NEWS OF THE YACHTSMEN

FAST HYDROPLANE PLANNED FOR THE NEXT TROPHY RACE.

F. K. Burnham to Use Dixie's Motors—Sonder Yachtsmen Trying to Arrange an Interbay Match British Yachting Season and the Records.

The yacht basins are rapidly filling up with vessels which have been prominent in the past season's sport. Some yachtsmen who love to cruise still have their vessels in commission, but the cold storm of Friday drove many of those to the places where they will rest until the weather gets warm again and another season is at hand.

There are still some of the big steam yachts in commission, and some of the fast craft which have been used daily to carry their owners too and from the city are still plying up and down the Hudson, down the bay and to the Sound, and these will run for some time yet, until their owners return to their town houses.

Some motor boat enthusiasts are making plans for the defence of the British international cup next season, and if they put their plans into execution early they will be better prepared to meet the British than they were this year. There is talk of some fast boats being built and designers and engine builders are at work drawing the lines of these boats. It takes time to design a racer such as is needed to defend this trophy, and it takes much more time to build the hull and the engine. It is no use getting a hull that may do and putting in it a stock engine. Such a craft can never make the speed required, and the only way to be successful next season is to have the hull and the motor designed in harmony and have another such craft as the Dixie, only with more speed.

F. K. Burnham will be on hand again this time with a hydroplane. He intends to take the engine out of the Dixie II and put one of less power in the boat, which he will use as a runabout. The Dixie's motor was built by Crane & Whitman and they are to build another like it, which, with the old engine will be used in a hydroplane which Mr. Burnham is to have built this winter. These two motors will develop 250 horse-power each, and the new craft should be a record breaker.

Motor boat men in general will be sorry to hear that Dixie II is to retire from the field of active racing, as she is the most popular speed boat ever built. In the three seasons that Dixie has been racing she has won the greatest number of prizes ever annexed by a motor boat. Twice she defended the British trophy, twice she won the gold cup race on the Thousand Islands, twice she proved herself national champion on the Hudson River, and this year she won the Great Lakes championship at Buffalo. There are also a number of less important prizes to her credit, for she has only been defeated once, and that was by a 500 horse-power, 70 foot hull at Monaco in 1909. She has started in nearly a hundred races, a record that has never been approached by any other motor boat large or small.

Mr. Burnham will call his new boat Dixie IV, as the present Dixie is really the third hull of that name, the first being owned by E. R. Thomas of New York city, who had a 150 horse-power Smith & Mabley simplex engine in her. Mr. Thomas disposed of the boat to L. J. Schroeder after using her only once. Mr. Schroeder took Dixie to England and captured the Harmsworth trophy with her in 1907. The next year Mr. Schroeder built a new Dixie and called her Dixie II, the original Dixie being sold to a St. Louis man. Dixie II successfully defended the Harmsworth trophy in a race against the Duke of Westminster's Mooslesley-Siddeley in Huntington harbor in 1908.

In 1909 Mr. Schroeder had a new hull built for Dixie II's engine and raced her at Monaco, where the rough water materially interfered with her speed proclivities. After Dixie II's return to this country she was sold to F. K. Burnham early this year.

Sonder boat enthusiasts do not anticipate that next season will be a very busy one with them on this side of the Atlantic. Three boats are to go to Kiel in the spring to race against three German boats in the prizes at the Kaiser's cup and the Prince Henry cup. With no international match in these waters the only series of consequence so far will be that for the Quincy cup. The sonder boat owners and regatta committees are consequently looking about for some way to make the season more interesting. One way suggesting is to have Bonnie, after the finish of the German-American match, C. H. W. Foster, who has had a racer in the class since it was introduced into this country in 1906, and who has had his boats selected for two of the American teams, offered to give the Corinthian Yacht Club a trophy for a match between Marblehead sonder boats and those south of Cape Cod.

At the request of the international committee of the Eastern Yacht Club this offer was withdrawn so that there would be no conflict with the Spanish American match and the German-American trials. Now as there will be no Marblehead sonder match at Marblehead next season this interbay or intercity sonder match might well be arranged, so that the interest in the class would not lag.

A team match between the sonder boats of Buzzards Bay and those of Marblehead and the North Shore would be very interesting, and if such a match could be arranged Bell on Buzzards Bay this year no real test of the relative merits of the boats was accomplished.

