AUTO TO THE FORE

PLEA FOR UNIFORM MOTOR LAWS.

National Registration To Be Urged Also at Big Convention.

Statesmen, legislators and prominent automobilists from all parts of the country will assemble in Washington this week for the three days' session of the National Legislative Convention, which will be held in the New Willard Hotel on Tuesday, Wednesday and Thursday. This convention has been organized and will be conducted under the auspices of the American Automobile Association, and its first object will be to urge the passage of the federal automobile registration bill.

Coming within a month of the big convention in Washington of the National Civic Federation, which was devoted to the highly important subject of uniform laws, this legislative convention, which will be solely devoted to the needs for uniform and more equable automobile legislation, will be perhaps the greatest public demonstration of the sort ever seen in this country toward securing favorable legislation for an industry which has suddenly assumed gigantic proportions in the commercial life of this country, while vitally affecting the comfort and convenience of thousands of individuals.

Invitations extended on behalf of Charles Thaddeus Terry, chairman of the legislative board of the American Automobile Association, to the governors of all the states in the Union have met with the most favorable response. Official representatives have been appointed by the governors of nearly twenty states, in many cases these delegates including the Secretaries of State and the state highway commissioners, thereby showing the increasing interest in the subject of automobile legislation and the apparent willingness of the various states to enact harmonious laws. From the automobile clubs throughout the country, as was naturally expected, the response has been highly satisfactory, and the delegates named from scores of clubs, as well as many state automobile associations, include most of the prominent motorists who are well known as earnest workers for the best interests of automobiling.

Frederick H. Elliott, secretary of the American Automobile Association, went to Washington on Thursday to open headquarters in the New Willard Hotel.

President Lewis R. Speare, Charles Thaddeus Terry, A. G. Batchelder, chairman of the executive committee, and other officials will follow to-day, and by to-morrow the reception of visiting delegates will be well under way. The national officials will be aided in their arrangements and reception of delegates by the Automobile Club of Washington, which has appointed a committee of twenty-five to act as the Washington reception committee. President H. Chadwick Hunter, who has taken an active part in working for the success of this convention, will act as chairman of this committee.

The opening day of the convention on Tuesday will be mainly devoted to the subject of uniform state legislation in automobile matters, at which time particular attention will be given in the various addresses and discussions to the necessity of enacting uniform laws by the different states in the Union. This is a subject that the National Automobile Association has been working for during the last half dozen years, and its efforts have been crowned with success in several states. The salient features of the uniform state motor vehicle bill as drafted by Mr. Terry about four years ago have already been adopted by several states, and the benefits that have accrued thereby, not only to motorists but to all the users of the highway, have been such as to recommend a similar system of uniformity in other states.

President Speare of the American Automobile Association will open the convention at 10 o'clock Tuesday morning, and he will be followed by Senator Chauncey M. Depew, of New York, who will make the address of welcome. Chairman Charles Thaddeus Terry, of the legislative board of the A. A. A., as well as of the National Legislative Convention, will then outline the purposes of the convention, explaining in detail the merits of the uniform state motor vehicle bill, as well as the benefits to be derived by the national federal registration bill.

Among the speakers who will follow him, discussing different phases of the uniform legislative question, will be Senator Rayner, of Maryland; Senator Beveridge, of Indiana; Congressman Dalzell, of Pennsylvania; Secretary of State Rogers of Connecticut, and Secretary of State Martindale, of Michigan. Among the prominent speakers in the afternoon session will be Logan Waller Page, director of the United States Office of public roads; James H. MacDonald, Highway Commissioner of Connecticut; Secretary of State Thompson of Ohio, and Secretary of State Bailey of Vermont.

The second day's session of the convention on Wednesday will be chiefly devoted to the federal registration bill, which will be outlined in the discussion by Congressman Moon, of Pennsylvania; President Charles Clifton of the Association of Licensed Automobile Manufacturers; Henry B. F. Macfarland, president of the Board of Commissioners of the District of Columbia; Neal Brown, state Senator of Wisconsin; Frank G. Webb, of the Long Island Automobile Club, and S. Boyer Davis, of the Automobile Club of Philadelphia.

