SPORTING COMMENT.

News and Views on Current Topics, Amateur and Professional.

The speed mania seems to have abated to some extent, judging from the reports which came from the automobile tournament on the Ormond beach last week; but while the races there did not attract the same general interest as a year ago this condition is not likely to obtain in the third annual regatta for motor boats on Lake Worth, Florida, which will begin this week. Some sensational performances are looked for, as the fastest boats in the country have been entered for tests of extreme speed through the tossing waters. As it promises to be a quiet week in local sporting circles, much interest will centre in the doings of the powerful little craft which will be sent after new records. The evolution of the motor boat is no less remarkable than the evolution of the motor car in the last few years, and something new in the way of speed and reliability is not only probable, but expected. The continuation of the match for the world's championship at chess between Dr. Lasker and Marshall, the indoor athletic games of the Irish-American Athletic Club on Saturday, two hockey matches in the Amateur Hockey League championship, in which the St. Nicholas and New York Athletic Club teams will meet on Tuesday and the Hockey Club and Crescent Athletic Club sevens on Thursday, and the usual bowling and basket ball games, are the chief features in local circles. The most important happenings last week were the automobile races in Florida, the meeting of the intercollegiate football rules committee on Saturday, the announcement of the thoroughbred racing dates and the allotment of weights for the Brighton Handicap, the victory of George B. Sutton over Ora Morningstar, by which he retained his title to the world's championship at 18.2 balk line billiards, and the first game in the match for the world's chess championship, won by Dr. Lasker.

COLLEGE FOOTBALL.

The action of the American intercollegiate football rules committee, which met on Friday and Saturday, to consider further changes in the rules, should meet with the complete approval of all lovers of the game. The committee realized that the code was acceptable in the main, as it did last year—that there was no urgent and compelling need for radical action. Its findings a year ago were such as to satisfy all fair minded persons, and the code worked out better than was expected by even the most optimistic. Its findings this year are quite as satisfying, as an opportunity is now offered to continue the development of the game along the same lines, which made for such clean, manly and interesting sport last season.

The few changes made were not of a kind to affect the general plan of the game as played last year in any of its salient features, but they will serve to clear up many disputed points and strengthen several weak points. The change in the penalty for failure in the use of the forward pass from loss of the ball to the loss of fifteen yards will encourage the development of these daring and brilliant plays, particularly when a team is fighting in its own territory. None of the restrictions was removed, but the change in penalty was enough to increase the value of the forward pass tenfold. The lengthening of the playing time from thirty to thirty-five minutes in each half was also a good move.

The game as played under the new code is less exhausting, and so free from unnecessary roughness and foul play that little or no time is taken out. This made thirty minutes for a half all too short, and led to a number of tie games last season, which might have reached a more satisfying ending with a little more time. The addition of a new official, to be called a field umpire, will insure even cleaner and more sportsmanlike games. Any evasion of the rules will now be practically impossible. There was little or no premium last season on a little bit of holding, a little bit of offside play, a little bit of starting before the ball is put in play, a little bit of roughing, which did so much to bring the sport into disrepute in previous years. What little there was, however, can now be effectually stopped, and lany evasions will be a distinct menace to the eleven which tries to employ them, in jeopardizing, perhaps, the game. The committee was as conservative this year as it was radical last, and the best interests of the game have been conserved.

AUTOMOBILING.

The dream of the motor speed enthusiast of travelling at the rate of two miles a minute, which came true a year ago on the Florida beach, was confirmed at the automobile carnival at Ormond last week. The world's straightaway record for one mile of 28 1-5 seconds was not beaten, however, in spite of the fact that Fred Marriott came within one and two-fifths seconds of his own mark, and then was lucky to escape with his life in another trial. The speed developed was truly remarkable. It was faster than the thundering express train, faster than the wind, faster, almost, than one can think. There is reason to believe, however, that the limit has been reached, for the present at least. There is a growing antagonism to cars of freak construction, built only for extreme speed, and in all probability the end has come. The tournament was hardly up to the standard of other years, in spite of the fact that those in charge worked hard and diligently to make it a success. It was a success, too, in the main, as one or two records for touring cars were broken and a further demonstration was given of the reliability of the automobile and the wonderful power and energy stored away in the machines, that fairly seemed to defy the laws of gravity in their remarkable flight.

