WITH THE COLLEGE ATHLETES

DOINGS IN THE FIELD OF SPORTS IN EAST AND WEST.

Stanford Track Men May Win Conference Championship This Time—Princeton Team Appears Strong and Freshman Material Seems Particularly Capable.

There is confidence at Stanford that the track team will win in the conference meet in Chicago in June. The Stanford men are planning a trip that will mean leaving Palo Alto on May 22 and meeting on the way teams in Colorado, Utah and Iowa. The conference meet will be held on June 5 in Chicago. There was an idea that the Stanford team might be able to arrange games with colleges further East and make a regular outing of it while they were away from home. Attempting to arrange dual meets with any of the colleges here would mean that the Easterners would have to keep in training for two weeks after the intercollegiate season is over in this section. This makes it about impossible for such competitions to be arranged.

However, Stanford will do well enough if it wins the conference championship. Last year Chicago scored 24 points and won the meet, with Stanford and Wisconsin tied at 20 each and Illinois fourth with 18 points. Stanford won the dual meet with California this year handily by a score of 66 to 56, and the performances of some of the winning athletes there were such as to give the impression that the Pacific Coast men should do well when they tackle the middle Western colleges later on.

The daily *Palo Alto* says: "Basing their forecasts on the present season's performances of the athletes who may be expected to compete in the conference meet, Capt. Horton and the men of the track team estimate that there is an excellent chance for a Cardinal victory. While the showing made will depend to some extent on the number of men who make the trip the indications are that the Stanford score will be larger than last year's by several points."

Stanford's main reliance will be on Wyman, Miller and Crawford. Miller won the conference half mile last year in 1 minute 58 2-5 seconds, a performance which he equalled in the Stanford-California meet this year. Last year Merriam of Chicago won the quarter in 50 2-5 seconds, while Wyman in the California-Stanford meet ran in 50 1-5 seconds. Miller forced him very hard in this race, and as Wyman can also run the half mile it looks as if the Stanford men should earn a big block of points in the quarter and half. They are relied upon to get about sixteen points in these events.

Crawford is expected to win both the weight events. Last year in the conference meet he won the hammer throw with 138 feet 4½ inches and in the dual meet this spring against California he threw 144 feet 5½ inches. It is expected that he will win the shot put, as he did 44 feet 2½ inches in the dual meet this spring, and that is compared with the winning performance last year of Osthoff of Wisconsin, who won the conference title with 42 feet 1 inch. That brings the estimated Stanford total with these three men up to 26 points. If Wyman should fail to run second in the half mile and should not score at all Stanford will have made on this basis 23 points, which is more than last year.

OTHER PLACES FOR STANFORD.

There are to be added to these men some others who undoubtedly should score. In the dual meet with California Stanford had a double winner in the sprints in Coleman. He won the 100 yards in 10 2-5 seconds and the furlong in 22 3-5 seconds. To back up Coleman is a junior named Reed, who is rated a consistent man at 10 1-5 seconds when in condition, but such a performance should count very little against May of Illinois, who has done 9 4-5 seconds on two occasions. However, either Coleman or Reed may score in the 100 and 220 in the conference games.

It is regarded at Stanford as likely that one of the mile runners will score a point in the conference games, although MacGregor, the best of the Stanford men, was beaten in 4 minutes 35 seconds by Smith of California. The mile in the conference games last year was won in 4 minutes 28 1-5 seconds. The best of the distance men at Stanford are MacGregor and Worthington, the latter of whom was beaten about a foot in the two mile run in the dual meet. That was won in 10 minutes 9 seconds by Newman, a Stanford freshman, who will not be eligible for the conference meet. It is to be hoped that Worthington will be able to take up a point in either the mile or the two mile.

Stanford has pretty good strength in the pole vault and broad jump if Capt. Horton recovers from an injury to his leg which he suffered in one of the heats of the hurdle in the dual meet. He is good enough to place in the broad jump and the low hurdles if he comes around all right. California won all the places in both hurdle races in the dual meet. In the pole vault Scott, the captain of the track team, won easily enough with 11 feet 2¼ inches, and he can do much better than that. With Jacobs of Chicago out of the competition he should have an excellent chance. It is figured that Stanford has a fair chance for about thirty points, which should come very close to winning this meet.

THE DEADLY ROWING RACE.

It is time now for some one to arise and raise a long howl about the deadly effects of rowing races because the captain of the Stanford crew is suffering from a cold and will be unable to row in the regatta at Lake Washington against Washington and California and another man in the boat has been in the hospital ever since the Stanford-California race suffering from what is described as kidney trouble, this being brought on by his extraordinary efforts in the race. It would be out of place to say anything about the deadly fourth mile in considering a three mile rowing race, but opportunity arises to say something about the deadly third mile.

Neither Stanford nor California raced for three miles on the day in question, because the California shell swamped about a mile from the finish and really rowed only about a mile and a half of the race. Stanford finished with the boat filled with water and the men sitting in water to the waist. When they crossed the line in order to lighten the boat the captain, Reynolds, and another man, Wilde, jumped out of the boat and swam ashore. As Reynolds had a cold at the time he did this naturally it didn't help it any, and it is probable also that the exposure did Wilde no good.

Owing to the absence of these men there may be a very different result when Stanford and California next meet in the race on Lake Washington. Stanford won without any trouble at all in its race in April, but taking out the captain and the 3 man ought to make a big difference to the Stanford crew. It looks, at any event, as if Washington would have no trouble in cleaning up this race, as has been done before. Originally the idea was that California and Stanford should meet in a race and the winner then should come to Washington to settle the Pacific Coast championship, but the Berkeley men were so dissatisfied because of the showing of their crew in the first race that it was determined to ask permission to row in the subsequent race.

This was granted by Washington on condition that California agreed to the formation of a Pacific coast rowing association with rules similar to those of the Intercollegiate Rowing Association at Poughkeepsie, that is, barring freshmen from varsity crews and certifying to the eligibility of its men. To this California agreed, and such an association will be formed. The fact that this association is to be organized creates rather a curious situation with regard to the attitude of the Poughkeepsie stewards.

