# SPORTING TALK OF INTEREST

## PARI MUTUEL MACHINES TO BE USED AT LOUISVILLE.

**Method of Playing the Races Under the System—Winner of the Jeannette-Langford Fight in Boston To-night Will Go to England After Tommy Burns.**

Bookmakers will not be in evidence at the spring meeting of the New Louisville Jockey Club at Churchill Downs this year. President Charles Grainger and Manager Matt J. Winn decided some time ago to install the famous Pari Mutuel machines instead, and both of them arrived there yesterday to consult with the agent of the French concern which manufactures this noted device for racetrack speculation. It is believed that fifteen machines will prove sufficient to attend to the business in the ring at the Louisville track. In France and Germany, where this is the only method of placing wagers that is tolerated, the working of the machines is seen to the best advantage. Forty-five machines are used at some of the French tracks for straight betting only, while there are many others for the place and third wagers. The Pari Mutuel is the old name, for this form of betting is now called "the Totalizer."

The method is not hard to understand. At Louisville, for instance, there will be machines for $2, $5 and $10 tickets. The bettor hands up his money and states the name of the horse he wants to back, whereupon a ticket is pulled out of the machine. As soon as it is withdrawn it is registered on the face of the machine, while on the big central machine the way the horses are being played in all of the machines is displayed. The machines are locked either when the horses are on the way to the post or just as the barrier goes up. No more money can be put into a machine after that. When the race is over the total amount of money bet on all of the horses is added together, the percentage deducted and the balance divided among the holders of the winning tickets. If there is $10,000 bet on a race and only ten winning tickets each is worth $1,000.

It does not require a lightning calculator to figure out what a winning ticket is worth and all the workings of the machines are in full view of the racetrack patrons. In France the question of betting by women has been solved by the placing of a machine in the grand stand. The installation of these machines will probably revolutionize racing conditions in the West if the Louisville plan becomes popular. It will also to a certain extent hamper the plunger and make it impossible to wager big sums of money, for if a man wanted to bet $1,000 on a horse there would have to be 100 tickets registered on a $10 machine, with everybody aware of what was in the wind. Incidentally it is argued that the machines will make racing cleaner than ever before, as there will be no reason why unscrupulous owners who sometimes run their horses in the interest of bookmakers will not be out to win at all times.

Over in Jersey, not far from the terminal of the McAdoo tunnels, there are several big poolrooms running practically wide open. One of these rooms is run by a man who was driven out of the business in Manhattan last summer because of the activity of the Jockey Club in suppressing the necessary information. In this particular room yesterday there were 500 men betting on the New Orleans races. Bets from $1 up to $200 were accepted, and there was a big play. The races were described by an announcer through a huge megaphone after getting the details from a telegraph operator close at hand. "This is a good game," said the proprietor of the room; "even better than what it used to be in New York. If there are no races in New York this year there will be plenty of racing elsewhere, for the public will follow the fortunes of the horses at Latonia, Churchill Downs, Toronto, Montreal, Fort Erie, Hamilton and other places where the sport will go on as usual. It is a cinch to get men over to Jersey now by the new tunnels, so that since this means of transit was inaugurated last week my business has been more than doubled."

Charles Heney, one of the board of governors of the Metropolitan Turf Association (the bookmakers' organization), says that of the 200 members 60 per cent. are "broke," 20 per cent. are looking for new bankrolls, while the remainder made some money last year. Heney seldom makes a book, at which he says he was never successful, but prefers to play the races from the ground. He says there is no such thing as "bookmaking" nowadays, but that the speculation has narrowed down to a matter of judgment between the wise public and the layers as to the chances of one or two horses in each race.

The half mile track opposite City Park, New Orleans, will be reopened for business on April 14. When the Louisiana Legislature meets in May a bill will be introduced which if passed will make racing legal only at the two big tracks in New Orleans. But as such a bill would not become operative until midsummer the half mile Jerichos that have been flourishing around the Crescent City will have another crack at the game.

C. R. Ellison's useful plater Lancastrian, a Keene bred horse, died the other day at New Orleans after an attack of pneumonia. Lancastrian won some good races here on the turf at long distances last year, enabling Ellison to clean up some handsome profits.

To decide which will go to England to seek a match with Tommy Burns, Joe Jeannette and Sam Langford, both colored heavyweights, will meet in a twelve round bout in Boston to-night. Langford will have height, weight and reach against him, but he believes he has more science than his husky antagonist and that he will win. Jeannette, however, has been after Jack Johnson's scalp for some time and is considered a dangerous proposition. He is a fast, two handed slugger with considerable science. Tom O'Rourke, who has inspected Jeannette, says that he will develop into a great boxer in due time. Jack Johnson, meanwhile, has decided not to go to England to tackle Burns unless the National Sporting Club of London makes a bona fide offer for the match, in which event he says he will agree to a $2,500 side bet. Johnson and his manager have no faith in the alleged club which offered the big negro $5,000, win, lose or draw, if he would consent to fight the champion in England.