Other addresses will be made by William Phelps Eno on "Traffic Rules"; Charles P. Allen, Highway Commissioner of Colorado, on "The Motor Vehicle and Roads," and Allison Ely, jr., of New Jersey, on "Speed and Its Regulations." Ex-Governor Bachelder of New Hampshire will speak on "The Motor Vehicle, the Roads and the Farmer."

To the automobilists of the country who have been working for and are deeply interested in this vital subject of uniformity, the great day of the convention will be on Thursday, the closing day, when the hearing will be held on the federal registration automobile bill. This bill is already before Congress, having been introduced by Congressman Cocks, of New York, a year ago, and has been referred to the Committee on Interstate and Foreign Commerce, before which the hearing will be held in the Capitol.

The complete list of delegates, appointed by the governors of the various states, follows:

Colorado—Charles P. Allen, chairman Colorado State Highway Commission; appointed by Governor Shafroth.
Connecticut—Secretary of State Matthew H. Rogers and Arthur Pitcot; appointed by Governor Weeks.
Indiana—Carl G. Fisher and Clarence A. Kenyon, of Indianapolis; appointed by Governor Marshall.
Michigan—Secretary of State Frederick C. Martindale; appointed by Governor Warner.
Maryland—Osborne L. Yellott, of Baltimore; appointed by Governor Crothers.
Vermont—Secretary of State Guy W. Bailey; appointed by Governor Prouty.
Wisconsin—James T. Drought, of Milwaukee, and Captain William Mitchell Lewis, of Racine; appointed by Governor Davidson.
Wyoming—J. E. Mershon, of Rock Springs; Fred Fisher, of Fayette, Elmer Lovejoy, of Laramie, George S. Walker, of Cheyenne; appointed by Governor Brooks.
Florida—Edward Holder, Jack Camp, J. E. Robertson and R. L. Anderson; appointed by Governor Gilchrist.
Oregon—Dr. C. B. Brown, of Portland; appointed by Governor Benson.
Kentucky—George H. Wilson; appointed by Governor Willson.
Delaware—F. Allen Hilles, Wilmington; appointed by Governor Pennewill.

Delegates from American Automobile Association clubs in New York follow: S. Lansdon Tallman, president; Sereno E. Payne, Charles T. Sheldon, Arthur J. Blagvel, Automobile Club of Auburn; H. A. Mallory, president, and Bert Van Tuyle, secretary, New York State Automobile Association; Allen C. Alderman, president; Frank G. Webb and Dr. William P. Richardson, Long Island Automobile Club; H. G. Strong, president; Bert Van Tuyle and W. W. Dake, Automobile Club of Rochester; Dr. E. G. Cox, president, and Henry Martin, Albany Automobile Club; William H. Mendel, president, and J. J. Sinnott, Mount Vernon Automobile Club.

The arguments in support of the federal registration bill as prepared by Charles Thaddeus Terry, chairman of the American Automobile Association legislative board, and which will be discussed in detail at the convention are, briefly, as follows:

The measure has both simplicity and clearness to recommend it. It does not violate the police power of any state. The sole purpose of the bill is to provide for registration and identification of motor vehicles engaged in interstate travel, so as to give to the owner of such vehicle the right of free ingress and egress in the various states of the nation without further registration and identification.

There is nothing in the measure which exempts any vehicle registered under the provisions of the act from the general police regulations of the state laws. The matter of the speed of the vehicle and the safety devices it is required to carry and all other matters are left entirely to state regulations. The only restriction upon the various states is that they shall not retard and impede motor vehicles engaged in interstate travel and commerce by useless and unnecessary registration and license requirements.

The act is constitutional and within the power of Congress to enact for the following reasons:

1. Under the commerce clause of the federal Constitution all interstate intercourse and the transit of individuals from state to state, irrespective of the purpose of the intercourse or transit, is commerce.

2. An act of Congress of the same general character has long been in force in regard to navigation, which has universally been accepted as constitutional under the commerce clause, and there can be no reasonable distinction between interstate travel on the waterways and on the dirt roads and highways of the nation. Congress must have exactly the same power to legislate with reference to the one as to the other.

3. The act does not interfere with the police power of the several states.

TINY RIDERS IN RING.

Youngsters Show Pony Mounts at Durland's.