Some time ago the stewards announced that an invitation had been sent out which would include the winner of the Pacific coast rowing association regatta as a competitor at Poughkeepsie if an association was formed. The stewards recently announced that owing to the fact that no association had been formed no crew was invited from the Pacific coast, and therefore it might be understood that no coast crew would be seen this year on the Hudson. Apparently the coast crews did not intend to take any action until the managements of all three met at Seattle, and therefore it may come as a surprise to the Westerners to learn that they are refused admittance to the Poughkeepsie race.

CAPTAINLESS CREWS.

The reported intention at Columbia hereafter to discourage the election of a captain of the varsity crew is very much in line with the experience at Cornell four or five years ago. After Pete Frenzel failed to make the crew in 1903 and Bert Coffin also was unable to row in the boat of which he was the captain in 1904 it was decided that it would be a better thing for many reasons not to have captains. So the 1905 boat rowed without a captain, although Boesch, who was commodore of the navy, sat in that boat.

The title of commodore of the navy in a measure made up for the loss of dignity in not being the captain, but at the same time it removed all chances of a man considering himself as in any way responsible for the success of the crew except by means of his own individual efforts. It has been shown time and again that a good oarsman is spoiled by making a captain of him, because he has to be constantly worrying and fretting over all sorts of things, which he would not do if he were just a plain oarsman. Especially is this true when an oarsman is captain and stroke as well. Then it is very unlikely that he can go through a rowing season without deteriorating physically unless he is a person of very calm temperament.

The captain of the Columbia crew of 1908, Von Saltza, did not make the boat. Capt. Cerussi was in danger of some such fate this year. He permitted himself to worry greatly over the difficulties of developing a crew, and Columbia this year has been in a worse position than almost ever before. There was therefore a great deal more for him to worry over than some other captains have had, and it is small wonder that he was not at all fit in the early part of the season. Taking him out of the stroke seat and putting him at 7, where he rowed as a freshman, was a move that doubtless was designed in part to take his mind off the duties of being stroke and therefore to give him a little rest.

All the other colleges thus far have thought it worth while to keep on electing captains, and that is all well enough when the captain does not feel himself called upon to help coach as well. If he leaves the coaching in the hands of the man who is hired for that purpose he gets along well enough, but when he begins to believe that the entire success of the crew depends upon him and what he does it is very likely that he will get so worried that eventually he will not be of much use to the boat.

Courtney often said that he regretted the men who had been spoiled as oarsmen by being elected captains of crews, but now he has that to contend with no longer. It is probable that if Coach Rice has any influence there will be no captain elected for the Columbia crew next year.

GIRDING AT CHICAGO.

The most friendly feelings do not exist in the conference over the fact that Chicago used a freshman on its relay team which won the race at Philadelphia. The worst part of it appears to be that the freshman, Davenport, ran the fastest quarter mile done by any man on the seven teams in the race. Davenport's quarter was very close to 49 seconds and as he started in third place and finished first for his college, naturally he did rankle very much in the bosoms of the other competitors. Particularly is this true of Michigan, which finished second.

Remarking on the happening the Michigan *Daily* says: "That the University of Chicago chose to use a first year student on its relay team in the recent games at Philadelphia appeals to us as having been an extremely unfortunate incident, if not indeed an indiscretion on the part of the Midway authorities. The events annually included in the games at Franklin Field are of two kinds, special events, in which any amateurs may compete, and the relay races, which are strictly intercollegiate and which are governed by intercollegiate rules. Nothing in the rules governing these relay events prevents the use of freshmen, each college being allowed to send teams which are eligible under its own requirements.

"Like Michigan and nearly all of the other big universities of the country, Chicago has a freshman eligibility rule, and the use of Davenport on the victorious one mile relay team was a direct violation of that rule. Inasmuch as it was undoubtedly the work of the star freshman that was responsible for Michigan's defeat in the race, an objection on the part of the Wolverines would have been ungraceful. However, the incident has aroused more or less unfavorable comment since it makes Chicago—the school which has all along contended for purity in athletics and which has been foremost in condemning the stand Michigan took for refusing to submit to rules which were believed unjust—to appear inconsistent."

Naturally any objections which Michigan made to that action by Chicago would appear ungraceful, but the burden for the whole thing falls strongly upon Chicago, as the absence of Davenport from the relay team in the conference meet may mean the loss of the championship. Stanford will have a strong team in this race, made up of the men who won the five man relay for one mile in the California-Stanford meet in 3 minutes 18 seconds. The record in the athletic almanac for teams of five men running one-fifth of a mile each is 3 minutes 20 1-5 seconds, but Stanford previous to this year had run the distance in 3 minutes 19 1-5 seconds, and in the games in April won in 3 minutes 18 seconds, which certainly should be booked as a record.

In the relay race between the colleges Miller and Wyman did all the work. The first three California men to run gained twelve yards for the Blue and Gold, but Miller made up ten yards and Wyman gained all the rest needed and won by four yards. With such performances as these to figure on in the relay race, it is very likely that Chicago will have all the trouble in the world without its freshman star, and it looks as if there was something coming to the Maroons when they tackle Stanford.

YOUNG BACK AT CORNELL.

The announcement from Ithaca that Young, the intercollegiate cross-country champion and second in the two mile run in the intercollegiate games last year, had recovered from mumps and would be able to begin training again helps out the prospects of the Cornellians considerably. Without Young the team did not look nearly so strong. There is much speculation as to the exact strength of Cornell this year, and some persons believe Harvard is the college most to be feared in the intercollegiate games. Those who have followed the sport thus far do not feel that Harvard is as dangerous as some critics seem to believe.

For instance, Cornell will have Cook and Talbott, who will be good for some points, and with Young back again and an occasional man in the hurdles the Ithacans certainly are far from out of it. The college most of all to be looked after, the trainers are beginning to think, is Princeton. The performance of Dawbarn and Gamble in the spring games and the work done by Dwight in that meet seem to show that the Tigers will make more of an impression this year than they have since 1900. Dawbarn is apt to gallop away with the 220 yard run in the intercollegiate games, and he and Gamble between them should prove tough enough for Rector, Foster and Sherman in the 100 yard run. Dwight's excellent work in the hurdles, allowing for the wind behind him, shows that he is coming on rapidly from the standard he was setting last year, and it may be that he will develop enough this year to make good the prediction that he will be heard from in the hurdles before he leaves college.