With the automobile show and the special carnival over, the chief interest of motorists will now centre in the legislative end of the sport or pastime. Not only are the various state legislatures involved in the problem of proper control and taxation, but a bill providing for a federal automobile law will be introduced in all probability at the present session of Congress. Charles T. Terry, chairman of the law committee of the American Automobile Association, has decided that the time is ripe to test the feasibility of a national law which will eliminate many of the difficulties under which motorists now suffer in touring from one state to another. The bill is now being framed, and may be introduced early next month.. W. H. Hotchkiss, the new president of the American Automobile Association, declared himself in favor of a federal law in his inaugural address, and the policy outlined will be carried out as far as possible. In view of the many state laws and their wide difference, it seems time that a general federal law should be placed on the statute books. The situation in this state is more complicated than a year ago. Five bills have been presented to the Legislature, all of which have been referred to committees for a hearing. The Stanley bill, introduced last year, is up again. It provides for a motor vehicle commission, which aroused so much opposition a year ago. The majority of automobilists are satisfied with the present law, but it is not considered drastic enough by those who believe that further restrictions should be placed on the use of the highways. Some amendments are likely to be made to the Prelinghuysen law in New Jersey, judging from the report of Commissioner Smith last week, while Massachusetts is busy on the same subject, and Governor Guild's recommendations for new legislation regarding automobiles have aroused unusual interest.

HOCKEY.

The St. Nicholas Skating Club leads in the race for the championship of the Amateur Hockey League at the completion of the first round of the series of scheduled games. Each team has played every other team in the league, and to-morrow night the leaders face the New York Athletic Club for the second time. This game promises to be more interesting than the previous contest, when St. Nicholas won easily. The New York Athletic Club seven has been greatly strengthened and is playing a much improved game. On Thursday night the Crescent Athletic Club and Hockey Club of New York will cross sticks. The Brooklyn aggregation should win easily in this contest. In hockey circles the game of last Thursday night between the St. Nicholas Skating Club and the Crescent Athletic Club is still being discussed, and the work of the two teams will be carefully watched from now until their second contest on February 14. The supporters of the Brooklyn team are willing to bet even money that their favorites will again win out this year, basing their confidence on the fact that last year the championship was finally captured after the Crescents had lost two games in the early part of the season. As the teams stand to-day there is little to choose between them. If every game of hockey played this year had been as efficiently refereed as was the contest of last Thursday there would be little cause for complaint. But at some of the contests seen recently, both in the amateur and the intercollegiate league, the officials were not strict enough and the players saw at once that they could get away with many a neat trick without being caught. The result was much roughness, tripping and offside playing, for which the referees were chiefly responsible. With good judges of play this can be stopped, as was clearly shown in the Crescent-St. Nicholas game last week, when not a man was ruled off. A few warnings in the early part of the game from the referees were sufficient to show the players that no infractions of the rules would be tolerated.

In the Intercollegiate League Princeton appears to be a sure winner of the championship. The seven has only Yale to meet, and, judging from the work of the New Haven seven against Columbia on Saturday night, the Tigers will have little trouble in winning. Columbia finished its series of scheduled games on Saturday night without winning a single contest. The team played fairly good hockey on Saturday night, and with a little luck would have won.

INTERCOLLEGIATE ROWING.

The date for the Harvard-Cornell eight-oared shell race has been set for May 30 on Cayuga Lake, Ithaca. It will be the third contest between Cornell and Harvard first crews, the other two races having been rowed over the one and seven-eighths mile course in the Charles River. In both these contests Harvard was defeated by Cornell. The Harvard 'varsity crew has invited the Argonaut eight of Toronto, Can., to race on the Charles River in May. The invitation was forwarded to Vice-President Barker of the Argonaut Club, and he in turn has passed it along to Captain Wright, of the Argonaut crew, and in the course of a few days the members of the crew will get together to find out just how many would be willing to take the trip.