The ring at the Durland Riding Academy was given over to the junior equestrians yesterday morning for a St. Valentine's fête. More than two hundred children took part in the music ride, and following this were a jumping contest and a horse show, in which the diminutive mounts, in charge of their youthful riders, competed for the honors.

Some of the tots who rode seemed hardly old enough to walk, and yet they sat their ponies with all the ease of their elders. In watching them it was easy to find an explanation of the success achieved by the Americans in nearly every international contest.

At the close of the entertainment a dinner was served, and this seemed to be quite the most popular number on the programme.

IN RACQUET FINALS.

Dinsmore, McCormick, Clark and Osborne Win at Tuxedo.

[By Telegraph to The Tribune.]

Tuxedo Park, N. Y., Feb. 12.—The semi-finals were reached in the annual racquets tournament for the gold racket on the courts of the Tuxedo Tennis and Racquet Club to-day, leaving William B. Dinsmore, of Tuxedo, to play Harold F. McCormick, of Chicago, and George C. Clark, jr., of New York, to play A. H. Osborne, his club mate. Dinsmore drew a bye and won his way into the semi-final round by default from S. G. Mortimer, of Tuxedo. Osborne won from Lawrence Waterbury by default, and Erskine Hewitt won his way in the first round by default from Payne Whitney.

Four good matches were decided to-day, and some of the fastest racquets seen on Tuxedo courts for some time was in evidence. In the opening match J. Gordon Douglas, of Tuxedo, defeated Robert D. Wrenn, of New York, three games to one, and lost to George C. Clark in the afternoon, three straight. In the McCormick-Hewitt match Hewitt was outclassed, McCormick keeping up his fast style of yesterday, when he won from Heckscher. Clark, who won two matches to-day with rather easy style, is looked upon as a dangerous man in the semi-finals to-morrow. Following are the summaries:

Preliminary round (continued)—J. G. Douglas, Tuxedo, defeated Robert D. Wrenn, New York, 6—15, 15—8, 15—10, 15—7; George C. Clark, New York, defeated George Thorne, Chicago, 15—11, 15—7, 15—10; Erskine Hewitt, Tuxedo, defeated Payne Whitney, New York, by default; S. G. Mortimer, Tuxedo, defeated C. S. Pike, Chicago, by default.

First round—W. B. Dinsmore, Tuxedo, defeated S. G. Mortimer, Tuxedo, by default; Harold F. McCormick, Chicago, defeated Erskine Hewitt, Tuxedo, 15—6, 15—3, 15—5; George C. Clark, jr., New York, defeated J. G. Douglas, Tuxedo, 15—5, 15—10, 15—7; A. H. Osborne, New York, defeated Lawrence Waterbury, by default.

READY FOR THE GUN.

Seven Fast Men on Edge for Race at Garden.

Ex-Sheriff Tom Foley will fire the gun that will start the first big professional running race of the season at Madison Square Garden to-morrow night. Seven of the fastest long distance men in the world will be sent off on a fifteen-mile journey, which promises to furnish perhaps the most sensational contest of its kind ever held in America. The race will be run over a track ten laps to the mile, and will be on boards, which guarantees that the time will be fast. In fact, the management has offered a special prize for the breaking of the indoor record.

The starters will be Fred Meadows, of Guelph, Canada; Perry Sellen, Toronto; Hans Holmer, Quebec; Charles Miller, The Bronx; Jim Crowley, Ireland; Gustav Ljungstrom, Sweden, and Paul Acoose, of Greenfels, Sask. Alfred Shrubb, the remarkable little English runner, sent in his entry for the race, but broke down in training and was forced to withdraw. It is not certain, however, that he could have won from such a field even in the best of condition, as Meadows and a couple of the others finished the fifteen-mile race held at Toronto last Saturday night in record time, the figures set by Shrubb being knocked sky high. And it was only a few weeks ago that Meadows defeated the Englishman in a ten-mile event at Toronto.

Prior to the start of the big race at the Garden, a five-mile handicap will be put on, in which most of the best men at this distance have entered. Jimy Lee, the crack ex-amateur middle distance runner, and J. S. Duffis, of Yonkers, will be on scratch and will be forced to run by such urgent as Redhawk, Pat White, Al Raines, Bob Hallen, Mike Spring and Stonewall Allen, better known as the "Fighting Parson." The advance sale of reserved seats opened at the Garden yesterday morning, and the heavy demand indicates that there will be a large attendance.