This is only his sophomore year, and a man who is doing 15 2-5 seconds in the high hurdles and 25 seconds in the low hurdles so early should be a wonder before he gets through. Incidentally Dwight bettered the Princeton record by two-fifths of a second in the low hurdles and thereby won at the first possible opportunity a cup that was offered recently for the man who first should beat 25 2-5 seconds in the low hurdles.

It is apparent from the results of the Caledonian games at Princeton that Whiteley is slowly returning to form. He did not win the half mile run in particularly fast time, but he ran well enough to show that he is gradually getting back into condition. Whiteley is really some weeks behind in his training owing to physical disability, and he was able to run a fair half mile in the relay games and again in the Caledonian games. Probably before the intercollegiate meet comes around he will be back to his form of two years ago.

The time in the distance runs in the Caledonian games was not fast, but it was slow time done by men who are known to be capable of better performances. A most disappointing feature of some of the results in the games—disappointing as far as this year's track team is concerned—is that the winners were freshmen. Sawyer, who was first in the quarter in 51 seconds; Koehler, who won the two mile run; the men who tied for first place in the high jump, Dell and Bartlett, and Hart, who won the shotput, are first year men. In fact, the work of the freshmen was by all odds the feature of the games. Black, the former Mercersburg runner, who is captain of the freshman track team, was third in the hundred and second in the 220 yard run. Another freshman, Perkins, was third in the furlong. Besides Sawyer, who was first in the quarter, McKinney, another freshman, was third.

PRINCETON'S GOOD FRESHMEN.

The work of the Princeton freshman relay team against Pennsylvania in the freshman championship was proof enough that the Tigers had some good quarter milers. A freshman named Breingan was second in the low hurdles and Adams, another first year man, was only 2½ inches behind Dowd in the broad jump. Adams took second. Hart, who won the shot put with 42 feet 4 inches, had a classmate, Bissell, who was third with 40 feet 1½ inches. These facts indicate that Princeton next year should be very strong on the track if these men hold their form and do well in their studies.

Apparently Princeton is attracting good performers from the schools and they are getting proper training from Coach Copland, so that they are developing well. It is some years since Princeton has made any prominent showing in the intercollegiate track games and alumni and undergraduates are hoping that this year will mark a difference.

Spitzer of Yale ran another half mile under two minutes, his third this year, when he won in the spring games in 1 minute 59 seconds. He was two yards in front of Mann, who had apparently improved considerably. Coney's performance of 4 minutes 31 4-5 seconds in the mile run is the best thing he has done in a long time and it begins to look as if Yale would be able to take care of a point or so in the Harvard-Yale dual meet in the mile. The finest performance in that meet was by Capt. Howe in the low hurdles, which he won in 24 seconds. The American record for this is 23 3-5 seconds by Alvin Kraenzlein and the intercollegiate record is the same. It has been some time since any college performer has gone very close to this. Willis's victory in the low hurdles several years ago being the first in a long time to approach Kraenzlein's figures.

Besides winning the low hurdles Capt. Howe did the good performance of 15 4-5 seconds in the high, which proves that he has come back to form. He certainly has been a puzzle, however, as far as his early running was concerned, because after a remarkable race in the Yale-Virginia meet he fell away completely in the special high hurdles in the Pennsylvania relay games and then suddenly came back again and did good work. Campbell, the pole vaulter, won the leap at 12 feet, but that is a common performance nowadays with Yale pole vaulters, so it occasioned no particular comment. Kilpatrick is to be depended upon in both the broad jump and the shot put. He was close to 43 feet with the shot and did better than 22 feet in the broad jump.

PAULL A CORKER.

The particular feature of the spring games at Pennsylvania was the work of Paull in the mile. He was scratch man and ran in third place about a second lower than the winner, who started from the eighty yard mark. Paull's time was taken as 4 minutes 27 1-5 seconds. This was in spite of a bad wind which blew clouds of dust across the field. His later two mile race in 9 minutes 28 seconds was another brilliant bit. None of the performances was particularly good outside of Paull's race, and it shows that this athlete is in the finest possible trim. A man who has watched the Pennsylvania track team for a while recently said he believed that Paull was about the only man on the whole team who was likely to do much in the intercollegiate. Apparently this man did not think much of Minds, who is the only sprinter the Red and Blue has, or of Newberry in the high jump and Hartranft in the hurdles.

Here is a description of Harvard's best hammer thrower, E. H. Ruch: "Harvard's best hammer thrower this year is a man weighing only 140 pounds and he stands in marked contrast to the giants who usually appear in this event in the intercollegiate meets. The fact that a man of this weight can compete on anywhere near even terms with men weighing fifty pounds more is a tribute to the coaching of Bill Quinn, who has watched his development closely since he has been in college. Ruch took up hammer throwing in the spring of his freshman year, but it was not until the next fall that he began to attract much attention.

"He was on the 1910 track team, principally as a broad jumper, although he also threw the hammer against Cooney and Goebel of Yale. During the summer he worked assiduously with the weights and on his return to college he had learned the complicated art of throwing the 16 and 12 pound hammers in the seven foot ring. Like the pole vault and high jump, the hammer throw is largely a matter of style and almost any one with a fair amount of weight and an unlimited amount of perserverance can become a good performer. According to Coach Quinn a man should be able to throw the 16 pound weight one foot for every pound of his weight, but few indeed are the athletes, amateur or professional, who can measure up to this standard.

"Quinn himself, weighing less than 140 pounds, has thrown it over 160 feet and Ruch in practice has exceeded 140 feet. His best throw in competition is 138 feet 7 inches, made last spring in a special cup competition on Soldiers Field. Ruch uses two swings around his head and three turns, while most throwers depend on three swings about the head and two turns. The difficulties of three turns are much greater, and to stay in the circle is a very hard proposition, but Ruch has learned the stunt to perfection and rarely fouls. With the twelve pound hammer, which is better adapted to a light, quick man, Ruch has exceeded 170 feet, but as this weight is not used in college competition he has not given much time to it."