Of the three boats that are to be sent to Germany next spring two were built for the Marblehead class and one for the Buzzards Bay class, which would tend to show that the sonder racers of Marblehead are the fastest. But this is not the belief of the Buzzards Bay yachtsmen, and the only way to settle the question would be a team match between the two localities.

This probably could be arranged although this summer neither the yachtsmen of Marblehead cared to go around the cape to Buzzards Bay nor the yachtsmen of Buzzards Bay cared to come around to Marblehead with their racers for fear of straining the little boats.

The British yachting season just ended was a very busy one from the opening of the season, but the number of yachts competing did not come up to expectations partly because the death of King Edward cast a gloom over the sport and partly because the international classes had not been long enough organized to have yachtsmen build to them. There was to have been an international regatta on the Solent in August, but that had to be postponed until next year.

Perhaps the most notable feature of the season, says the Lockstmen, was the quite unusual number of accidents, chiefly the loss of masts. The only classes that seem able to keep their masts aboard are the A class and the 15 meter yachts. This seems to be in some cases attributed to either improper yacht designers or to latter day builders, for though thirty or forty years ago one always expected a bowsprit or topmast to break in a strong breeze and was it very rarely happened that one lost one's mast, no doubt because in those days the yachts were more tender than they are now and the whittling down of the top weight was not unduly studied.

Of the 25 metre yachts the palm for bad luck must be awarded to Sir James Pender's Brynhild. Undoubtedly improved by alterations made during the winter she lost her mast in her second race in the regatta of the Orwell Corinthian Yacht Club and sank within a short space of time, fortunately without loss of life. This was one of the most remarkable cases on record, for the mast appears to have broken below deck and in falling overboard punched a hole through the starboard side or wrenched the plating open. As it fell to leeward, it also broke above the deck and the yacht sank rapidly. The loss of Brynhild is the more to be regretted because at the time of the accident she was giving a fine example of sailing on the wind. White Heather too has had a series of misfortunes, and though these helped to spoil the interest in the 23 metre class, it would be false to say that the net result of the season's record was greatly influenced by them, for it is clear that Sir Thomas Lipton's Shamrock is the faster vessel of the two. White Heather's first accident was on the Clyde, when she also lost her mast and could not try conclusions with Shamrock before the two met once more on the Solent, no less than a month elapsing before she was in sailing trim again. It appeared as if the attention of Her Builder had improved the vessel, for she was more than usually successful on the Solent, but the tide turned again and her season was brought to a somewhat premature conclusion by striking a submerged target when entering Plymouth Sound. The damage done by this accident proved more serious than was thought at first and Fife, instead of hastily decided to refrain from racing again this year.

The following is the record of the 23 metre class: Shamrock, Sir Thomas Lipton, 8 starts, 19 prizes, 18 firsts and one second; White Heather, M. B. Kennedy, 27 starts, 20 prizes, nine firsts and one second; and Brynhild, Sir James Pender, 4 starts.

Unfortunately we had no newly built British schooner to meet the new American A class Westward, says the Yachtsman. About this time last year we announced in these columns that Capt. Nat Herreshoff had received an order from Alexander Cochran to build a large schooner under the rules and regulations of the European international conference. In use Mr. Cochran intended to build a 15 meter yacht in one of the best known yards in this country, but that report was denied by the firm in question, yet it was true. It is said that Capt. Nat Herreshoff did not admire the European rule very greatly when he set out to design this fine vessel and we do not wonder at that, because, you see, he was the originator of the so-called universal rule which, with sundry necessary modifications, has been adopted by the leading yachts club of the U. S. A. Still, he managed to make a very good start with the first yacht designed and built by him to suit these numerous restrictions of the European rule, so restricted, indeed, that he was under the necessity of building Westward of steel, instead of his favorite bronze. Whatever Herreshoff thought of the international rule when he received Mr. Cochran's order to design an A class schooner is best known by himself, but possibly he now thinks better of it from the fact that at his first attempt he hoisted creation as exemplified by Mr. Whitaker's seven-year-old Cicely (British), Germania, Meteor and Hamburg (German) and the Fife designed Susanne (French).