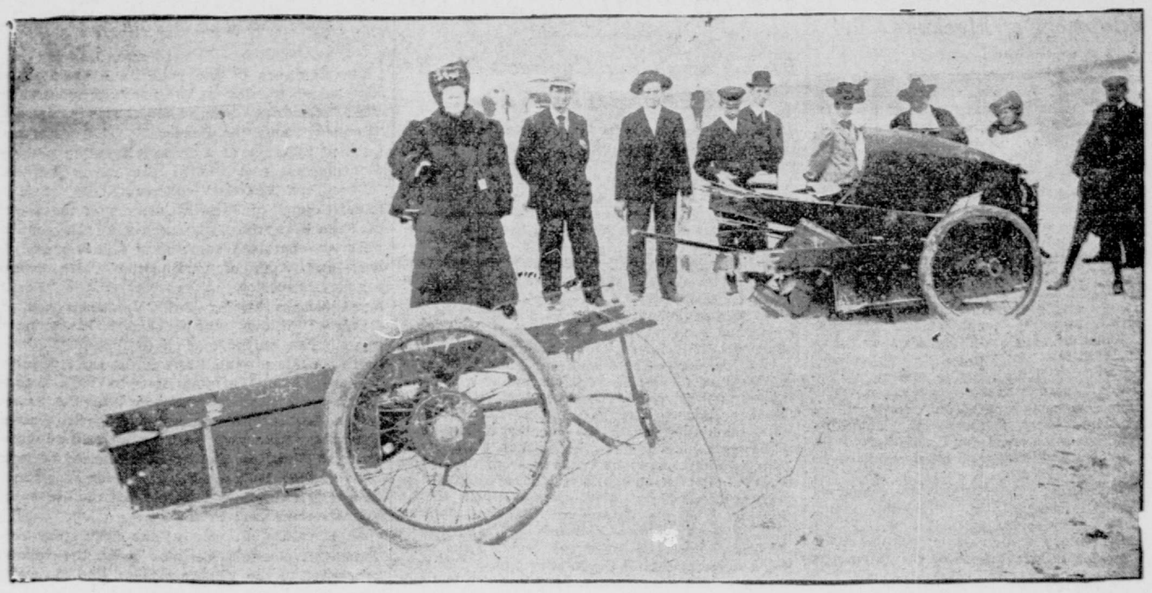
Harvard men say that the only obstacle to the race will be that the Argonauts may be unable to have sufficient practice in Toronto so early in the season, although there has been some talk that the Toronto rowing organization might be represented at the American Henley in Philadelphia in May. If the crew decides to make that trip, a date for the Harvard race would be arranged for about the same time. The Argonauts have frequently rowed in American regattas, but never before against a college crew. They were at the national regatta at Worcester last August, and last spring went to England to row in the Henley regatta, where they made a brave showing.

BICYCLING.

There seems some reason to believe that the day of the bicycle is coming back, and plans are even being made for a bicycle show to revive interest. At a meeting in this city during the automobile show, at which the leading bicycle makers of the country were in attendance, the question was put forward, and several good arguments for a show were presented. No definite action was taken in the matter, but those who believe that a show should be held are not likely to let the matter drop. The fact was pointed out that London has seen at least one bicycle show of national importance each year since the bicycle became popular, and that the interest that has lately been taken in automobiles has not eclipsed the bicycle show by any means.

THE WRECK OF THE AUTOMOBILE IN WHICH FRED MARRIOTT ESCAPED WITH HIS LIFE ON THE FLORIDA COAST ON THURSDAY.

(Photo by A. E. Dunn.)



ROSEVILLE HOLDS LEAD.

Individual Standing in the Athletic Bowling League.

This will be an important week in the Athletic Bowling League. On Thursday night the New York Athletic Club team will roll a series with the Roseville Athletic Association five on the latter's alleys, and the indications are that high scores will be in order. At present Roseville leads the league, with seventeen games won and seven lost, or three games each way better than New York, the second team.

With the championship season more than half over, this lead appears the more formidable, and, unless the unexpected happens, the Roseville Athletic Association five looks like the winner. It has been rolling the best tenpins thus far, as shown by the team average of 917.16, to say nothing of the high total of 1,033. At present no other team has an average better than 900.

Following the Newark Bay club, which is in third place, with twelve games won and as many lost, come the Jersey City club, Elizabeth club, Passaic club and Columbia club teams, all grouped together, with eleven won and thirteen lost. The Montclair club continues to hold down last place.

In the individual average race Van Ness, of Roseville, remains in the lead, with a mark of 188.14, which is nearly two points better than his clubmate, Meyer. Both lost ground last week, as was the case with Meyer, of Jersey City, the third man. Wood and Olozaga, both of Roseville, follow with 184.8, and then comes Olsen, of Passaic, with 182.22. This is an excellent average for a bowler who has never before been around the difficult Athletic League circuit. The official figures to date are as follows:

TEAM STANDING.

	Won.	Lost.	Average.	High score.
Roseville A. A.	17	7	917.16	1,033
New York A. C.	14	10	885.6	994
Newark Bay Club	12	12	858.7	958
Jersey City Club	11	13	889.21	1,020
Elizabeth Club	11	13	881.7	989
Passaic Club	11	13	858.23	963
Columbia Club	11	13	857.6	970
Montclair Club	9	15	828.16	997

INDIVIDUAL AVERAGES.