A foot for a pound, within limits. Imagine asking a 300 pound man to make good at that rate!

In the dual meet between Maine and Tufts recently an athlete named Scott, who had not yet won his letter for track at Maine, was entered in the high jump with Higgins, one of the best athletes in the college, who has won his "M" in football, having twice been captain, in baseball, basketball and track. The competition narrowed down to Higgins and Scott, and in order to get his letter Scott had to win the first place. He cleared the bar at 5 feet 5 inches, and then Higgins deliberately failed three times at that height although he had been doing much better in practice. By this means Scott won the event and got his letter. There has been nothing but kindly comment at Maine over the action of Higgins, so much the better athlete, in letting the other fellow win the event and get the varsity "M."

GOLFING HERE AND ABROAD.

British Women on the Links To-morrow —Hudson River Clubs.

All the fairest and boldest—that is on the putting greens—of British golfing women will engage in their annual championship this week. It begins to-morrow morning, indeed, and will be played at the course of the Birkdale Golf Club, on the Lancashire coast not far from Southport. An enterprising feature of the Ladies' Golf Union of Great Britain, as it is termed, is that the championships are not held in rotation on certain links, but move each year to a fresh course in England, Scotland, Ireland or Wales. Consequently they have no need to quarrel about how the championships should be managed, as their masculine rivals of the links are now wrangling in Scotland. Birkdale is an eighteen hole course of pleasing undulations and with charming greens. G. F. Smith has the amateur record at 75 and David McEwan the professional record of 67.

There will doubtless be American players to start, but nothing in the way of an invasion as in 1905, at Cromer, when our respresentatives were in such force that they had a team in the international matches. Scotland beat the Americans by six matches to one, only Miss Georgianna Bishop scoring by beating Miss Dod, the titleholder, who afterward played in this country. It is some satisfaction to know that the Scottish team subsequently won out from the English and Irish teams. Besides Miss Bishop the Americans were the Misses M. and H. Curtis, Miss M. B. Adams, Miss Lockwood, Mrs. J. T. Martin and Miss F. C. Griscom. This is the record:

1893—Winner, Lady Margaret Scott; runner up, Miss I. Pearson; at St. Anne's.

1894—Winner, Lady Margaret Scott; runner up, Miss I. Pearson; at Littlestone.

1895—Winner, Lady Margaret Scott; runner up, Miss E. Lythgoe; at Portrush.

1896—Winner, Miss Amy Pascoe; runner up, Miss L. Thomson; at Hoylake.

1897—Winner, Miss Edith Orr; runner up, Miss Orr; at Gullane.

1898—Winner, Miss L. Thomson; runner up, Miss E. Neville; at Yarmouth.

1899—Winner, Miss May Hezlet; runner up, Miss Magill; at Newcastle.

1900—Winner, Miss Rhona Adair; runner up, Miss E. Neville; at Westward Ho.

1901—Winner, Miss M. Graham; runner up, Miss Rhona Adair; at Aberdovey.

1902—Winner, Miss May Hezlet; runner up, Miss E. Neville; at Deal.

1903—Winner, Miss Rhona Adair; runner up, Miss Walker Leigh; at Portrush.

1904—Winner, Miss L. Dodd; runner up, Miss May Hezlet; at Troon.

1905—Winner, Miss Bertha Thompson; runner up, Miss M. E. Stuart; at Cromer.

1906—Winner, Mrs. Kennion; runner up, Miss B. Thompson; at Burnham.

1907—Winner, Miss May Hezlet; runner up, Miss F. Hezlet; at Newcastle.

1908—Winner, Miss Titterton; runner up, Miss D. Cameron; at St. Andrews.

The executive committee of the Hudson River Golf Association has in preparation the programme of the annual tournament to be held at Kingston on June 17, 18 and 19. By resolution team matches will be suspended for this year and in place thereof handicap matches open to all members of the clubs in the association will be played as follows:

Newburgh, Powelton Club, May 29.
Poughkeepsie, Dutchess Golf and Country Club, June 12.
Kingston, Twaalfskill Club (annual tournament), June 17, 18 and 19.
Palisades, Rockland Country Club, July 17.
Ossining, Briarcliff Club, July 31.
Middletown, Orange County Golf Club, August 7.
Yonkers, Saegkill Club, September 11.
Hudson, Columbia Country Club, September 18.

The respective club courses will be open for practice play the day before each event. All events will be handicap medal play, handicaps to be fixed by the association handicap committee, consisting of Frank Coykendall, Paul B. Rossire and William A. Adriance. Three prizes will be provided by each club for the event held on its course, one for the best gross score, one for the best net score and one for the second best net score. No player shall be awarded more than one prize for any one day, but if he wins in two classes he may elect which prize he will accept.

Competitions began yesterday at the Greenwich Country Club for a cup presented by H. L. Camman and it will be in play until June 15. Members having first announced their intention to the starter may play for this cup as often as they desire, the lowest net score at handicap medal play during the period to win the trophy.

AERONAUTIC NEWS.

A. M. Herring Not Likely to Fulfil Government Contract for Aeroplane.

It is practically understood that A. M. Herring will not fulfil his Government contract for an aeroplane to be delivered at Fort Myer on June 1. Mr. Herring gives as his reason that his machine is not fully covered by patents in foreign countries, and that to exhibit it and have it photographed would invalidate his patents in these countries. The inventor stated, however, that should he satisfy his patent claims in the meantime he will deliver his machine. In case he should fail to keep his contract he will forfeit a bonus of $2,000 which he deposited with the Government as an evidence of good faith. Should he forfeit his contract it will open an opportunity for new inventors to compete, as the sum set aside for the Wright and Herring aeroplanes is all the Government has appropriated for aeronautical purposes. The Government has allowed $20,000 for the Herring machine and $25,000 for the Wrights, whose machine will be delivered on June 28.

J. A. D. McCurdy of Baddeck, N. S., has bought a 40 horse-power automobile engine for his new aeroplane, which he will take to England to compete for the $5,000 prize offered to the first British subject making a record of one mile in a machine built of British materials.