Another interesting fight that will be decided to-night is a ten round bout between Battling Nelson and James Britt in Los Angeles. Nelson wired a friend here yesterday that he would win to a certainty and that he would probably score a knockout. But it is the general opinion that he will have to show a marked improvement over his battle with Unholz, the Boer, to accomplish such a feat. Britt, on the other hand, says he will win on points, and indications point to big backing for him by the wise sporting element that will be at the ringside. The men will meet at 133 pounds.

Stanley Ketchell, who recently knocked out Mike (Twin) Sullivan in a few punches, has been matched to fight twenty rounds with Al Neill, a well known Frisco middleweight, at Bakersfield, Cal., on St. Patrick's Day. Ketchell will get a 10 per cent. bonus for agreeing to go after some easy coin. The men will meet at catch weights.

### New York A. C. Pool Tourney.

William A. Tilt and Eugene Crowe both defeated A. W. Brand last night in the championship pool tournament of the New York Athletic Club. Tilt won, 100 to 84, while Crowe made 100 balls to Brand's 73. The scores by frames:

Tilt—10, 8, 0, 14, 11, 2, 11, 13, 12, 8, 10, 1. Total, 100. Scratches, 7.
Brand—4, 8, 12, 1, 2, 13, 4, 0, 3, 7, 4. Total, 84. Scratches, 6.
Crowe—11, 7, 10, 9, 11, 4, 9, 4, 8, 8, 9, 13. Total, 100. Scratches, 3.
Brand—4, 7, 3, 3, 4, 11, 6, 11, 6, 10, 6, 0. Total, 73. Scratches, 2.

### Commodore Rainey's Aides.

Commodore Roy A. Rainey of the Indian Harbor Yacht Club has appointed his aides for the season. They are Fleet Captain C. Andrade, Jr.; Fleet Surgeon Virgil C. Piatti, M. D.; Fleet Chaplain Rev. M. George Thompson.

## DAN KELLY BEATEN AGAIN.

**Robertson Too Speedy for Record Holder at Sixty-ninth Regiment Games.**

The sixty-ninth Regiment Athletic Association held its games at the armory last night and a good crowd gathered to see the sport. The feature of the programme was a two mile military relay handicap, with the Twenty-second Regiment on virtual scratch, the team having 114 yards. In the second relay the Twenty-second men missed the touch and this spoiled their chances, as they lost nearly forty yards. M. W. Sheppard ran the last half mile for this team, but he did not gain much of the lost ground, his actual time being 2 minutes 2 seconds.

The chances of the Thirteenth Regiment, whose start was 118 yards, looked rosy for first place in the last relay, but F. N. Riley tripped and fell and this put him out of the running. He regained his pins and made third place. The Seventy-first won easily and the other team was the Tenth Separate Company of Flushing L. I.

Dan Kelly was a starter in the 60 yard special, but the best he could do was second to Robertson of the Irish A. A. C., who won in the slow time of 7 seconds. Subsequently the track was found to be 65 yards.

There was somewhat of a kick over the result, as Kelly and Robertson were allowed to wear spiked shoes while the other contestants, Archer, Northridge, Hall and Telschow wore gymnasium soles.

300 Yard Run, Handicap.—Confined to members of the Sixty-ninth Regiment.—Won by P. M. King, Company D, 18 yards; E. J. McDermott, Company I, 15 yards, second; J. J. Archer, Company F, scratch, third. Time, 36 1-5 seconds.

60 Yard Run, Handicap, Open.—Won by L. B. Dorland, Pastime A. C., 7 feet; C. A. Hoyt, Irish A. A. C., 16 feet, second; A. Lauer, unattached, 14 feet, third. Time, 7 seconds.

One Mile Run, Handicap—Won by W. Hayslip, Star A. C., 75 yards; H. F. Thomson, New York A. C., 45 yards, second; P. Masterson, Mott Haven A. C., 80 yards, third. Time, 4 minutes 26 2-5 seconds.

880 Yard Run, Handicap—Won by E. Gilmore, Dominican Lyceum, 50 yards; G. E. Hutchinson, unattached, 45 yards, second; D. V. Noble, Fourth Avenue Methodist Sunday School, 42 yards, third. Time, 2 minutes 2 seconds.

440 Yard Run, Novice—Won by W. Golden, New York University; E. D. Bayley, Atlas A. C., second; D. J. Burke, unattached, third. Time, 58 1-5 seconds.

Wall Scaling Contest—Won by Company G, time, 1 minute 1 4-5 seconds; Company B, second time, 1 minute 2 seconds; Company I, third, time 1 minute 8 2-5 seconds.

Two Mile Military Relay, Handicap—Won by Seventy-first Regiment, 164 yards, with G. T. Steurwald, F. J. Wright, J. F. Reherman and E. J. Sweeney; Twenty-second Regiment, 114 yards, second, with H. P. Odell, H. Coates, C. Grulender and M. W. Sheppard; Thirteenth Regiment, 118 yards, third, with Harry L. Hillman, Jr., James J. Farrell, W. Van Thum and F. N. Riley. Time, 8 minutes 8 4-5 seconds.