An analysis of the racing in the A class this year presents some remarkable features. Most of the matches were, as our readers know, sailed in German waters. Westward lost one of these (it was a handicap) to Germania, while the old Watson designed Hamburg (ex-Rainbow), a fine ship in hard weather, managed to secure two second and two third prizes in six starts, while out of comparatively old Cicely won three first and one second prizes in seven races. Westward won every open race in which she sailed this year, and Cicely's first prizes were won in handicaps. It was not Mr. Cochran's intention to enter Westward for any handicap races in Europe, and not being familiar with the routine of the Royal Yacht Squadron he allowed the vessel to be entered for such matches as were open to him at its last regatta. When he found that the principal club in England paid little respect to the rules of the national authority he was very naturally surprised, and thus Westward did not start in the squadron races that were open to her in her class this year.

"Susanne's record is disappointing. Either she has fallen far short of her old form or Cicely has been greatly improved. In four races she won no prize."

The following is the record of the A class in German and British waters this year: Westward, A. S. Cochran, 11 starts, 11 first prizes, Cicely, G. Cecil Whitaker, 7 starts, 3 first and 1 second prize. Germania, Herr Krupp von Bohlen und Holbach, 10 starts, 3 second prizes. Hamburg, Kaiserlicher Yacht Club, 6 starts, 2 second and 2 third prizes. Meteor, the German Emperor, 7 starts, 2 second prizes. Susanne, M. M. Verstraete, 4 starts, no prizes.

Only one new 15 meter yacht was built for a British owner. Tritonia. Designed by Mylne, great things were expected of her, but she proved a somewhat disappointing boat, although at times she gave evidence of qualities that may yet put her at the head of her class. Germania replied to Tritonia (also designed by Mylne) this year. She was not present at the Irish or Clyde regattas, so that while Vanity and Ostara started in fifty-one and fifty races respectively a remarkable record, the new boat only came to the line on thirty occasions. In the early part of the season she appeared to be a "failure," but she showed a pronounced improvement when she met the other vessels of her class on their return from the Clyde, particularly in light weather. Vanity showed unexpectedly good form this year. She had undergone some trifling alterations during the winter and these seem to have been all for the better, for she pushed Ostara very close for the championship of the class. She shows great speed on a wind (particularly in light weather) and is now a good match for Ostara, the champion of last year. Although Mariska has often pressed them hard the majority of the prizes have fallen to Vanity and Ostara and the closest sailing side of the class in the season's record has been keenly fought out throughout the summer. Ma oona, one of the first 15 meter yachts built under the existing rules, had some alterations effected in the spring, but although a better boat than in 1909, she is now outclassed. She has the distinction of being the only sailed a dead heat with Ostara, a result that is probably unique in yachts of this class. The valuable international challenge cup was won by Ostara, and W. P. Burton thus holds it for the third year in succession. Ostara also credited her owner with the challenge cups presented by Lord Desart and the late L. B. Fleuret, but the Prince of Wales cup was won by Vanity. The following is the record of the season's racing: Ostara, W. P. Burton, 8 starts, 5 first, 18 second prizes. 37. Vanity, Messrs. J. R. Payne and I. Hamilton Benn, 51 starts, 20 first, 12 second, 2 third prizes. 34. Mariska, A. K. Stuthert, 31 starts, 12 first, 12 second, 2 third prizes. 26. Tritonia, G. C. Lomer, 30 starts, 3 first, 8 second, 4 third prizes. 15. Ma oona, Almeric Paget, 34 starts, 3 first, 8 second, 9 Paula II., Herr Ludwig Sanders, 6 starts, no prizes.

PRINCETON AFTER BIG ONES.

Tigers Getting Primed Now for Lafayette and the Others.

PRINCETON, Oct. 8. The preliminary schedule of the Princeton football team practically ended with to-day's game with New York University and from now on the coaches will be kept busy getting ready for the hard games of the season. Next Saturday the Tigers will meet Lafayette at Easton in what will probably be the first game to attract any great attention.

This year will be the first in many that Princeton has played a game at Easton. A special train will be run from Princeton and the entire new stand that is being built along one side of March Field will be filled with Orange and Black adherents. Princeton will go into the game determined to get revenge for last year's defeat.