	Games.	Average.	High score.
Van Ness, Roseville	24	188.14	203
Meyer, Roseville	24	186.17	245
Meyer, Jersey City	24	186.1	212
Wood, Roseville	18	184.8	233
Olozaga, Roseville	24	184.8	226
Olsen, Passaic	24	182.22	228
Pope, Elizabeth	24	182.8	215
Vreeland, Newark Bay	9	182.6	216
Collard, Jersey City	18	182.1	236
Lamster, Jersey City	24	181.18	234
Pierson, Roseville	21	180.29	236
Garrison, Jersey City	24	180.1	206
Arnold, New York	24	179.23	222
Sherwood, New York	24	178.17	245
Clute, New York	24	178.7	245
R. West, Elizabeth	24	177.22	213
Hartzel, Columbia	24	177.5	223
Griffith, Newark Bay	24	176.23	234
Klingelhoffer, New York	21	176.20	233
Thomson, Montclair	24	175.17	212
A. West, Elizabeth	24	175.10	214
Jaeger, Newark Bay	21	175.7	219
Keller, Columbia	24	174.12	215
Huesman, Columbia	24	174.4	231
Claues, Elizabeth	24	174.1	209
Elston, Passaic	24	173.17	254
Perry, Newark Bay	24	172.18	213
Lockwood, Montclair	24	172.12	214
Harper, Passaic	21	171.6	227
Beam, New York	24	169.19	229
Woodward, Newark Bay	18	169.3	204
Brown, Montclair	24	167.15	228
Lefferts, Passaic	18	166.15	237
Snyder, Montclair	24	165.17	212
Stalling, Jersey City	18	163.10	192
Kimball, Columbia	24	163.7	221
Davies, Newark Bay	9	161.7	203
Robinson, Montclair	9	153.8	202

CHURCH ATHLETIC LEAGUE WRESTLING.

The annual wrestling championships of the Church Athletic League will be held at the Trinity Club, No. 157 Montague street, Brooklyn, the preliminaries on Wednesday, and the finals on Friday. The bouts to be decided are in the 105, 115, 125, 135, 145 and 158 pound classes.

NEW TEAM GOLF PLAN.

How Cleveland Got the Amateur Championship Tournament.

Something decidedly new in the way of team matches for next season is under consideration by the Women's Metropolitan Golf Association. Mrs. E. F. Sanford, the retiring president, has proposed a substitute for the somewhat unwieldy system of club matches which has prevailed in the past.

The idea is to have two districts, the same as before, but only two teams. In other words, each district would be represented by a team, each team to consist of fifteen players. If the plan is adopted two captains would be appointed, one for each district, whose duty it would be to choose their respective teams. This form of competition, it is believed, would serve to greatly stimulate the interest. In past seasons there were always several teams that never had a chance to win, and this was largely responsible for the numerous defaults.

With the new plan in operation practically all of the clubs which go to make up the two districts would have one or more representatives on their big team. The idea is to have five matches, the contests, so far as possible, to be played over neutral courses, thereby making use of some of the open days which were granted to the association last spring. Difficult links would be selected for several of the meetings, such as Garden City, St. Andrews and Fox Hills.

The individual side of the question is also to be considered. It has been suggested that points be credited to the various team winners, so that at the end of the season first and second prizes could be awarded the two leaders. The organizations that have played a prominent part in past team competitions were the Englewood Golf Club, the Morris County Golf Club, the Apawamis Club, the Richmond County Country Club, the Baltusrol Golf Club, the Nassau Country Club, the Essex County Country Club, the Brooklawn Country Club and the Plainfield Country Club.

So far as selecting a course for the next association championship is concerned, nothing new has developed and the Knollwood Country Club continues to be the only one mentioned. All these matters, together with the election of officers, will be settled at the coming annual meeting.

Since the recent annual meeting of the United States Golf Association, held in Chicago, the Boston delegates have done considerable thinking, and it is safe to say they will adopt a more aggressive policy another year. Distinction in aim and difference in method put the Boston delegates at the mercy of the Cleveland "hustlers," who appealed to the clubs of the Middle West in energetic and breezy style, carrying souvenir badges and adopting a campaign slogan. An observer at the meeting has this to say on the subject:

Enterprise and energy succeed at a national golf meeting as well as in business. A. R. Davis, the big, good natured Cleveland boomer, by witty sayings, brilliant repartee, recourse to plenty of souvenir badges bearing convincing campaign legends, and the effective use of the terms, "We have the happiest course in the country," "We are just one night from anywhere—no long railroad trips," "Give us the tourney now, as J. D. Rockefeller, who leases the land to us, must succumb to the march of building and cut the land into sub-divisions, and we will have to build a new links soon," easily started an irresistible wave of sentiment in favor of the Euclid course.