60 Yard Run Special Invitation—Won by L. Robertson, Irish A. A. C.; Dan Kelly, unattached second; J. J. Archer, Irish A. A. C., third. Time, 7 seconds.

300 Yard Run Handicap—Won by L. B. Dorland, Pastime A. C., 4 yards; E. Von Elling, Mohawk A. C., 18 yards, second; F. J. Kear, New York A. C., 13 yards, third. Time, 34 1-5 seconds.

Three Mile Run, Handicap—Won by C. Muller, Mohawk A. C., 100 yards; E. P. Carr, Xavier A. A., 40 yards, second; H. H. Anderson, Morris High School, 200 yards, third. Time, 15 minutes 32 2-5 seconds.

Putting 12 Pound Shot, Handicap—Won by P. Guihin, Company G, 3 feet, with an acutal put of 39 feet; M. J. O'Connor, Company F, 3 feet, second, with an actual put of 36 feet 1 inch; R. Nolan, Company I, 3 feet, third, with an actual put of 34 feet 11½ inches.

Undressing and Dressing Race—Confined to members of the Sixty-ninth Regiment—Won by J. Lally, Company F; M. J. O'Connor, Company F, second; J. J. Farley, Company B, third. Time, 2 minutes 38 seconds.

## WANT BIG REGATTA HERE.

**Harlem Association Appoints Committee to Ask for National Fixture.**

The Harlem Regatta Association held its annual convention at the Harlem Casino last night and seventeen out of the nineteen clubs were present. One of the most important moves of the conclave was a plan to hold the national regatta here this year. The suggestion for the holding of the meet came from James Pilkington, president of the National Association of Amateur Oarsmen. If the regatta comes to New York it will be in the early part of August. Mr. Pilkington also suggested a schoolboy race for this year's national programme.

A committee composed of John E. Nagle, David Brown, John E. Douglas, E. W. Kemmelberg and Edward Anderson will present the claims of New York for the national meet to the national executive meeting at the New York A. C. on March 21. A fund of $2,000 will be raised to pay the expenses of the national regatta. It was decided to hold the annual Harlem regatta on the Speedway course on Decoration Day, the selection of events to be left to the regatta committee.

A committee composed of David Brown, Albert Maroucek and Joseph Maher were appointed to revise the constitution of the association.

The subject of securing a rowing course on Pelham Bay either through the Park Department or the city government was referred to Mr. Pilkington.

The election resulted as follows:

President, James A. Miller, New York A. C.; vice-president, J. J. F. Mulcahy, Atalanta B. C.; secretary-treasurer, Albert Maroneck, First Bohemian B. C.; assistant secretary, J. J. Boyle, Columbia University.

Regatta Committee—J. J. G. Mulcahy, Atlanta B. C., chairman; J. J. Boyle, Columbia University; Charles Graham, Crescent B. C.; Fred A. Kerker, Friendship B. C.; A. Maroneck, First Bohemian B. C.; H. W. Walter, Dauntless B. C.; J. E. Nagle, Harlem R. C.; W. J. Spencer, Hudson B. C.; A. Weisbaden, Lone Star B. C.; W. S. Dunham, Metropolitan B. C.; E. J. Benson, New York A. C.; H. E. Campbell, Nassau B. C.; J. E. Douglas, Nonpareil B. C.; R. H. Jackson, Palisade B. C.; E. A. Connell, Union B. C.; William Norris, Varuna B. C.; E. W. Kemmelberg, Wyanoke, B. C., and Richard Sturcke, Waverly B. C.

## M'NALLY, 75 TO 1, WINS.

**Carnival Crowd at New Orleans Races Treated to a Surprise.**

NEW ORLEANS, March 2.—What is expected to prove the banner fortnight of racing here this winter began this afternoon at the Fair Grounds. The carnival visitors here helped to swell the attendance at the course. The feature was a six furlong handicap, which resulted in a hollow victory for Prince Ahmed over a speedy field.

McNally upset calculations for form players by galloping away with the opening event, for maiden two-year-olds, with 75 to 1 about his chances. The Bear was again pitted against Toy Boy in the third and defeated the Fuller sprinter again.

J. C. Core, Ellison's sprinter, was withdrawn from the handicap to-day owing to the gelding suffering from fever. His temperature was 105 at noon. Jockeys Notter and McDaniel were fined $50 for rough riding in the second race.

First Race—Three furlongs—McNally, 103 (Skirvin), 75 to 1, won; Tom Holland, 112 (Powers), 6 to 1, second; All Red, 112 (J. Lee), 9 to 5, third. Time, 0:36 3-5. Silverton, Grotto, Prefix, Guy Fisher, Intervene, Edwin L., Columbus, Little Mose and Mattie also ran.

Second Race—Five and a half furlongs—William H. Lyon, 109 (Notter), 11 to 5, won; Blue Lee, 112 (Brussel), 7 to 1, second; Truro, 109 (Powers), 20 to 1, third. Time, 1:08. Tackle, Albert Star, Contanna, Our Boy, Apple Toddy, Himalaya, McGregor, Canada and Mystifier also ran.