Carl E. Myer of Frankfort, N. Y., has been engaged by the Aeronautic Society to give a flight in his dirigible balloon at Morris Park on May 29 at the opening exhibition of the season. A prize will be offered for dirigibles circling the track three times and making a reverse of the course on the last round. There will also be contests for gliders launched both from the catapult and from the ground towed by a horse. Mrs. W. H. Martin of Canton, Ohio, wife of the aeroplane inventor, may compete in the latter class, as she has made ascents in Mr. Martin's glider from the ground.

Under the direction of Edward T. Durant the Junior Aero Club will be reorganized to-morrow evening in the rooms of the Aero Club of America, 12 East Forty-second street. Miss E. L. Todd, the originator of the club, has abandoned the work, as she is engaged in the construction of an aeroplane, to which she is devoting her time.

A monoplane, which when completed will be the only airship of its kind, is being built by Charles Hillman, the aeronaut who earned distinction as the Spanish-American war balloonist. The machine is in course of construction at Morris Park. The inventor calculates that his machine will make a speed of forty-five miles an hour.

New Yachts for Gravesend Bay.

Dr. Richard von Foregger, who sailed the sloop Adyta in the handicap class races on Gravesend Bay last season, has purchased the sloop America from C. W. Sherburne of Boston. This yacht will be brought around the Cape shortly. It will be renamed Adyta II. and sail on the lower bay this season. The America was designed by J. R. Purdon and built at Marblehead in 1900. She is 59 feet 5 inches over all, 39 feet on the water line; 13 feet 4 inches beam and 7 feet draught.

R. Bradley of the Brooklyn Yacht Club has purchased the sloop Peri II., one of the cracks of Narragansett Bay, which will race in the Q Class this year.

Prizes for 18 Footers.

The Rhode Island Yacht Club has decided to offer a championship pennant and three prizes for a series of three races between boats in the 18 foot class. These races are to be sailed on Sunday mornings and are for boats owned only by members of the club. Plans for the club cruise have been made and prizes are to be offered for racing boats in Classes P, Q and the 18 foot class. In addition to these prizes there will be a special prize for the 18 foot class in the Brenton's Reef races.

ENGLISH RACING PUZZLE

THE TWO THOUSAND AS A TRIAL SPIN FOR THE DERBY.

The "Guineas" Does Not Always Unearth the Epsom Winner—Norman III.'s Showing Last Year—What a Hundred Years of Classic Racing Shows.

The English racing public is a trifle puzzled just now as to whether Minoru, King Edward's colt, is an out and out smasher and whether the result of the Two Thousand Guineas provided a real line on the Derby. Minoru won rather easily, and there was an air of genuineness to the victory in the fact that behind the royal candidate was Bayardo, the champion two-year-old and winter favorite for the Epsom event; but though Minoru is now prime choice over Bayardo and a short figure in the betting the hard headed critics pay no great attention to the seeming reversal of form, for they point to a long list of real good ones who on former occasions won the Guineas and made a very poor show in the Derby.

As recently as last year was this theory demonstrated in August Belmont's colt Norman III., who won the Guineas in faultless style and only made a poor fifth at Epsom. A mile from home the American horse was showing the way, and even when they swung around Tattenham Corner he was in the van, but he gradually fell to the rear in the gallop home.

Another thing which is contributing to the puzzle of the situation is the short price offered against the American colt Sir Martin. So far he is untried on English soil, and when he is pulled out for the big classic he may be as big a surprise as Signorinetta, the 100 to 1 winner of last year. However, the Englishmen are not taking chances this time on outsiders and Sir Martin may go to the post a second favorite.

The Two Thousand Guineas was instituted 101 years ago, and then as to-day it was run over the course at Newmarket—the Rowley Mile. This Rowley Mile is the first mile of what is known as "across the flat," a straightaway of a mile and a quarter in length and one of the grandest pieces of racing turf in the world. Were it necessary a hundred horses could be started abreast and with room to spare. Of course the race has always more or less of a bearing on the Derby, for it yearly affords a chance to see the first airing of the classic colts. Yet it is remarkable in this long span of years that only twenty winners of the Guineas took the Derby.

Very little history of the early contests has been handed down, but the Racing Calendar has it that five colts and three fillies started, there being no conditions of sex, in the initial fixture. This was in 1809, and in 1814 the One Thousand was inaugurated. The first winner was Wizard, by Black Sorcerer, owned by a man named Wilson, who has often been referred to as the father of the turf, but without foundation. Second to the Wizard was a horse named Cock Robin, who belonged to Sir John Shelley, who won the race in 1819 with Antar. In third place was an animal named Fair Star, owned by Sir Charles Bunbury of Diomed, Smolensko and Eleanor fame.

The Wizard was raced in "light blue trimmed with black and black cap," and he was ridden by Clift, the crack jockey of the time. Twelve classics in all fell to Clift, including three Derbys, an Oaks and St. Leger, and he might have won the Derby on the Wizard but for having to meet such a stickler as The Pope, who had the then famous Tom Goodison for a pilot. The Pope beat the Guineas winner by a neck and it is singular that only the merest details are obtainable about one of the greatest contests of that time. Thornton, in his description of great racehorses, says that Frank Buckle had the mount on Wizard at Epsom, but this is wrong.

Whatever bearing the Two Thousand had on the Derby in its earlier years the first animal to account for the double event was Sir Charles Bunbury's Smolensko in 1813, and in the first fifty years of the Guineas but four other horses duplicated the feat of Smolensko. These were the Duke of Rutland's Cadland in 1828, Lord Jersey's Bay Middleton in 1836, Cotherstone in 1843 and West Australia in 1853, the last mentioned being the first of the triple crown winners, and he, like Cotherstone, belonged to a man named Bowes. In the second stage of the race, that is, in the last fifty years, there have been fifteen winners, notably Isinglass, 1893; Ladas, 1894; Galtee More, 1897; Flying Fox, 1899; Diamond Jubilee, 1900; Rock Sand, 1903, and St. Amant, 1904.