What chance had modest Boston against a broadside like that. The Country Club of Brookline and the Brae Burn Country Club had offered their courses hesitatingly, not caring to force them on the leading golfers of the country, who are not slow to criticise when they gather at a tournament.

In discussing the national championship question last night, Jerome D. Travers, the Metropolitan Golf Association title holder, said he was sorry that the event had not been awarded to Myopia.

Word has been received here that Norman Hunter, one of Great Britain's leading amateur golfers, will visit this country next summer. If Mr. Hunter arrives in time he will undoubtedly receive an invitation from the executive committee of the United States Golf Association to compete in the amateur championship. Mr. Hunter visited this country in 1903, when he came over as a member of the Oxford-Cambridge team. Probably his most brilliant performance while here was recorded in a match with Walter J. Travis over the links of the Ekwanok County Club. He defeated Travis, only to lose to Eben M. Byers in the final round. In another match at Garden City Hunter lost on the home green to Findlay S. Douglas, the latter making a 75. Hunter's record here was as follows:

Lost to F. J. O. Alsop, Yale, 3 up and 2 to play; beat A. L. Ripley, 8 up and 2 to play; beat H. Chandler Egan, 4 up and 3 to play; lost to H. Chandler Egan, 4 up and 2 to play; lost to Findlay S. Douglas, 1 down; lost to Walter J. Travis, 5 up and 4 to play; beat F. J. O. Alsop, 4 up and 3 to play; beat Marc M. Michael, 7 up and 5 to play; beat Findlay S. Douglas, 5 up and 4 to play; halved a match with G. J. Cooke.

RESOLUTION AGAINST AUTO CRATING

The Association of Licensed Automobile Manufacturers has taken up the fight against the crating nuisance in taking cars to Europe. At a recent meeting of the executive committee the following resolution was adopted and ordered sent to the transatlantic lines:

Resolved, That it is the sense of the executive committee of the Association of Licensed Automobile Manufacturers that the said rule of transatlantic steamship lines is the direct cause of unnecessary inconvenience and expense of money and time to automobile owners and manufacturers, a hindrance to the normal growth of interational automobile touring and trade and an improper limitation upon modern transportation.

In the preamble to this resolution it was stated that many more automobilists would go to Europe were it not for the crating requirement, which was costly and, in the opinion of motorists, frequently resulted in damage. It was pointed out that coastwise lines, both in Europe and in America, do not require crating, which is also the rule on the Great Lakes and the St. Lawrence. It was also urged that automobile manufacturers should have the option of making transoceanic shipments of their products uncrated.

ICE YACHTS TO RACE FOR CUPS.

[By Telegraph to The Tribune.]

Long Branch, N. J., Jan. 27.—The Shrewsbury Ice Yacht and Boat Club will sail its first race for the Commodore's cup to-morrow afternoon at 2 o'clock. The distance will be fteen miles. The yachts entered to-night to take part in the race are the Shrewsbury, the Red Rover, the Drub, the Isabelle, the Claret, the Harold, the Sweetheart and the Eagle. The Price cup will be sailed for on Tuesday.

YACHTING NEWS AND NOTES.

As Alfred Mylne is to design one and William Fife the other of the two challenging yachts for the Canada Cup, the trial races between the boats will be watched with much interest by yachtsmen on both sides of the Atlantic, for these designers are also to design challengers for Sir Thomas Lipton when he challenges for the America's Cup again.

Eugene Higgins, of the New York Yacht Club, who is cruising in Mediterranean waters, arrived at Cannes in his big steam yacht Varuna on Saturday.

Under the personal tuition of Captain Howard Patterson, formerly commander of the schoolship St. Mary's, a number of yacht owners are being coached for examination before the United States local inspectors of steam vessels for masters' and pilots' licenses. Charles W. Lee, of the New York Yacht Club, successfully passed the examination last week and received his pilot's license to command his power yacht, the Dreamer.

YALE'S ATHLETIC NEEDS.

New Boathouse May Be Built from the "Secret" Fund.