RACE FOR KRAMER AND FENN.

Cycle Champion Wins Six-Day Grind in Final Sprint.

Frank L. Kramer, of the Kramer-Fenn team, won the one-mile sprint to settle the tie between five teams for the lead in the ten-hours-a-day six-day cycle team race that was finished last night in the 1st Regiment Armory, in Newark. Percy Lawrence, of the Lawrence and Wiley team, gave the American champion a great fight in the last two laps and finished a scant length away.

James F. Moran, of the Moran-Lawson team, was third; John Bedell, of the Bedell brothers team, was fourth, and Patrick O'Sullivan Heidt, of the Pye-Heidt team, was fifth. The leaders scored 1,328 miles 7 laps in the sixty hours of riding.

COLUMBIA'S WRESTLERS BEATEN.

Philadelphia, Feb. 12.—The University of Pennsylvania made a clean sweep of the dual wrestling match here to-night with Columbia, winning all of the seven bouts.

YOUNG GIANTS SEEKING BASEBALL FAME.

GEORGE DALEY, A PITCHER. E. H. ZACHER, AN OUTFIELDER.

BAR FLY CASTING

BASKETBALL TO RULE

Will Eliminate Aquatic Contests at Sportsman's Show.

The reign of the sportsman begins in Madison Square Garden on March 2, and will continue for ten days. The Sportsman's Show has always been a popular one with the New York public, and indications are that the sixteenth annual exhibition will be more attractive than any of its predecessors. For many years the affair has been looked upon as closing the winter indoor season.

A departure has been made this year which it is expected will result in popularizing the fixture. The Anglers' Club, the fly casting and fishing organization of New York, has been eliminated, while the aquatic sports and swimming carnival will be replaced by basketball games, which will be played every afternoon and evening by college and intersettlement teams. Schoolboys will take part in a rifle shooting tournament, which will be conducted under the auspices of the Public Schools Athletic League. This tournament will be for the elementary and high school championships and will be decided on the sixteen targets which will be erected in the basement. The indoor intercollegiate shooting championship will also be decided during the show, while an exhibition of high diving will take place every afternoon and evening.

More than one hundred and fifty guides from all the big hunting resorts of the country will entertain visitors at their various camps. There will be the Adirondack hunting camp, the caribou hunting lodge from New Brunswick, camps from different parts of Canada, coon hunters in a camp representing Virginia, and several thousand specimens of fur, fins and feathers from all parts of the world. The entire fleet of the Brooklyn Model Yacht Club, consisting of fifty boats, will be exhibited on the main floor. The Canadian government will exhibit live game animals from New Brunswick and Nova Scotia. The most complete collection of pheasants gathered from all parts of the world will be inclosed in a space occupying eight hundred square feet. The largest collection of live cranes in the country will be another feature. These cranes have been secured from all over the world, many coming from the royal palaces of Europe. The collection of water fowl of Homer Davenport, G. D. Tilley and others will be housed in an inclosure covering twenty-five hundred square feet, while rare species of African game birds and bleeding heart pigeons will make the show the most complete from a sportsman's standpoint that has ever been presented to the public.

The exhibits will include those of the Canadian Northern Railway, the Richelieu and Ontario Navigation Company, the Bangor & Aroostook Railroad, Asbury Park, the Adirondacks, the Grand Trunk Railroad and the Shinnecock Indians. The Boston & Maine and the Maine Central railroads will transform the concert hall into a veritable bower of woodland. Transparencies will be used with lights behind the 350 trees which will be used to decorate the hall. Free lectures, with moving pictures and slides illustrating the different sections of the railroads, will be given daily during the show.

LAMY OUT OF RACES.

Fails to Appear at Ice Skating Championships.

Newburg, N. Y., Feb. 12.—The amateur outdoor speed skating championships were contested this afternoon at Orange Lake, near Newburg, under the auspices of the Newburg Wheelmen, with the sanction of the Eastern Skating Association of the United States. A six-lap track was cleared of snow, and many of the best skaters of the East took part. Edmund Lamy, of Saranac, who had been expected, did not appear.