Such instances are perhaps green in the memory of turfgoers, and for the matter of that so are some of their predecessors, like Macaroni, 1863; Gladiateur, 1865; Lord Lyon, 1866; Pretender, 1869; Shotover, 1882; Ormonde, 1886; Ayrshire, 1888, and Common, 1891. The cases in the 101 years where the winner of the Two Thousand has been second in the Derby are surprisingly few. In the first half besides the Wizard already mentioned there was Reginald in 1821, who won the Guineas for the Duke of Grafton and got beaten at Epsom by Gustavus. Lord Jersey's Riddlesworth won so easily over the Rowley Mile that odds of 6 to 4 were bet on him in the Derby, but he had to give way to Lord Lowther's Spaniel. Then in 1846, when Gully won the Derby with Pyrrhus the First, the Guineas winner, Sir Tatton Sykes, it seems, was unlucky, as he lost a lot of ground at the start, and then in a grand tussle he was not quite able to get up and he lost by a neck. Voltiguer came in in 1850, and he pleased all Yorkshire by defeating the Guineas hero Pittsford, belonging to Harry Hill, a length.

Once more did history repeat itself in connection with the race in 1860, for in that year a second Guineas winner named Wizard was bowled over by the famous horse Thormanby, ridden by the late Harry Constance. Two years later saw the Marquis, a clever hero at Newmarket, and a 5 to 2 favorite at Epsom, succumb by a neck to a 50 to 1 chance named Caractacus. Next in order—1864—saw the hopes of Lord Glasgow dashed to the ground at Epsom by the appearance of Blair Athol, the highly bred son of Stockwell out of Blink Bonny, a Derby and Oaks heroine, and he easily settled General Peel. It is not out of place here to mention Gang Forward, who won the Guineas of 1873, and in the Derby ran a dead heat for second place with the Kaiser. Singularly enough, the winner was Doncaster, who ran unplaced to the pair over the Rowley Mile.

The next Guineas winner to run second at Epsom was Peregrine in 1881. This should be of exceptional interest to Americans, as it was Iroquois year, and more so, as it marked a reversal of form. Peregrine was leading in the straight, but Fred Archer on Iroquois swooped down on the leader and amid a scene of excitement not since equalled shot past him and gained the Blue Riband for America. F. Webb had the mount on Peregrine, and it was singular that these riders had a similar tilt again in 1885, when Melton and Paradox fought it out for both races. Archer won the Guineas with Paradox, but at Epsom was claimed by Lord Hastings for Melton, and the Kingsclere people had to fall back on Webb for Paradox. In the annals of the Guineas and Derby there is no greater contest recorded, and it will be forever set down as Archer's top notch piece of riding how he got Melton home in front of Paradox. Expert opinion always favored the latter to be the better animal, the credit for Melton's win going to the rider, who was said to have a bet of $5,000 on himself.

The most hollow victories recorded for the Two Thousand were Macgregor in 1870 and Surefoot just twenty years later, and neither finished in the first three at Epsom. Scot Free's Guineas in 1884 was won in a runaway fashion, but he was not nominated for the big event. Of those animals who won at Newmarket in clean style and who afterward realized expectations a few stand out, such as Isinglass, Galtee More, Common and Ormonde.

A summary of the two races for the last fifty years shows that fifteen have won the Derby, six have been second, a similar number third and five fourth. All the others were unplaced. Moslem ran a dead heat with Formosa in 1868 and divided, and Pilgrimage, Petronel, Scot Free, Enterprise, Enthusiast and Vedas were not nominated for the Derby or else failed to face the starter. The following table shows how the Guineas winner fared at Epsom for the last fifty years:

Guineas Winner.	Fate at Epsom.	Derby Winner.
1859—Promised Land	Sixth	Musjid.
1860—The Wizard	Second	Thormanby.
1861—Diophantus	Third	Kettledrum.
1862—The Marquis	Second	Caractacus.
1863—Macaroni	Won	Macaroni.
1864—General Peel	Second	Blair Athol.
1865—Gladiateur	Won	Gladiateur.
1866—Lord Lyon	Won	Lord Lyon.
1867—Vauban	Third	Hermit.
1868—Moslem	Non-starter	Blue Gown.
1869—Pretender	Won	Pretender.
1870—Macgregor	Fourth	Kingcraft.
1871—Bothwell	Sixth	Favonius.
1872—Prince Charlie	Seventh	Cremorne.
1873—Gang Forward	Second	Doncaster.
1874—Atlantic	Third	Geo. Fred'ck.
1875—Camballo	Unplaced	Galopin.
1876—Petrarch	Fourth	Kisber.
1877—Chamant	Unplaced	Silvio.
1878—Pilgrimage	Non-starter	Sefton.
1879—Charibert	Eleventh	Sir Bevys.
1880—Petronel	Non-starter	Bend Or.
1881—Peregrine	Second	Iroquois.
1882—Shotover	Won	Shotover.
1883—Galliard	Third	St. Blaise.
1884—Scot Free	Non-starter	St. Gatien. / Harvester.
1885—Paradox	Second	Melton.
1886—Ormonde	Won	Ormonde.
1887—Enterprise	Non-starter	Merry H'pton.
1888—Ayrshire	Won	Ayrshire.
1889—Enthusiast	Non-starter	Donovan.
1890—Surefoot	Fourth	Sainfoin.
1891—Common	Won	Common.
1892—Bonavista	Unplaced	Sir Hugo.
1893—Isinglass	Won	Isinglass.
1894—Ladas	Won	Ladas.
1895—Kirkconnel	Third	Sir Visto.
1896—St. Frusquin	Won	Persimmon.
1897—Galtee More	Won	Galtee More.
1898—Disraeli	Unplaced	Jeddah.
1899—Flying Fox	Won	Flying Fox.
1900—Diamond Jubilee	Won	D'm'd Jubilee.
1901—Handicapper	Tenth	Volodyovski.
1902—Sceptre	Fourth	Ard Patrick.
1903—Rock Sand	Won	Rock Sand.
1904—St. Amant	Won	St. Amant.
1905—Vedas	Non-starter	Cicero.
1906—Gorgas	Seventh	Spearmint.
1907—Slieve Gallion	Third	Orby.
1908—Norman III	Fifth	Signorinetta.

STATE ROAD BODIES NEEDED.

Could Urge Concrete Bridge and Permanent Town Highways.