New Haven, Jan. 27 (Special).—Yale athletic officials, encouraged by the gift of a new swimming tank by Andrew Carnegie, have been aroused and are renewing the campaign for a new baseball cage and for a new boathouse. Yale alumni have failed to respond to appeals for contributions, and the athletic officials have been compelled to fall back on Walter Camp's "secret athletic" fund of $100,000, which the faculty turned up in their long investigation last winter, as the sole hope for the two new buildings.

The faculty looked on the $100,000, the result of rigid economy for thirteen years by the athletic managers as accumulated surplus, as a lavish amount for new athletic buildings. Some of the professors even urged its being applied to other uses than athletics, perhaps to a new professorship endowment. The fund proves to be entirely too small, however, for the new building needs, and talk that it might partially go toward a new stadium has been quieted by the revelation that the boathouse will cost more than $50,000 and the cage fully as much, at the lowest estimate.

A year ago plans were made by the crew officials for a new boathouse, which they thought would cost about $35,000. An examination of the plans showed that they were not adequate. Under the present arrangement only about fifty students can enjoy boating at Yale. John Kennedy, the coach, said to-day, in speaking of the condition:

Yale ought to have room to accommodate fully four hundred candidates for her crews. The large Harvard boat clubs will accommodate about that number, while at Yale we have to cut down our freshman squad the first week, lopping off fifty men which we might keep if we had room to keep them at work. Yale will not enjoy her revival in boating interest till she can accommodate all the candidates for her crews. If we could have a new boathouse of the type the officials now wish it is certain that we would have 350 oarsmen working at Yale all the spring.

Yale's rowing plant is less than half as expensive as that at Harvard, where the Newell and the Weld boathouses are each as expensive and more up to date than the Yale boathouse. Plans for more boathouses, rather than fewer, are being put into effect at Harvard, while at Yale the scheme for a new boathouse is practically at a standstill, and the crew which will represent Yale in 1907 will reap no benefit whatever from whatever house may be built.

It is practically certain that the money for the proposed house will come from the Yale athletic surplus.

In the meantime plans for a stadium will have to be put in the background, for Yale's athletic surplus of thirteen years will be more than swallowed up by the new boathouse and baseball cage. The wooden football grandstands are fast outliving their strength, and it was thought a year ago that they would be partially replaced by the first instalment of the new iron stadium which Yale plans to have before many years. Till the baseball cage and boathouse are completed, however, the stadium is not likely to be touched.

JAY GOULD AT WORK.

Training Hard for Gold Racket Championship Tournament.

[By Telegraph to The Tribune.]

Lakewood, N. J., Jan. 27.—At his home court here Jay Gould, the American amateur court tennis champion, is training for the Gold Racket championship, to be played at Tuxedo on Lincoln's Birthday. He won the first leg on this trophy last year, and he followed up this victory by winning the amateur championship.

The Tuxedo Gold Racket must be won three times before it becomes the property of an individual. Charles E. Sands, of Boston, former amateur champion, won the trophy three years ago. Sands is expected to play at Tuxedo.

It is the opinion of experts who have seen him play at Georgian Court recently that young Mr. Gould has improved at least half 15 in his game since his return from London last spring, where he won second place in the international championship. He will defend his title at Boston in April, and if he is successful he will make another effort to win the British championship. At present he is doing some hard work with Frank Forrester, the Georgian Court professional.

PLANS FOR A NEW AIRSHIP.

Proposed Flying Machine Will Have a 70-Horsepower Engine.

Roy L. Knabenshue, the aeronaut, was in this city yesterday. He had with him plans for a new airship, the biggest yet built in this country. It is to be large enough to carry two passengers, besides the aerial chauffeurs.

The gas bag, which, of course, will be cigar shaped, will be more than 125 feet long, or more than twice the length of the one he brought here last summer, which was sixty-two feet long. The frame work, which carries passengers and motor, will be new and novel in design, and built of spruce and aluminum. The engine is one of the latest and most powerful ever built for the purpose, developing 1 horsepower to every five pounds of weight. It is capable of developing 70 horsepower, and is of the two-cycle design.

NATIONAL LEAGUE RELEASES.

Official bulletin No. 1, issued by President Pulliam, of the National League, under date of January 26, promulgates the following releases:

By Boston to Johnstown, F. C. Raymer; unconditional, John O'Neil.

By Cincinnati to Chicago, Charles C. Fraser; to New York, Thomas Corcoran; to St. Louis (American League), J. C. Delehanty; to Lancaster Penn., John W. Deal; to Toledo, Homer Smoot; to Indianapolis, P. Livingstone and John H. Siegel; to Columbus, Robert Wicker; to Atlanta, William H. Dyer.