The summaries follow:

Quarter-mile (championship)—Won by Joseph Miller, New York A. C.; J. H. Wray, Riverside S. C., second; W. Burkholder, Riverside S. C., third. Time, 0:43.

Five-mile handicap—Won by A. E. MacGrowe, Verona Lake S. C. (15 seconds); A. Merlo, Riverside S. C. (20 seconds), second; J. H. Wray, Riverside S. C. (10 seconds), third. Time, 19:55.

One mile (novice)—Won by R. T. Rogers, Poughkeepsie; James McFartland, Verplancks, second; Charles Galbraith, Poughkeepsie, third. Time, 3:35.

Half-mile championship—Won by W. Burkholder, Riverside S. C.; W. Kuehne, New York A. C., second; W. M. Taylor, New York A. C., third. Time, 1:36.

One mile (championship)—Won by W. Kuehne, New York A. C.; Joseph Miller, New York A. C., second; W. Burkholder, Riverside S. C., third. Time, 3:27.

PLANS SHY AT SKATING MARKS.

Lamy Will Have Speedy Rivals at St. Nicholas Rink.

Many famous skaters who have been racing on the championship circuit will be contestants against Edmund Lamy, of Saranac Lake, at the St. Nicholas Rink to-morrow night. A series of handicaps has been arranged to bring out all the speed the young champion possesses, in an effort to create new indoor figures. Lamy has made a clean sweep of all the championship events at all distances over the entire circuit, and in the open air races at Saranac Lake hung up several new records. His ambition is to lower existing indoor figures, but thus far he has been handicapped by his inability to negotiate the short stretches and sharp turns peculiar to indoor rinks.

Phil Kearney and Clarence Granger, Lamy's most aggressive rivals, had an advantage over Lamy, owing to the fact that most of their training and skating has been done in rinks. Kearney is coming here from Pittsburg to defend his title of local champion, and Granger, who has recovered his last year's form, will put up a lively fight against his oldtime rival.

NAVY FENCERS IN DEFEAT.

Annapolis, Feb. 12.—The Navy fencers sustained the first defeat of the season to-night, the experts of the New York Fencers' Club winning with foils by a score of six bouts to three.

TIMELY AUTO TOPICS

PLAN SEVERAL TOURS.

Motorists to Make Trips Over Six Routes.

The plea of John T. Rainier for an Eastern or a series of Eastern organized automobile tours has been quick to bring forth results. Announcement was made yesterday by the Touring Club of America that it had in preparation a series of Eastern, Northeastern, Southeastern and Middle Western tours exactly on the lines proposed by Mr. Rainier.

These tours, which are planned to make Aerican motorists better acquainted with the finest American touring routes, will be started as soon as conditions are favorable and will be continued throughout the summer season. Six different routes are to be selected, embracing flat and rolling country and hill and mountain regions. One route will include the Berkshire Hills and the White Mountains, another will penetrate the Adirondacks, a third will be through the lake region of New York State, a fourth will include a trip through the Pocono Mountains, in Pennsylvania, and possibly extend into the Alleghenies. The first tour will probably be southward, with Washington or Richmond, Va., as its objective point and taking in the Shenandoah Valley en route. A Western run over the National Highway to Indianapolis, or possibly St. Louis, is in contemplation.

These tours will vary in length from one week to two weeks. Already a man who has been prominent in the management of former Glidden tours has consented to assist in laying out routes and in conducting these trips. All the tours will be over roads where ample and comfortable hotel accommodations may be obtained. Again, following out Mr. Rainier's suggestion, there will be no ironclad rules requiring participants to start in the morning or finish in the evening at a given minute, nor will tourists be instructed to eat here or sleep there under penalty of penalization for infraction of rules. The tours will be leisurely affairs, designed for pleasure and incidentally to spread a touring spirit and to help in the movement for better roads and improved hotel conditions throughout the country. Already nearly a score of cars have been pledged for the opening events of the series, not including the scores of Rainier owners who are said to be waiting eagerly for just such a chance as this.

Indications are not wanting that point strongly to the reappearance of Royal Tourist machines in the racing game this year. The pick of the season's road contests and representative twenty-four-hour track competitive events may find types of this favorably known make of car among the fields of contestants in the hands of formidable drivers.