Third Race—Five and a half furlongs—The Bear, 104 (McDaniel), 6 to 5, won; Toy Boy, 104 (Notter), 9 to 5, second; Avauntseer, 107 (C. Koerner), 50 to 1, third. Time, 1:08 3-5. Arby Van, Felix Mozzes, Hasty Agnes and Ben Strong also ran.

Fourth Race—Six furlongs—Prince Ahmed, 105 (C. Koerner), 11 to 10, won; Cocksure, 88 (J. W. Murphy), 50 to 1, second; Platoon, 95 (Sumter), 12 to 1, third. Time, 1:13 3-5. Lens and Al Muller also ran.

Fifth Race—One mile and seventy yards—Beau Brummell, 105 (Lee), 3 to 5, won; Posing, 106 (Notter), 4 to 1, second; Mr. Peabody, 98 (J. Sumter), 25 to 1, third. Time, 1:43 4-5. Halbard, Grenade and Tivoliini also ran.

Sixth Race—One mile and a sixteenth—Lady Souffle, 107 (Notter), 13 to 5, won; Czar, 112 (Powers), 5 to 1, second; Pedigree, 107 (J. W. Murphy), 12 to 1, third. Time, 1:49. Silver Ball, Flora Riley, George H. White, Heap Talk, Dixwell, Brakespeare, Bandige, My Love, Water Color, Orfano, and Darling Dan also ran.

Seventh Race—One mile and three-sixteenths—St. Bellane, 105 (Powers), 7 to 2, won; Creel, 110 (C. Koerner), 9 to 1, second; Flaxman, 113 (Brussel), 13 to 5, third. Time, 2:01 4-5. King Cole, Pinsticker, Lady Ethel and John McBride also ran.

### Grassi Scores Well in Columbia Games.

The first of a series of weekly indoor handicap games was held in the Columbia gymnasium yesterday. Varsity men who have won the track monogram are debarred from these contests but all other students in the university are permitted to enter. W. H. Grassi, '11, was the largest point winner yesterday, scoring two seconds and a first. He won the 16 pound shot put with a put of 35 feet 1 inch.

The summaries:

Thirty-five Yard Dash—Won by A. G. Marsh, '10; W. H. Grassi, '11, second; B. Epstein, '10, third. Time, 4 2-5 seconds.

221 Yard Dash—Won by A. G. Marsh, '10; L. Axeman, '11, second; R. Noble, '10, third. Time, 24 4-5 seconds.

880 Yard Run—Won by B. Sweesey, '11; T. B. Counselman, '10, second; C. Hvass, '10, third. Time, 2 minutes 11 3-5 seconds.

High Jump—Won by A. H. Abbott, '08, with jump of 5 feet 1 inch; W. H. Grassi, '11, second, with jump of 5 feet; V. V. Zipris, '10, third, with jump of 4 feet 11 inches.

Shot But—Won by W. H. Grassi, '11, with 35 feet 1 inch; F. H. McCoun, '09, second, with 30 feet 8½ inches; A. Stewart, '11, third, with 29 feet 4 inches.

### Baseball Notes.

The Athletics played their first game last Sunday and won from the New Orleans team by a score of 4 to 1.

Catcher Sweeney has signed a contract with the New York Americans.

# AMONG THE AUTOMOBILISTS

## CHRISTIE AND HAYNES CARS DISABLED AT ORMOND.

**Walter Christie Makes an Exhaust Valve Out of a Solid Piece of Steel and He Hopes to Have Machine Ready for Minneapolis Trophy Race To-day—Gossip.**

ORMOND, Fla., March 2.—With the hundred mile tournament race for the Minneapolis Automobile Club trophy the chief attraction, the automobile races which will continue on the three following days will begin on the famous Ormond-Daytona beach to-morrow morning at 11 o'clock. While the number of cars entered for the tournament is far below the record there is one new record that seems certain to be smashed. That is the number of persons that will witness the speeding. Never were the hotels so crowded. All the trains that stopped here to-day were loaded down with visitors, many declaring that they had come principally to see the races.

Walter Christie will be kept busy working all night on his 130 horse-power front drive creation repairing an exhaust valve which was broken while R. W. Buckley, Jr., was speeding the car over the beach late this afternoon. After some hours of hard work a new valve was made out of a solid piece of steel and Christie has strong hopes of having the car repaired in time for the 100 mile race to-morrow. It is the same car Christie drove in the Grand Prix race in France last year and is entered here by W. Gould Brokaw. It has made the fastest time in practice of any of the racing cars here and before the accident had covered a mile with the wind in 34 2-5 seconds and against the wind in 36 seconds.