By New York to Newark, W. O. Gilbert.

By Pittsburg to Boston, Claude Ritchey and P. J. Flaherty; to Washington (American League), Robert T. Ganley; to Louisville, Henry C. Peitz; to Milwaukee, Harry Clark; to Steubenville, Ohio, Edward Pleiss; to Kansas City, Frank Hulseman.

By St. Louis to Toronto, William Phyle.

Stricken off the reserve list by Cincinnati, George Stornagle.

INTERCOLLEGIATE BASKETBALL.

Pennsylvania, last year's winner of the intercollegiate basketball championship, was put down in fourth place by Yale on last Friday night, when she was defeated in her own gymnasium in a rough game, and now has a bare chance of recapturing the title. By also defeating Cornell last Saturday night, Yale is now tied with Columbia and Harvard for first place, each having three victories and no defeats. Cornell and Princeton are fighting it out between themselves for the tail end, with Princeton the favorite. This will be another easy week for the fives, as two games only are scheduled, Harvard meeting Yale at Cambridge on Friday night and Columbia playing Cornell at Ithaca on Saturday night.

The standing of the teams to date follows:

	W.	L.	P.c.		W.	L.	P.c.
Columbia	3	0	1.000	Pennsylvania	2	2	.500
Yale	3	0	1.000	Cornell	0	3	.000
Harvard	3	0	1.000	Princeton	0	3	.000

APPROVAL OF WEIGHTS.

Brighton Handicap Allotments Amount to Official Rating.

The weights for the Brighton Handicap, which practically presage those for the Brooklyn and Suburban, were well received by the rank and file of handicappers last week. There was a general feeling that they were fair and equitable in the main. W. S. Vosburgh, the official handicapper of the Jockey Club, is considered the cleverest weight adjuster in the country. For that reason the allotment of weights means something more than what a certain horse must carry in a race in far-off July. It amounts to the first official rating of practically all the best horses which made racing history last year and two or three others which stood out in previous years.

Burgomaster well deserves the place at the top, in view of his performances as a two-year-old and his two victories in his only starts last year. The only surprise is that he is not rated more than two pounds better than Accountant, an honest and consistent horse, but one which clever judges pronounced lucky to earn the place he did last year as the biggest money winner, with $71,575 to his credit. It is only natural, however, that Accountant must suffer the hardships of greatness this year, although it is hardly likely that he will be able to take up his weight and maintain his place as a Sysonby, a Hermis, a Hamburg or many other truly great horses could.

Considering her sex allowance, Artful is rated on a par with Burgomaster, and this is only right, as she is unquestionably one of the greatest mares ever foaled and raced in this country, and this with all credit to such good ones as Reckon, Imp, Beldame and Hamburg Belle. Artful is practically unbeaten. Twice she was placed second behind stable companions in preparation for the Futurity, but otherwise she never met defeat. If she trains on this year more triumphs seem assured. Oiseau's high place is a legacy from previous years, hardly deserved.

It is worthy of comment that the official handicapper ranks Running Water as the best three-year-old filly last year, two pounds better than Whimsical and five pounds better than Flip Flap, both of which had many followers on the much mooted question. Running Water well deserves the place.

The three-year-olds, of which practically all of the good youngsters of last year are weighted, make a particularly interesting study in the matter of an official ranking. Mr. Vosburgh, like the majority of racegoers, considers Salvidere the best, but he places Electioneer, the Futurity winner, and James R. Keene's Peter Pan only three pounds away, whereas six pounds would appear to be nearer the mark. He ranks W. H. Daniel fourth and above De Mund, concerning which there is room for an argument, while Fountainblue gets an apparently undeserved place above Ballot, Kentucky Beau and others. Court Dress is ranked best of the fillies, with 101 pounds. This is one pound more than was allotted to Artful two years ago in the same race—which she won.

In talking with a number of amateur handicappers and close followers of form, there was not one who would say that any particular horse "stood out," and a number of owners and trainers agreed that the weights appeared fair. The horses chiefly favored in the matter of fancy were Burgomaster, 127, and Artful, 122, if they train on; Running Water, 117; The Quail, 114; Salvidere, 108, and Oxford, 108. It was recalled that The Quail beat Accountant a head for the place in the Belmont Stakes last year, at even weights, whereas the official handicapper now places them eleven pounds apart. The Quail was retired early last season, but if he trains on again this year, he has a decided "pull" in the weights on a line with Accountant.

