEBRUARY CUP—25 TARGETS—HANDICAP.

	H'cap.	Total.		H'cap.	Total.
F. B. Stephenson	0	23	W. W. Marshall	5	21
L. M. Palmer, jr.	0	21	L. C. Hopkins	3	21
F. Thomas	1	22	J. Hickling	6	21
H. M. Brigham	0	19	F. C. Raynor	4	21
O. C. Grinnell	1	21	J. H. Ernst	4	21
A. G. Southworth	0	19	J. M. Teeter	3	18
G. G. Stephenson	1	20	H. B. Vanderveer	2	23
C. A. Lockwood	2	19	S. P. Hopkins	4	21

STAKE TROPHY—25 TARGETS—HANDICAP.

F. B. Stephenson	0	21	L. C. Hopkins	3	21
J. Thomas	1	19	S. P. Hopkins	4	20
H. M. Brigham	0	22	J. Hickling	6	19
O. C. Grinnell	1	20	F. C. Raynor	4	22
A. G. Southworth	0	21	J. H. Henry	4	17
G. G. Stephenson	1	21	J. N. Teeter	3	18
C. A. Lockwood	2	19	H. B. Vanderveer	3	20
W. W. Marshall	5	21	J. J. Keyes	2	14
H. W. Bussing	2	20			

Shoot off: Brigham, 20; Raynor, 17.

TEAM SHOOT—25 TARGETS—HANDICAP.

A. G. Southworth	0	21	L. M. Palmer	0	18
W. W. Marshall	5	20	L. C. Hopkins	3	17
Total		41	Total		35
F. B. Stephenson	0	21	G. G. Stephenson	1	19
O. C. Grinnell	1	21	F. T. Bedford	1	21
Total		42	Total		40

SPECIAL SHOOT—15 TARGETS—SCRATCH.

F. B. Stephenson	13	F. C. Raynor	9
J. Thomas	13	J. H. Ernst	12
H. M. Brigham	12	H. B. Vanderveer	10
O. C. Grinnell	13	J. N. Teeter	6
A. G. Southworth	10	J. Adams	7
G. G. Stephenson	11	W. B. Spencer	5
W. W. Marshall	4	L. M. Palmer	12
L. C. Hopkins	8	H. W. Bissing	10
J. Hickling	6	C. E. T. Foster	14

First shoot-off—F. Stephenson, 13; Bedford, 13; Grinnell, 13. Second shoot-off—Stephenson, 13; Grinnell, 13. Third shoot-off—Stephenson, 14; Grinnell, 14. Fourth shoot-off—Grinnell, 13; Stephenson, 12.

TRAIN ON TWO RIVERS.

Columbia Crews Will Use Both the Hudson and the Harlem.

A new system will be introduced in coaching the Columbia crews this spring. Instead of doing all the preliminary work on the Harlem, part of it will be done on the Hudson. Shells will be kept in both the Hudson and the Harlem river boathouses. When the water is smooth Coach Goodwin will send his charges out on the Hudson, while on rough days the Harlem will be used.

This plan is adopted partly for the sake of convenience and partly because Mr. Goodwin believes that practice on the Hudson is worth more to the men. On the Harlem the tide causes a current in places which, with a tired crew, it is almost impossible to buck against. Besides this, Mr. Goodwin believes that the nature of the water on the Hudson in the matter of tides and swells is so much like that at Poughkeepsie as to make the work there of especial value.

Crew work has now begun in earnest. Nearly a hundred men have reported. Perry D. Bogue, manager of the crew, has completed the schedule, which includes contests on six dates. On May 5 the spring regatta will be held on the Hudson, in which the 'varsity crew will be ineligible to compete. On May 12 the freshmen will meet Yale '09 on Lake Whitney. On May 19 the crew will row at Annapolis. This may be a triangular meet between Columbia, Annapolis and Georgetown, as the Navy had planned to meet the Southern University on that date, before the meet with Columbia was arranged. On May 30 several Columbia crews will take part in the Harlem regatta, and on June 4 they will go to Poughkeepsie, where they will train for the Intercollegiate regatta on June 23.

COLUMBIA'S ROWING COACH TALKS.

Thinks There Is Danger of Overdoing Training Methods at the Colleges.

When Jasper T. Goodwin, coach of the Columbia crews, was asked his opinion yesterday on the advantages of training quarters and a training table for college athletic teams, he said:

So far as I can see, the theory that a man should be kept at a training table from the time the season opens until it ends has not much theoretical or practical value to support it. I do not mean to be understood, however, to say that no training table at all is desirable. The point I wish to emphasize is that I fail to see the advantage in having my crew candidates, for example, go into such strict training as is advocated five or six months before the races take place. I believe a man can get just as much good during these months by eating the prescribed foods at his own table as he can at a training table. A certain amount of trust must be put in the men in any case, and if they are in earnest they will not violate the trust.