R. G. Kelsey's 50 horse-power Haynes car was another that met with a mishap to-day which probably cannot be repaired in time for it to take part in the tournament. While receiving a tuning up on the beach this afternoon with Kelsey at the wheel, the crank shaft broke. Kelsey was determined to fix up his car if possible and started to work in an effort to repair the damage. The number of cars that have been entered for the races was increased by the arrival of Harry Levey's 120 horse-power Hotchkiss and J. M. Gilbert's Packard, both of which came in with the Haynes to-day. These machines had been delayed at Jacksonville.

Those of the cars that were not weighed in yesterday had their weight taken on the scales at Daytona to-day. Robert Lee Morrell, chairman of the contest committee of the Automobile Club of America, and Samuel M. Butler, secretary, who have the tournament in charge, were kept busy all day.

Another meeting was held at the clubhouse of the Florida East Coast Automobile Association to-night when final arrangements were made for the races and drivers instructed as to the rules regarding the race for the Minneapolis cup to-morrow. This trophy has to be won twice before it becomes the personal property of the winner.

The 100 mile race will be run over a 12½ mile stretch of the beach, necessitating eight turns. The start and finish will be in front of the F. E. C. A. A. clubhouse at Daytona.

The beach racecourse is far from being in sufficiently good condition to permit any new records to be made, but as there is an east wind blowing the motorists hope the famous sand course will be in better condition by to-morrow. At the present time there are many soft spots on the beach between Ormond and Daytona, but these may be packed harder by the tide to-night. There is a short stretch of the beach south of Sea Breeze which is in fairly fast condition.

The 110 horse-power B. L. M. racer, built as a candidate for the American team in the 1906 Vanderbilt cup race by three wealthy young New Yorkers—Sidney S. Breese, James Lawrance and Arthur J. Moulton—but not completed in time to compete in the elimination trial, has attracted a great deal of attention here, as has Paul la Croix's new 60 horse-power Renault racer. The B. L. M. racer is now the property of R. W. Buckley, Jr., of Brooklyn, who will drive it himself in the races here.

Chester I. Campbell, manager of the annual Boston automobile show, which will open on Saturday night in the Mechanics Building under the auspices of the Boston Automobile Dealers Association, has decided upon an Oriental scheme of decoration for the exhibition building. In the main hall, where a year ago apple blossoms and big red apples bloomed upon the same boughs, will be a Japanese flower garden. In the centre and the floor space a great fountain will be erected which will throw water from eight separate jets. Above the fountain an immense chrysanthemum, a dozen feet in diameter, will be suspended, and streamers will be carried from it to all parts of the ceiling of the hall. Royal palms will surround the fountain. The exhibition spaces are to be divided off by Japanese hedges, pergolas and lattice work completely covered with flowering wistaria.

High Japanese gateways will be erected in front of each exhibitor's space and the signs giving the names of the cars on display will be suspended from these gateways. The stage at one end of the building will be covered by a large canvas painted to represent the mountains of Japan and plums and privet hedges will line the edge of the stage. The same general idea of decoration will be employed in Machinery Hall, while pergolas covered with wistaria will form a part of the decorations. In the main aisle the centre flags are to be used to cover the walls of both halls, while the posts and arches are to be draped with white bunting. Even the outside of the building is not to be neglected, as dozens of bay trees are to be placed in Huntington avenue in front of the exhibition halls, and at night many Japanese lanterns are to be used to illuminate the outside of the building in addition to a number of arc lights. The show is to open next Saturday night and will run until Saturday night, March 14.

Frank B. Hower, president of the Automobile Club of Buffalo, declared yesterday that his organization is growing steadily and now has 1,136 active members, with batches of additional ones being elected at every meeting of the board of directors. President Hower says he will not be satisfied until every man in Buffalo who owns an automobile has joined the club. He declares now that the Buffalo organization has obtained a commanding lead over the New Jersey Automobile and Motor Club of Newark for the honor of being the second largest club in the country and that some of the enthusiastic members of the Buffalo organization are beginning to talk of the time when their club shall be a greater one in a numerical sense than the Automobile Club of America. He says that 400 members of the club were present at the last meeting, but thinks the fact that the entertainment committee had provided four good boxing bouts might have had some attraction for the large number present.

The finance committee of the automobile carnival week which the New York Automobile Trade Association is to run next April held a meeting yesterday at the association's offices in the Bryant Park Building and discussed plans for the week's celebration.

There is to be a meeting to-day of the board of directors of the American Automobile Association at the A. A. A. offices, at Fifth avenue and Thirty-ninth street.

James B. Ryall, who was named as the driver of Harry Levey's big racing cars in the Automobile Club of America's Ormond Beach tournament this week, had a disagreement with Mr. Levey over the management of the cars during the race meet and consequently did not go to Florida. Ryall said yesterday that he was about as well satisfied anyway, as he was of the opinion that neither of the Levey cars are in good enough condition to give a satisfactory account of themselves against the thoroughly tuned up racing machines that will be opposed to them on the Florida beach racecourse.

The Royal Automobile Club of Great Britain and the Automobile Club of France are discussing a project to cooperate in the establishment of some method of automatic timing by which all record trials and races could be timed so as to provide for the universal acceptance of such records.