George H. Dunham, president of the Royal Tourist Car Company, when seen at the Chicago Automobile Show would neither deny nor affirm the report. "We are going ahead with our own business in our own way," he tersely remarked. "If we have anything we consider very fast in the stock car line, we might consider the advisability of demonstrating it to the public, but the idea of building any specially designed speed car for competitive purposes only is certainly not a part of the Royal Tourist propaganda."

The first entry for the approaching endurance contest from Denver to Mexico City has been made by President H. O. Smith of the Premier Motor Manufacturing Company, of Indianapolis, and Ray McNamara has been named as the driver. The formal entry blank was filled out and delivered to George A. Wahlgreen, of Denver, who has offered the principal trophy, and under whose direction the contest will be held.

The Atlantic Motor Car Company, handling the Stoddard-Dayton and Courier cars, is finally settled in its new building on West 57th street. Three floors of the building are already occupied, and it is planned to add a fourth floor to the company's equipment at once. The showroom is most attractive, and is finished in dark, rich colors, with the wall hangings of heavy fabric, the color of which has the effect of showing the cars to excellent advantage. The whole interior has been most carefully planned and finished.

"Customers of ours who use their cars during all the months of the year tell us that the big tires on the jinrikisha wheels of the six-cylinder Oldsmobile do away entirely with the former discomforts of winter driving over country roads," said General John T. Cutting, of the Oldsmobile Company of New York, yesterday. "Before the coming of the big Oldsmobile, driving over country roads was attended by considerable shaking up of the passengers, as the small wheels and tires could not get in and out of the frozen ruts with the ease and facility of the jinrikisha wheels, shod with large tires.

"Originally the jinrikisha wheels and the big tires were adopted for the six-cylinder model more for the sake of symmetry than anything else, although the designers realized the additional comfort for passengers that would result from the use of the larger wheels and tires."

Usually fall is the time chosen by motor car manufacturers for the announcement of new models. The Pierce-Arrow Motor Car Company, of Buffalo, however, has left the conventional path in this regard in placing on the market a new model soon after the beginning of the year. The new model is a 66-horsepower, seven-passenger touring landau, and, like all the present models of Pierce-Arrow cars, its motive power is a six-cylinder motor.

The Chicago automobile show came to an end in Chicago last night. It was estimated that 300,000 persons visited the exhibition and that sales exceeded $2,000,000.

SPORTS OF THE DAY

BASEBALL WAKING UP

Advance Guard of Giants Off for the South.

It's hockey here, and fur overcoats, and other things that go with old winter. But down South, where balmy breezes blow softly through trees that are showing signs of spring, baseball is in the air. That is why the long campaign that will begin in April, and end only in October, when all the land will know which city may lay proud claim to the best baseball team in the world, has already entered into its preliminary stage. The advance guard of the Giants got away for Texas yesterday. It was a little group that sailed on the Proteus, but it will form the nucleus, when it arrives at Marlin Springs, Tex., of the squad from which John J. McGraw will select his team for the league campaign.

Fred Merkle, famous in song and story as the man who didn't touch second, and, so failing to do, cost the Giants the pennant in 1908, was the only veteran who chose the sea trip as a good bracer to prepare him for the unlimbering work in the South. With him went George Daley, a new pitcher, from whom great things are hoped; Robert Scott, another young pitcher; E. H. Zacher, who made a fine record as an outfielder with the New Haven club, of the Connecticut League, last season, and a brace of the correspondents, veteran newspaper writers of New York, who take their vacations at this time.

Matty, going South early after a hard winter's work to get that wonderful arm of his into trim; Arlie Latham, the buffoon, who conceals enough sound baseball sense under his cloak of raillery and witticisms for McGraw to depend on him a great deal in the shaping of youngsters in this critical period; W. M. Gray, acting secretary of the club in place of Fred Knowles, and the little manager himself, will start by train on Thursday, reaching Marlin Springs about the same time as the group that is now on the sea.

A score or more of New York players will start from St. Louis on February 18, reaching Marlin Springs two days later. Some of the men who may be described as younger veterans, including men who have had a season or so under McGraw, but not as regulars, will be in this squad. Fletcher, Harper, "Chief" Meyers, Devore, "Bugs" Raymond, the erratic, and Marquard will be in this party, together with some recruits—Klawitter, Bell, Buck, Kammers and Parson.