When the contest approaches, then I believe the men should stay in quarters for at least three weeks, so that the coach can keep in closer touch with his men. This is necessary nowadays with five or six different crews, because the many men required to man the boats cannot come into such close relationship with the coach when they are at large as could the few men required for the fours and sixes in the days of 1878.

The substance of my theory is that college athletics should be conducted on as simple a basis as possible, so that all tendency to professionalism and professional methods shall be eliminated.

HOCKEY RINK FOR YALE.

[By Telegraph to The Tribune.]

New-Haven, Conn., Feb. 10.—The St. Nicholas Company of New-York will shortly build an artificial ice rink in this city. The promoters expect to build in the rear of Chapel-st., a block from the Yale campus, and will lease the rink to the Yale hockey team, which every winter lacks facilities here to prepare for the games played in New-York. The plan is to realize on the $60,000 investment by holding intercollegiate hockey games in the new rink, in which case the New-York rink would be abandoned by Yale teams.

COLUMBIA FRESHMEN HOCKEY DATES.

The schedule of the Columbia freshmen hockey team has been announced and is as follows: February 13, Cutler School; February 15, Groff School; February 17, Morristown High School, at Morristown; February 21, Berkeley School; February 24, Irving School, at Tarrytown, and February 28, Berkeley School. A game will be played with the Yale freshmen some time in March, while games with the New-York University freshmen and another game with Irving School are under consideration.

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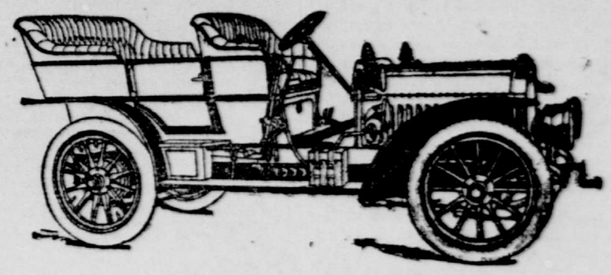

Mark XLVII. 40-45 Horse Power.

Price, $4,500

In October, 1904, a Columbia 30-35 H. P. stock car made the record run between Chicago and New York in the fast time of 58 hours and 48 minutes.

THIS RECORD STILL STANDS TO DATE

although many other cars have tried to equal it. The 1904 Columbia demonstrated its superiority over other cars of 1904 and 1905.

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CRAWFORD AUTOMOBILES

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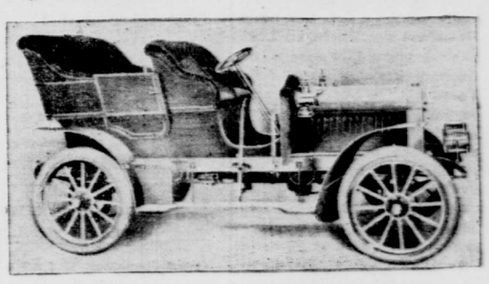
Four separate cylinder motor, size 4½ by 4½ inches; 24-28 horse-power; 5 bearings on the crankshaft aggregating 14½ inches. Transmission sliding gear, selective type.



Double chain drive wheel base, 100 inches; wheels, 34 inches; Schrieber Carburetor; Hill Precision Offer; 4 brakes, 2 on rear wheels and 2 on transmission.

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Demonstrations of from 1 to 300 miles. Prompt delivery.

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CUBAN AUTO RACE TO-DAY

Lancia, Cedrino, Demogoet and Bernin Will Start—Course Ideal.

[By Cable to The Tribune.]

Havana, Feb. 10.—The road over which the automobile race will be run to-morrow is in splendid condition. The starters will be Lancia, driving E. F. Connill's 110-horsepower Fiat; Cedrino, in Gustav Bock's 100-horsepower Fiat; Demogoet, in Luis Marx's 80-horsepower Darracq; and Bernin, in W. Gould Brokaw's 90-horsepower Renault.

All the cars are propelled by gasolene power. The distance of the race will be 217½ miles, in four laps of 54.375 miles each, with controls at each end of the route. Lancia is a warm favorite. The cars will start at three-minute intervals.

There will also be a race for three lighter local machines at half the distance of the big race and following the latter on the last two laps. The prize for the minor race, $15,000, has been posted by the owners of the three machines that are to compete. The cars which will compete in the race are Luis Marx's 40-horsepower Mercedes, Juan Arguelles's 30-horsepower Mors, and Julio Robel's 30-horsepower Clement.