Word comes from Wilkesbarre that W. W. Scranton, who is engaged in a legal battle with the Laurel Run Turnpike Company to compel the company to open its mountain toll road between Wilkesbarre and Bear Creek to operators of automobiles, has defeated his opponents in the first argument of the case. The attorneys of the turnpike company contended that the automobile is a vehicle not available for the road, that the turnpike was not constructed for the use of motor vehicles and that an automobile is a conveyance not generally used and not to be considered in the same class as vehicles like carriages. Judge Lynch refused to sustain these contentions of the turnpike company lawyers and Mr. Scranton feels much encouraged over the result of the opening tilt.

The Havana provincial council has proved its recognition of motor vehicles by authorizing the purchase of an automobile for the use of the provincial public works department. The members of the council discussed the matter at some length, debating as to the kind of an automobile to buy, some of them wishing to purchase a new machine, while others declared themselves in favor of buying a car which they knew something about. It was finally decided to buy a second hand 45 horse-power Mercedes, and $6,000 was appropriated for the purpose.

It appears that the members of the Automobile Club of Springfield, Mass., are not in entire sympathy with all of the provisions of the proposed Federal registration bill which is now being considered by Congress. Congressman Frederick H. Gillett had a conference with the law and ordinance committee of the Springfield organization last week at which the Federal bill was discussed. It seems that the Springfield motorists are of the opinion that the proposed regulation which would prevent any one who used a fictitious number from obtaining another Federal license for five years is much too severe a penalty and they have asked Congressman Gillett to try and have this section of the bill amended. The Springfield clubmen are reported as being opposed to the provision in the bill compelling every owner of an automobile to be licensed in each State, but this must be owing to lack of understanding of the purpose of the bill, which is designed particularly to do away with this very requirement and provides only that a car owner comply with the licensing requirements of his own home State.

Belgium is likely to have a corps of military automobilists, as a Colonel of the Garde Civique has requested the Minister of War to grant permission for the organization of a section of automobiles and their drivers for military use.

The authorities of Menominee county, Wisconsin, have decided to spend $19,000 on the improvement of the county roads during the present year. An automobilist of Marinette, Menominee county, recently drove from his home to Escanaba, Mich., a distance of eighty-three miles, in three hours, in spite of the fact that there were several inches of snow on the roads at the time. In the northern part of Wisconsin practically all of the State and county roads are constructed of crushed stone, though the stretch of highway between Green Bay and Oconto is not a very good one.

Residents of the Province of Ontario who live in the section near Buffalo are at present agitating for the passage of a bill by the Canadian Parliament increasing the severity of penalties to be imposed on reckless drivers of automobiles. They assert that American automobilists drive their cars over into Canada and use the good Canadian roads to speed their cars upon without any regard for the rights of pedestrians or drivers of horse drawn vehicles. Some time ago a party of visitors from across the border were in a car that collided with a farmer's wagon, throwing the farmer's wife out and breaking a rib and one of her legs. The automobilists continued on without stopping to find out the extent of her injuries. Under the present law fines may be imposed for recklessness, but D. C. Ross, a member of Parliament for that district, intends to introduce a bill providing for one month's imprisonment for the first offence, with more severe sentences for repeated offences. The residents assert that cases have been discovered where automobilists who drove recklessly have carried false registration numbers on their cars and Mr. Ross will include some provision to punish this in the bill he is to introduce.

WASHINGTON, March 2.—A bill that has been introduced in the House provides that automobiles that are operated between the States shall be licensed by the Federal Government. The professional chauffeurs' club of New York wants to be heard on the bill before it is passed upon by the committee. Xenophon P. Huddy, counsel for the club, has written the committee that he will appear before it on March 12 to make an argument against the passage of the bill in its present form.

### American Car Still Leads in Paris Race.

MARSHALLTOWN, Ia., March 2.—The Thomas car, which leads in the race from New York to Paris, passed through here at 11:30 o'clock this morning. The drivers reported the roads in better condition than they had been.

## VETERANS IN NEW YORK CAMP.

**McGinnity and Strang, However, Arrive Too Late for Practice.**

MARLIN, Tex., March 2.—Iron Man McGinnity was No. 23 of the New York Nationals to hang up his hat in the New York training camp, being the seventh veteran to report within the last twenty-four hours. Capt. Donlin's party was here when the young players returned from Waco last night and this noon Strang walked into the Arlington. McGinnity did not arrive until late in the afternoon and Strang was compelled to forego the afternoon exercise because his uniform failed to arrive.

Luther Taylor is expected in some time to-night and if Mathewson, Seymour, Devlin, Hannifan and Wiltze reach New Orleans in time to-night they will be here late to-morrow afternoon. McGraw is hoping that Ewing will report soon, but that young man is stubborn. Curtis is attending Notre Dame. If he waits until June before reporting he will find that his job has vanished.