The importance of State good roads associations is not appreciated in the majority of States throughout the country, says George C. Diehl of Buffalo, chairman of the American Automobile Association good roads board. This is especially true in the States which have built a great many miles of roads with State aid. In many States the only good roads organizations are those which are composed entirely of the motorists. While the automobilists consistently supported by the Association of Licensed Automobile Manufacturers, the National Association of Automobile Manufacturers and the American Motor Car Manufacturers Association do not begrudge the time which they spend in these organizations, they feel that more valuable results could be obtained by having associations representative of not only the motorists but of the farmers, the county commissioners, county boards of supervisors and the minor highway officials throughout the States.

Such organizations permit the chief highway officials of the State to keep in touch with public sentiment and disseminate the knowledge gained through the experience of such officials. They also act as a check upon the chief highway officials when inclined to follow unwise counsels. These State associations should meet regularly and suggest the proper forms of new highway laws and desirable amendments to the existing statutes. Two important subjects which State highway associations could properly urge are:

First—The construction of permanent masonry bridges.

Second—The improvement of town or lateral roads.

Few of the States aid in the construction of bridges. The entire burden of construction must be borne by the township or local municipality. The result in sections where bridges are numerous has been that inferior structures have been erected owing to lack of funds. The type usually adopted in such cases has been a light iron or steel superstructure with plank flooring and railroad iron pile sub-structure or poorly laid rough stone abutments. The life of such bridges usually does not exceed thirty or forty years, and if not promptly replaced they constitute a menace to all users of the highway. The usual renewals consist of placing an inferior iron or steel bridge over the old weakened foundation.

The local highway officials not having technical training are frequently misled or corrupted by unscrupulous agents. The bridges constitute an absolutely essential part of the highway and should be erected under State supervision and in part at least State expense, with the result that in place of weak and inferior structures solid, attractive and durable concrete bridges will be erected as an enduring monument to the highway officials in charge of such work.

The cost of erecting a reenforced concrete bridge is little if any in excess of the cost of a properly designed steel structure. The cost of repairs and maintenance of concrete bridges is nothing; consequently they endure ages. Such structures are attractive in appearance and safe at all seasons, being pleasing to the eye and eliminating the probability of accident.

So much has been said about brick, stone and macadam pavements that the fact that the vast majority of roads must for many generations be dirt roads is rather lost sight of. By proper care and supervision under appropriate laws these roads can be made for the greater part of the year almost as satisfactory as hard surface roads. To show the impossibility of macadamizing all of our roads in one generation or in any limited period of time it is sufficient to say that there are over 2,000,000 miles of roads in the United States. Macadamizing costs not less than $5,000 a mile, and usually more than that. At the lesser cost the aggregate expenditure to improve all the roads in the country would be $10,000,000,000, or $100,000,000 a year for 100 years.

The main roads, upon which traffic is heaviest and which accommodate the greatest population, are estimated to be less than 10 per cent. of the whole. The ultimate improvement of these main roads can be reasonably anticipated if public sentiment is properly aroused. The improvement of main roads should not take all the time, energy and appropriation, but should go forward hand in hand with the improvement of town roads. In some localities for many years the entire amount of highway taxes, whether payable in cash or labor, has been expended in temporary work, while nothing has been spent for permanent improvements, with the result that the condition of the town roads remained unchanged. The roads in some places are no better to-day than they were fifty years ago, notwithstanding the labor and money expended.

There is annually expended on the town or lateral roads of the country $55,000,000 in cash and $20,000,000 in labor. To secure proper improvement of the town roads it is necessary to abolish the labor tax which is in vogue in about thirty-five States and to substitute a money tax. It is also necessary to spend a certain amount each year for permanent improvements in order that each year may see constantly improving road conditions. Many local officials are inexperienced; it is desirable to have the chief highway officials of the State advise and superintend the work done by local officials upon the town roads. Such supervision implies that there should be State aid in cash for town roads.

Under such circumstances it is not difficult to enact fixed rules and regulations which can provide in most cases that not over one half of the town highway tax be expended for highway repairs and maintenance and that the other half shall be used to construct permanent improvements.

Under such a system, in addition to such State and national aid as public sentiment might enforce, there would be expended for permanent betterments about $40,000,000 annually on the lateral roads throughout the counties. The more important lateral roads connecting with the main State roads should be first improved. We must have a steady increase in the total mileage of improved roads—both main and lateral.

COINS AND STAMPS.

F. J., Freehold, N. J.—It is uncertain whether electrum, the metal used for much ancient coinage, was an artificial or natural combination of gold and silver.

Inquirer, Jersey City.—Kindly tell me whether a silver quarter of 1857 is of more than ordinary value.

Quarters were struck at Philadelphia, New Orleans and San Francisco in 1857. The first variety is worth little more than face value. The issues of the two latter mints are a trifle scarcer, being worth about a dollar each in uncirculated condition.

L. F. P., Pelham Manor, N. Y.—What value is attached to a bank note for $50 issued by the Bank of Northampton, Pa., dated 1834?

Notes of this bank are ranked among the uncurrent issues and probably have a value only to a collector, which would amount to only a few cents. It is worth while making inquiries, however, for notes of certain banks of that period are still accepted at their original face value.

J. D. W., New Haven, Conn.—I have a copper coin dated 1745, on one side of which is a seated female figure and the inscription "Britannia, 1745." On the other side is a bust and the inscription "Geogius II. Rex." The coin is almost as large as a half dollar. Kindly tell me what it is, and its value.

If you are correct in your spelling of the obverse inscription the coin is a hitherto unmentioned variety of the half penny of George II. of England. There are two general classes of the copper coins of that King—those dated from 1729 to 1739, with a young head of the King, while the second class, dating from 1740 to 1754, show him with much older features. Owing to a blunder at the mint one of the half pennies dated 1739 had the King's name erroneously spelled "Georlus." This variety and all the coins bearing the younger head are scarce. There is no record of one of the half pennies with the older head showing the misspelled inscription, and the one you have would rank as a rarity if it's genuine.

B. L. A., Jericho, West Va.—Will you kindly tell me the denomination and value of the inclosed silver coin?

The coin is a Spanish half real, a piece that was at one time current in this country. Its current value was 6¼ cents, being just one-half that of the old "levy," "bit," or "shilling," under which names the coin passed in the South, West and East. The half real was known in the South as a "picayune," while further north it was more commonly called a "fivepenny-bit." All the coins of this denomination are fairly common, and none is now worth much above bullion value.