CUTLER WINS AT BILLIARDS.

Philadelphia, Feb. 10.—A. G. Cutler, of Boston, won the intercity balkline billiard tournament which has been in progress during the last week. Cutler to-night defeated Harry Cline, of this city, by the score of 400 to 237, giving him first place. The winner's high run was 102 and his average for the tournament was 19 1-21. Cline was second, with an average of 11 17-20; Gallagher, of New-York, third, and Taylor, of Chicago, fourth.

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$2,500 40-45 H.P. | $1,250 20-24 H.P.

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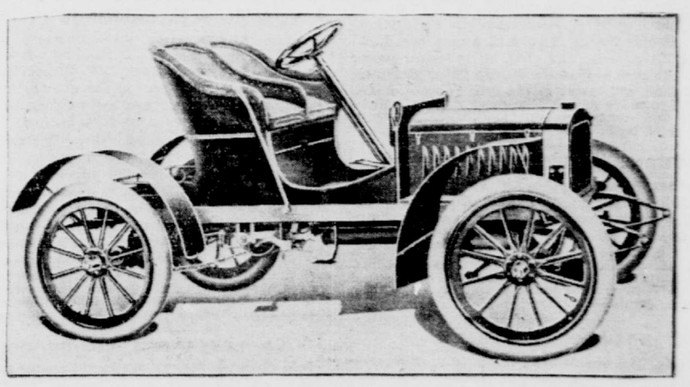

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THE FINEST AMERICAN MOTOR CAR

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SELLING AGENT.

AUTOMOBILE TRADE NOTES.

The Dayton Motor Car Company will keep all its agents supplied with a stock of automobile parts. The Stoddard-Dayton tourists will find this of great convenience. If the break is due to a flaw there will be no charge for either the part or service, but if the break is not due to a flaw the factory will send the owner of the car a bill.

A feature of the 1906 model Crawford automobile is a box beneath the tonneau, large enough to hold a full size tire. The New-Amsterdam Motor Company is in a position to make prompt deliveries of Crawford touring cars or runabouts.

A 20-horsepower Bliss car was shipped yesterday to Port Antonio, Jamaica. A. A. Stewart, the buyer, will use it there for touring and return with it to this city.

At the close of the Chicago show the E. H. V. Company, of Middletown, Conn., makers of the compound cars, made the announcement that several cars of this make would be participants in the Glidden tour this year. The cars to be entered will probably include at least one of the standard touring car types of the company, and possibly one of the doctor's runabouts. Hatch & Co., No. 1,953 Broadway, are the New-York agents.

The 1906 issue of the United States Automobile Registry has just been brought out under the management of H. S. Oppenheimer, of No. 10 Park Place. It gives a list of the owners of automobiles in New-York State, and the license numbers. It is announced that the registry will be issued every six months, and supplementary editions at more frequent intervals, either daily, weekly or monthly, according to the subscriber's wishes, and will cover every county and State in the United States.

The Panhard Lavassor Company will occupy its Broadway salesroom and garage about March 1.

George Lamberti and J. H. Cooper, of the New-York Motor Car Company, will open a branch house for Leon Rubay in Boston. Both are well known to the automobile trade. An extensive line of supplies, including Michelin tires, will be handled by this branch for New-England.

S. A. Campbell, who is well known in automobile circles, has become the manager of the E. T. Kimball Company, New-York agents of the Corbin cars.

Five Jackson automobiles have been sold and delivered to Harry Bell, James Bettcher, A. G. Hutcheson, A. R. Allen and C. H. Guild. All are 1906 models. Recently several severe tests were made with the 45-horsepower Jackson, one of them a run to White Plains, with five passengers, in which all grades, including the steep cobblestone hill at Mount Vernon, were made without change from the high speed gear. This hill is not only steep and a rough road, but the start upward is at a railroad crossing, compelling a standing start.

Bert Holcomb made and holds the record from Chicago to New-York, 58 hours and 35 minutes, with a Columbia standard stock 35-40-horsepower car, in October, 1904. The car is a model two years old, and yet the record still stands. A notable example of fine body work is seen in the new model Columbia 40-45-horsepower gasolene royal victoria, which attracted a good deal of attention at the Chicago show. The forward seat of this car is similar to that of the standard touring car, the rear body being of large victoria type, with curved doors and commodious hood. The whole design of the car is exceptionally harmonious and graceful. The new double victoria, which was also shown at Chicago, is of similar style, except that the forward seat is also of the victoria type.