The youngsters were crowded into the background to-day when Donlin, Tenney, Bridwell, Ames and Needham joined the morning practice squad. The day was hot though cloudy, and after a mild workout followed by the usual baths the veterans came out after dinner and cut loose in a manner that surprised even themselves. Bridwell is in fine condition and he glided gracefully about in the short field position as if he had not missed a day since the season closed.

Fred Tenney also let himself out a few notches. McGraw and Donlin picked two times and played a five inning game, the veterans, under Donlin, winning by the score of 2 to 1. Tenney killed a triple for O'Brien by a great stop twenty-five feet behind first base and Bridwell gathered up a fast grounder with one hand in front of first base.

Crandall pitched for Donlin's team, which was made up of veterans with the exception of Pfyle, in centre field. McGraw played second base for his team and his fielding was a big feature. Malarkey pitched against Crandall, each twirler allowing five hits.

John McKenney, the Long Island pitcher, is down again with his bad side. The big fellow gave himself a wrench to-day and has go prospects of donning a uniform again for a week.

## CANADA BOYCOTTS ATHLETES.

**American Amateurs Not Wanted Across the Border—A. A. U. Men Laugh.**

According to a report from Toronto, Canada, the Canadian A. A. U. will not in future recognize the rules of the American A. A. U. and no athletes from over the border will be allowed to invade the States. Neither will the entry of athletes from this side be accepted in and around Toronto. It is a clean boycott on the part of the Canadians, though how it will affect amateur sport only remains to be seen. Last year very few athletes visited Canada from the States. A few did go to the Canadian Athletic Federation championship at Montreal and a few members of the Irish A. A. C. went to a meet held by the Irish-Canadian A. C. at Toronto.

When the report was shown to the A. A. U. authorities here yesterday none of them felt worried and one indulged in a good long hearty laugh. It was learned that there will be important news in a few days regarding the situation. As far as the Canadian A. A. U. boycott went it was looked upon as a case of sour grapes.

It was learned late last night that an alliance had been formed between the A. A. U. of the United States and the Canadian Athletic Federation. A mail vote had been sent to the A. A. U. board of governors some time ago on the articles and its result will be made known to-day. This leaves the Canadian A. A. U. out in the cold and in future they can compete among themselves. If any of the athletes in future wishes to compete in the United States he will have to get a permit from the Canadian Athletic Federation.

### Billiards.

In the first game of the three cushion amateur tournament at Maurice Daly's academy last night Oblatt, scratch, won from Leidig (25) by a score of 30 to 12. The scratch man had it all his own way. The game lasted seventy-seven innings.

William Hoppe made a big run at 18.1 balk line in practice in Chicago the other day. Playing the spot ball against the white, he went out with a run of 210.

Frank Sherman, the Washington pool expert, was the victor last week in a 1,200 point contest with Irving Long, the Boston professional. The final score was 1,200 to 850.

Phil Leonard (19) was the winner of second prize in the handicap three cushion amateur tournament at Doyle's academy last night, defeating Harry Dankleman (21) by a score of 19 to 20. The game lasted forty-two innings and each man made a high run of 2. Last night's game wound up the tournament.

At the Knickerbocker academy, Brooklyn, last night F. L. Gray outplayed C. E. Dunn at 14 inch balkline billiards by a score of 200 to 186. The high runs were 22 and 18 for Gray and 25 and 18 for Dunn. They averaged 2 48-74 and 2 58-75 respectively. M. B. Hull and J. A. Dalton play to-night.

Firmin Gassignol, the French expert, played a good game last night at Slosson's when he met Wilson P. Foss in a practice game of 18.2 balkline. He defeated the amateur by a score of 400 to 148 and averaged over 30. It was his first game since landing from the steamship last Saturday. The score:

Gassignol—12, 80, 167, 24, 0, 6, 55, 1, 15, 1, 4, 5, 60. Total, 400. Average, 30 10-13.

Foss—0, 12, 33, 31, 5, 6, 12, 0, 0, 3, 4, 7, 26. Total, 148. Ave rage, 12 4-12.

# HANDY HERE TO MEET DANIELS

## GOOD CONTESTS FOR LAST WEEK OF SPORTSMAN'S SHOW.

**Crack Swimmers of East and West Scheduled for Three Match Races—Game Wardens Interested in Capt. Graham's Trout—Hunters Plan Trip to Africa.**

The Motor Boat and Sportsman's Show in Madison Square Garden started in on its last week yesterday and although the weather was not pleasant the attendance was good all day long, and in the evening the Garden was crowded again. The attendance at the show this year has been larger than ever and it grows more in popularity as it grows older. Several important contests are to be decided this week. The swimmers have arranged some fine programmes. H. J. Handy arrived from Chicago yesterday and went to the Garden at once to make arrangements for his races. He has agreed to give some exhibitions, to take part in the regular events and to meet C. E. Daniels in probably three match races. Handy is in good shape and it is thought that some records will be lowered during the week. There are to be more water polo contests and some fancy diving.

The volunteer life savers who have been taking part in many races will begin the finals of their contests to-morrow. Each afternoon and evening the fly casters will be at work, the schoolboys will go on with their rifle shooting tournament and the home trainer races will be continued so that by next Saturday night the winner of each event can be announced.