This will bring the baseball colony at Marlin Springs up to respectable proportions. There will be little actual playing for a few days, nothing but an occasional picked up game of two or three innings. The men will loaf around in the open air, getting the kinks out of their muscles and working off the winter's stiffness most carefully.

Pitchers will toss a few balls over without any great effort and will indulge in the lightest sort of fielding practice. Long walks and a run now and then will be taken to improve the wind, and, in a word, about everything that will be done will have the purpose of creating baseball atmosphere.

The last squad will leave St. Louis on February 27, and will consist of the remaining veterans. Fred Tenney, Doyle, Otis Crandall—of whom McGraw has the highest hopes this season; Ames, Bridwell and Roger Schlei, will be in this detachment, with other older and experienced men who keep themselves in good condition all winter. With their arrival the period of real practice will begin.

The value of this spring training lies less in the actual practice obtained than in the gradual preparation of the men for the season's work. This applies more particularly, of course, to the veterans. These oldtimers, men like Mathewson and Devlin, know the general system of play followed by McGraw, and, while signal codes are often changed, they know what signal is likely to be given in any particular case. The practice serves to give them time to get their eyes in, to secure anew that mental judgment of the speed and probable course of a hard hit grounder to get brain and body working together for quick starting and swift effort.

For the new men it is different. They must receive in the South a good deal of polish. They are good players, with a foundation of sound baseball knowledge to build upon. That much may be assumed, for otherwise they would not be getting a trial with the Giants. But they have, of necessity, much to learn, and it is they, therefore, who are the busiest on the training trip.

Word came from Cincinnati last night that, after a long conference between Charles W. Murphy, of Chicago, and August Herrmann, of Cincinnati, a decision had been reached to vote for the shorter schedule and that Kling would be reinstated. Murphy may have decided to join forces with Barney Dreyfuss and Herrmann against the long schedule of 168 games, but the "fans" will take the Kling end of the story with a grain of salt.

Jersey City has fourteen Sunday games at home and Newark thirteen, according to the schedule of the Eastern League, announced yesterday. On Memorial Day Newark will play at Jersey City in the morning and Jersey City will play at Newark in the afternoon. On July 4 the same teams will meet, but in the reverse order. The season will open on April 21, when Jersey City will take the field against Montreal and Newark will play Rochester, which won the pennant last year.

Charley Alperman, who played with the Superbas last season, has signed a contract with the Rochester club of the Eastern League.

The lake at Van Cortlandt Park was cleared of snow last night, so that the skaters can count on more good ice to-day.

If Ban B. Johnson, president of the American League and a member of the National Commission, has his way, the case of John Kling, the holdout catcher of the Chicago Cubs, will be settled immediately following the meetings of the two major leagues next Tuesday. Johnson says that the purpose of the special meeting called by August Herrmann, chairman of the National Commission, for February 23, was to reach a decision on the application of Kling for reinstatement.

WANT AVENUE FOR SPEEDWAY.

Long Branch, N. J., Feb. 12.—Petitions were circulated to-day for the converting of Long Branch avenue into a speedway. The movement is backed by a number of influential horsemen. It is planned to have the speedway a reality before the opening of the summer season.

WILLIAMS FIVE BEATS TUFTS.

Williamstown, Mass., Feb. 12.—The Williams basketball team defeated the Tufts five here to-night by a score of 26 to 12.

AUTOMOBILES.

AUTO BARGAINS HIGH GRADE USED CARS.

It pays to buy a high grade used car. It is better than the cheap new cars and lasts longer. We have a large assortment of 1909 and 1908 models of all the standard makes at

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New Lawn Tennis Association

Clay Court Organization National in Scope—Will Advance Work of U. S. N. L. T. A., Says Hawk.

Another national association of lawn tennis followers is in the field, as was predicted before the recent annual meeting of the long established United States National Lawn Tennis Association.

The American Association of Clay Court Players officially made its début in the sport yesterday in an announcement of its plans and objects, issued by its president, Dr. P. B. Hawk, of the University of Illinois, Urbana, Ill., who successfully managed the campaign for the clay court championship of the United States and was elected to the executive committee. The office of vice-president is not filled, but Harry Seymoure, of Pittsburg, is secretary, and Butler Lamb, of Towner, N. D., treasurer. The executive committee will be composed of a representative from each state and territory.