Saratoga, N. Y.—Please let me know whether a set of Columbian stamps of the denominations of 1, 2, 3, 4, 5, 6, 8 and 10 cents bears a premium; also what is the value of a silver three cent piece of 1858.

The Standard Stamp Catalogue quotes the unused Columbian stamps of the denominations mentioned at 80 cents. The used set is quoted at 27 cents. A silver three-cent piece dated 1858 is quoted at 15 cents in good condition and 50 cents when uncirculated.

M. S., Cohoes, N. Y.—What is the value of a Mexican dollar dated 1833?

It possesses no extra value. The intrinsic value of the Mexican dollar is about 45 cents although it passes current in Mexico and along the United States border at 50 cents.

G. L. L. T., Maywood, W. Va.—The half dollar of 1810 is not scarce. There are two general varieties, one with large, the other with small date, which dealers quote respectively at 75 cents and $1.50 in good condition and $1.10 and $2.50 when finely preserved.

Curious, New York city.—There seems to have been some question as to whether the five cent nickel coin with the head of Lincoln was a product of the United States Mint. Can you throw any light upon the matter?

There is evidence that the pieces bearing Lincoln's head were made at the mint in 1866. They were ranked as pattern coins, and none of them ever got into regular circulation. They were struck in nickel, copper and bronze, a well known New York collector possessing a specimen in the last metal, the first one of the variety to come to light and probably the only one in existence. At the time of the production of the pieces with Lincoln's head five cent pattern pieces with the head of Washington were also produced at the mint and the use of the head of Columbus was contemplated.

Evidence of the character of the five cent pattern pieces is supplied by a letter written on May 22, 1867, by William E. Dubois, assistant assayer and curator of the mint cabinet, to Prof. Charles E. Anthon, secretary of the American Numismatic Society of New York in which Mr. Dubois says:

"It would be acceptable also to have the opinion of your society as to the propriety of putting a real head (in opposition to ideal) upon any of our coins. We have been urged to do justice to the discoverer of America by putting his effigy on the five cent token, and we have made some trials of the head of the Father of the Country, but hitherto the prevailing voice has been against this exaltation, even of one long since departed, or any imitation of the usage of monarchical countries."

The reverse design of the five cent piece bearing the head of Washington shows the Arabic figure 5 within a wreath of olive and is identical with that used on the Lincoln five cent piece.

A. P. W., Pittsburg, Pa.—Kindly advise me if there is any premium on a half cent dated 1804.

There are several varieties of the half cent dated 1804, which range in value from 20 cents in fair condition to $1 in fine condition. The scarcest of the year is one showing a die defect at the chin of the portrait on the obverse, producing a spikelike projection. This piece is valued at 35 cents in fair and $1 in fine condition.

J. J. W., North Adams, Mass.—There is no premium of consequence upon any of the cents issued in 1857, of which there are two varieties—the large copper cent and the flying eagle cent struck in copper-nickel. Only one variety of the flying eagle cent is valuable. That is dated 1856. It occurs in various metals—pure copper, pure nickel, and copper-nickel, with and without inscriptions and dates and is valued at from $6 to $30.

G. F. B., Jersey City, N. J.—Kindly inform me of the value of a Treasury note of the United States issued under the act of March 3, 1863, dated April 13, 1864, numbered 101770 D, of the amount of ten dollars, with 5 per cent. interest.

The one year 5 per cent. notes, with the portrait of Salmon P. Chase, should be worth several dollars over face if in finely preserved condition.

Numismatist, New York City.—Scarcely any one of the twenty dollar pieces commands a premium, for the reason that collectors do not care much for the series. With the exception of the recent Saint Gaudens double eagles few of the pieces of the denomination bring over face value. The single double eagle that is regarded highly by collectors is the one dated 1849, which is in the mint collection at Philadelphia. Only one of these pieces was struck in gold. A Pittsburg collector is said to have offered the mint officials $25,000 for the coin, and later a Philadelphia collector who owns one of the finest collections of American coins raised the offer to $75,000, but neither offer was considered by the Government officials. While there is only one specimen in gold said to have been struck from the double eagle dies of 1849 there are also said to be copies in copper and firegilt, while during the last year a new variety in silver has come to light. The real value of the silver $20 piece is problematical, but the piece has sold for $600.

E. L. D., Chicago, Ill.—In December, 1906, THE SUN published an article about rare five cent pieces, in which it was said that the 1883 nickel without the word cents was worth $5; also that the 1867 nickel with the shield was worth $2. If this is correct could you advise me where to go to dispose of same? Would also like to know the value of an 1816 one cent piece, 1865 two cent piece and 1857 one cent piece with the eagle on one side.

The correspondent is in error in supposing that a statement appeared in THE SUN to the effect that the 1883 nickel "without cents" is valued at $5 and that the 1867 nickel is worth $2. The article referred to appeared on December 2, 1906, and dealt exclusively with pattern coins issued at the United States mint of the denomination of 5 cents. These coins in some instances vary widely from the accepted designs, while others are of precisely the same design, the only difference being in the date. This is usually of the year before the regular coin appears for general circulation.

The 1867 five cent piece referred to in the article was a pattern nickel which showed on the obverse the head of Liberty to the left, instead of the usual shield. The head was not adopted until 1883. The 1867 pattern in nickel was at one time worth $2, but is now worth more. The pattern five cent piece which the correspondent confuses with the 1883 "without cents" was stated in the article to be dated 1882. It was of the identical design of the 1883 "without cents" piece, but bore the date of a year before the piece went into circulation. This piece was stated to have been worth $5 in either nickel or copper, having been struck in both metals.

There is no premium on the other coins inquired about.

M. E. P., Lynn, Mass.—Please tell me the value of an old certificate stamp of the United States of the denomination of 25 cents, pinkish brown in color.

The Standard Stamp Catalogue quotes this stamp at one cent on old paper, perforated; 10 cents on silk paper, perforated; 15 cents when part perforated and 25 cents without perforations.