Among the visitors at the show yesterday was John Ferguson, game Warden of Long Island. Mr. Ferguson told an interesting story of a deer which at the present time roams at will in a corral specially built for him in the rear of the Warden's home. During the deer hunting season, which on Long Island is limited to four days, a fine doe was run to earth and after the four days of shooting the two-weeks-old fawn of this doe was found alone on the highway by a young fellow who was riding a bicycle. He picked the fawn up and carried it on his wheel to Game Warden Ferguson. The fawn has grown wonderfully and is now a well developed buck and perfectly tame.

With Warden Ferguson was Warden Edgar Hicks of West New Brighton, Staten Island. They spent some time with Capt. Bill Graham and had some fun with him about the trout that the captain has on exhibition. Possessing trout at this time of the year is not lawful, but as Capt. Bill gave his word that every fish in his tanks would be placed again in the streams from which they have been taken the wardens agreed to take no notice of them. The Long Islanders are to have a dinner at the Hotel Preston to-morrow night and fearing that some of these trout may be served they have been counted and after the dinner those in the tank will be counted again.

John Truden, who shot the big polar bear and secured the cubs now in the Zoo at Bronx Park when on the Ziegler expedition, has joined the Long Island camp in the Garden and will be there until the close of the show. He has a fine lot of photographs taken in the far north and can tell some wonderful stories of hunting the mole that will make even Capt. Bill sit up and take notice.

Some of the hunters at the show are arranging for a trip to Africa where they will join Richard Douglas, who is now in the Congo. The party will be in charge of Bertram L. Froehly, a partner of Mr. Douglas. Four have already signified their intention of joining the party. They will endeavor to secure hippopotamus, lions, rhinoceros, elephants, giraffes and other large African game. This trip will be an expensive one and each member of the party will be taxed several thousand dollars. It will take about six weeks to reach the hunting grounds and the hunters will be gone about six months. The party will go into Rhodesia and then across the continent to the east coast and then to Mombasa. Mr. Froehly expects to bring back skins and horns that will be worth at least $25,000.

The boys were busy yesterday shooting and in the ten shot match for the military school championship Ernst Lengerke of St. John's School made 49 out of a possible 50.

In the team shoot the boys of De Witt Clinton High School defeated the team of Bryant High School by 232 points to 223. Galloway of Bryant school made the best score, 49 out of 50, on the losing team, but C. Hubbard and B. Finkelstein each made 49 for the winners.

Right and left handed bait casting for accuracy occupied the attention of the followers of Izaak Walton and A. J. Marsh of Newark was the winner with 34½ points.

W. C. Miller, ex-champion of the metropolitan district of life savers, won an exciting race from E. Spielberger in the afternoon, and other winners of heats in this contest at sixty yards were Miller, Fourteenth Street School, and Webb of Sheepshead Bay. Trede and Sterck and O'Brien and Gilday were winners of heats in the canoe tilt. In the umbrella race Gilday of Harlem and Moore of East Fourteenth street were the winners.

Henry J. Handy, the crack swimmer of the Illinois Athletic Club, gave an exhibition in the lake at the Garden last night and showed at once that he had a good claim for all that has been said about him. He started in to lower the record for breast stroke swimming at 100 yards. The record for this style was 1 minute 24 2-5 seconds and was held by Gardner of East Sydney. Handy's style was perfect. F. H. Jones of the Bath Beach Swimming Club made a mediocre 1 minute 27 seconds and he got away well, while Handy was caught napping and went off badly. Handy caught Jones at the end of the fourth lap and Handy just beat Jones at the finish by a yard. His time was 1 minute 22 seconds.

Handy has agreed to start in the back stroke race this evening. This is a 150 yard race. He recently swam this distance with the back stroke in 2 minutes 3 2-5 seconds.

Late in the evening Arthur C. Holden, the high diver, gave a thrilling exhibition. He dived backward off a girder in the roof 90 feet above the tank. This feat he is to repeat every afternoon and evening during the show.

The water polo match last night was between the Bath Beach team and a team called the All Star team. It was won by the Bath Beach team by a score of 4 goals to 0.

R. Mulvey of the Bath Beach club captured the final of the 80 yard handicap in a close finish with B. King. Kelley and Martin tied for third place. G. Kelley and Rigby won the final of the canoe tilt and in the 200 yard handicap Mulvey, the scratch man, touched the finish line just ahead of James, who had a start of 23 seconds. The summaries:

SWIMMING RACES.

Canoe Tilt: Special Match—Won by H. De Loi selle and Currier from Sexias & Stone. Time, 18 seconds.

80 Yard Handicap—First heat—Won by Mulvey, Stillwell, second. Time, 59 3-5 seconds. Second heat—Won by Martin; King, second. Time, 1 minute 8-5 second. Third heat—Won by Mr. Closkey; Kelly, second. Time, 58 4-5 seconds. Final heat—Won by R. Mulvey; King, second; Kelley, third. Time, 1 minutes