The plans for this organization—one not of clubs but of individuals—were made tentatively before the meeting of the governing body, held at the Waldorf-Astoria. Following that meeting, the Southern and Western delegates went into session and effected their organization for the welfare of the sport, and especially with the idea of making the clay court championship a matter of national moment.

As the scope of the new association is in individual action, it is to follow to a degree in its government the method of the Amateur Athletic Union. Dr. Hawk and a committee are now engaged in formulating a constitution and bylaws, which will probably include a plan for every member to vote by mail upon all matters. An annual membership fee of 50 cents is to be collected, and men and women players and followers of the game will alike be eligible. In every way the new organization promises to become an important factor in the game in this country.

The announcement which Dr. Hawk sends to the officials of the older association is as follows:

On February 5 there was organized an association, known as the American Association of Clay Court Players. In order that you may derive accurate information regarding this association, its aims and purposes, I have been authorized to address you.

First—The organization is an association of individuals, not an association of clubs, and therefore an organization of an entirely different character from the United States National Lawn Tennis Association.

Second—Its purposes are: First, to foster the interests of American tennis players and to advance the work of the United States National Lawn Tennis Association, and, second, to aid in the carrying through of a successful clay court championship from year to year.

Third—The association stands unqualifiedly for the development of the game of tennis throughout the American continent, and any male or female tennis player of that portion of the globe is eligible for membership.

There having been so much talk about the formation of the United States National Lawn Tennis Association, the officers of the American Association of Clay Court Players deemed it fitting, before any public announcement regarding the new association was made, that those officially connected with the national association should be assured of the loyalty of the members of the American Association of Clay Court Players. The officers of the new association believe that the organization will be the means of bringing about such increased interest in tennis as to make secure the pre-eminent position of the tennis players of this continent.

PLAYERS WARMING UP

Armory Courts See "Prep" for Indoor Title.

Despite the poor light, there was a large turning out of lawn tennis players on the board courts of the 7th Regiment Armory yesterday, in preparation for the eleventh national indoor championship, which is to begin next Saturday. In mixed doubles Miss Marie Wagner, national champion, and C. F. Henry were defeated by Mrs. Frederick Schmitz and George P. Parkes in sets at 6—3. In men's singles Carl R. Gardner, the Californian, defeated Gustave F. Touchard, showing excellent control and form. L. H. Fitch defeated Edgar F. Leo, 6—2, 6—3; Benjamin M. Phillips defeated Walter D. Chase, 6—3, 6—4, and Wylie C. Grant, ex-champion, was at his best against Royal D. Ritchie.

In doubles Gardner and Touchard, who have formed a pair to be continued through the year, outplayed Miles S. Charlock and Dr. William Rosenbaum. The former Crescent Athletic Club player, Walter Hazard, paired with Chase, splitting sets with G. S. Groesbeck and H. C. Todd, 8—6, 4—6. A Harvard-Yale combination, Bernon S. Prentice and L. H. Fitch, defeated Benjamin M. Phillips and Edgar F. Leo at sets, 7—5.

Following the annual meeting of the National Association, two of the clubs have elected officers.

The New York Lawn Tennis Club elected the following: President, Robert M. Beckley; vice-president, Theodore R. Pell; treasurer, R. M. Pott; secretary, Thomas M. Donohue; captain, E. A. Gunther; first lieutenant, Robert Le Roy; second lieutenant, T. W. Sprague; governors, Wylie C. Grant and Lindley H. Hill.

Park Slope Tennis Club, Brooklyn: President, Charles Chambers; vice-president, M. F. Brennan; treasurer, John F. Burke; secretary, Sidney P. Snyder; representative to Metropolitan League, Alfred P. Abbe.

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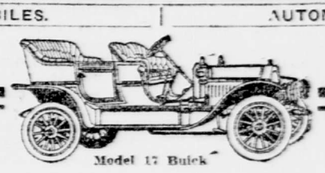

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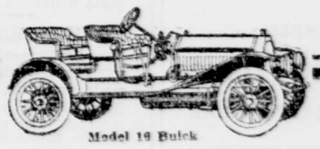

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