Now that the racing dates for the coming season in the metropolitan district have been announced, racing folk are beginning to grow impatient for the day when the bugle will call the horses to the post for the first race. There is now something definite to look forward to, however, and plans can even be made for seeing the big fixtures, about which so much interest centres. Unless some radical changes are made from the procedure of other years, the Carter Handicap will be run on April 15 at Aqueduct, the Excelsior Handicap on April 27, at Jamaica; the Metropolitan Handicap on May 9 at Belmont Park, the Brooklyn Handicap on May 20 at Gravesend, the Suburban Handicap on June 20 at Sheepshead Bay, the Brighton Handicap on July 13 at Brighton Beach and the Saratoga Handicap on August 5 at Saratoga. The arrangement of the dates met with general approval, as the split dates in the spring meetings at Belmont Park and Gravesend worked out to the satisfaction of all concerned last year.

England's greatest steeplechase, the Grand National, to be run over the Aintree course, at Liverpool, on March 27, has closed with sixty-four nominations, of which four are the property of American owners. They are Foxhall Keene's Prophet III, Grant Hugh Browne's John M. P. and Thomas Clyde's Darine and Cinders. The number of nominations to the blue ribbon event of the cross-country division of racing is smaller than in other years, but this is attributed to the fact that owners of horses with no public chance of winning have decided to save forfeits to a greater extent than in the past, although there is always a great desire to try for the race with anything that can jump, and the falling off is not taken as indicative of a decrease in popularity.

To Americans the most interesting feature of the Grand National list is the entry of John M. P., as the property of Grant Hugh Browne. John M. P. raced in this country last season with a fair share of success, although he failed miserably in the Champion Steeplechase at Belmont Park last fall, dropping out of the race three fences from the finish, when hopelessly tired out and badly defeated. He had started favorite for the English Grand National of 1906 before being brought over, but fell at the end of three miles and a half. For a time after his first appearance on this side he was considered a likely winner of the Champion, but he apparently trained off, and failed to "stick" through the soggy going that existed on the day of the race.

When announcement was made that John M. P. and his stablemate, Desert Chief, were to be returned to England, some speculation was aroused as to whether they had actually been purchased by Mr. Browne or had been leased for a season of American racing. John M. P.'s nomination to the Grand National in the name of Grant Hugh Browne seems to settle the question, and also makes it appear probable that John M. P. will again be seen in this country.

NEW ORLEANS ENTRIES TO-DAY.

FIRST RACE—For maiden two-year-olds; purse $400. Three and a half furlongs.

Name.	Wt.	Name.	Wt.
Baloise	115	Winola	109
Hazel M.	115	Dandy Dancer	109
Dew of Dawn	115	Blister	109
Rubywick	115	Convenient	109
Bitterly	109	Queen Melba	106
Poem	109		

SECOND RACE—Selling; $400. Six furlongs.

Il Dottore	112	Pentagon	105
Paul Clifford	109	Marco	104
Sponge Cake	109	Viperine	102
Basil	109	Sweet Favor	98
Ancestor	108	Paragon	92
Echodale	107	Rose Marion	82
Telepathy	106	Attention	82

THIRD RACE—Purse $500. Five and a half furlongs.

Dargin	117	Launfal	105
Rusk	117	Morales	105
Excitement	116	Vinegar Bill	102
Marvel P.	111	Royal River	100
Leta Duffy	111	Our Own	100
Pedal	111	Mildrene	100

FOURTH RACE—Purse $400. One and one-eighth miles.

Dr. Spruill	108	Tarnus	103
Rather Royal	105	Granada	103
Besterling	105	Donna	98
Mamie Algol	103		

FIFTH RACE—Selling; $400. Six furlongs.

Matador	114	Henry O.	108
Plantagenet	112	Penrhyn	106
Cobnosa	112	Tichimingo	105
Edith May	111	Kohinoor	104
Dapple Gold	109	Abjure	103
Jerry C.	109	Billy Vertress	95
Clifton Forge	108	Western	91

SIXTH RACE—Purse $400. One and one-eighth miles.

Ed Tierney	108	Tarlaco	103
The Englishman	108	Athena	103
Jungle Imp	108	Stockwood	103
Grosgrain	106	Glisten	103
Lost Note	105	Don't Ask Me	103
Canyon	105	Torchello	108
Happy Chap	105		

SEVENTH RACE—Selling; $400. One mile and twenty yards.

Royal Breeze	106	Waterfall	99
Schroeder's Midway	104	Sicamous	96
Paxton	103	Agra	96
Lally	103	Helen Lucas	96
Baneful	100	Dele Strome	94

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