The next Saturday after the Lafayette game the Carlisle Indians will be met in Princeton for the first time since 1907, when the Indians were completely overwhelmed by the Tigers. Then comes Dartmouth at New York, which should prove another hard game. To win all these games will keep the team working hard.

The outlook for success in the remaining games is very bright, especially so since the difficulty of finding good material for the ends has been quite well solved. Predemus is making good at one of the end places and Coach Roper seems to have made a find in Bissell, who has been tackling well and furnishing excellent interference when on the offensive. S. H. White is another who should make a good end.

There is a great deal of fair material for the line. Little choice can be made among ten or twelve candidates. When Macgregor and Speer get back into the game there will be some keen competition among the forwards. A peculiar thing about the team is that the present line is made up almost entirely of men who were unable to make the varsity last year, and yet the present line is displaying much better form than did that of last season.

In the backfield the material is very light, which is a shade drawback in that if Capt. Hoyt should be unable to play there would be no one who could fill the line for consistent gains and stand the strain. The lightness of the backs is set off, however, by their speed. Not in many years has there been such a fast quartet of backs as the Tigers can now lay claim to.

The playing of Pendleton so far has been equal to the best open field running seen on a Princeton field in a long time. Sparks, Ballou and even Eddie Hart, with all his weight, are unusually fast men. For substitutes there are Bard, another excellent open field runner, Sawyer and Andrews. Hughes, a new man at the game, shows plenty of head work and has lots of nerve, but is rather light.

MUDLARKS AT MARLBORO.

Horses Run to Form in the Heavy Going Four Favorites Win.

BALTIMORE, Md., Oct. 8. The mudlarks had an inning at the Marlboro track this afternoon, as the rain fell in torrents all day and the going was sloppy. The horses ran to form, as all of the winners were at short prices, four of the victors being favorites and the other two second choices. Diebold won the handicap steeplechase, the feature of the card, in a canter, while the main race on the flat went to Dan Feld, who beat the favorite, J. H. Houghton. The summaries:

First Race. Six and a half furlongs. Royal Onyx, 109 (Fain), 4 to 5, won. Spring Frog, 118 (Dunlap), 11 to 1, second. Fearnaught II., 106 (Lunde), 30 to 1, third. Time, 1:26. Stargowan and Chief Bartlett also ran.

Second Race. One mile and a sixteenth. Silverine, 106 (Fain), 11 to 10, won. Madeline I., 96 (Lyne), 7 to 2, second. Footpad, 111 (Simmons), 7 to 2, third. Time, 1:45. Chaparral also ran.

Third Race. Handicap Steeplechase, about two miles. Diebold, 157 (Lynch), 4 to 5, won. Lizzie Flat, 141 (Hupe), 2 to 1, second. Azure Maid, 132 (Houston), 10 to 1, third. Time, 3:34. Sam Hall ran. Thames refused.

Fourth Race. One mile and twenty yards. Danfeld, 106 (Boyle), 7 to 5, won. J. H. Houghton, 107 (Fain), 9 to 10, second. Golden Castle, 9 (Whisper), 6 to 1, third. Time, 1:49 2-5. Mobility and Craftsman also ran.

Fifth Race. Five and a half furlongs. Tubal, 107 (Fain), 4 to 2, won. Miss O'Toole, 97 (Whisper), 20 to 1, second. Giovanni Bazzio, 113 (Quinlan), 4 to 1, third. Time, 1:09 1-5. Elaborate and Richmond Duke also ran.

Sixth Race. Five furlongs. Fair Miss, 97 (Fain), 4 to 1, won. Nora Emma, 100 (Bell), 5 to 2, second. Firesand, 107 (Fain), 4 to 1, third. Time, 1:01 2-5. Excellence, Wasting Money, My Kitty, Aunt Lena and Royal Lodge also ran.

AUTO RACES IN MIDDLE WEST

FIRST AMERICAN SPEED EVENT HELD AT CHICAGO.

J. Frank Duryea Won Initial Contest in 1895 and France Had Its First Race the Same Year—Elgin Meet in August Was Exceptionally Well Conducted.

Chicago automobile race enthusiasts who came East to witness the Vanderbilt cup race showed a disposition to make unkind remarks concerning the troubles of the officials of the Motor Cups Holding Company in their conduct of the sixth Vanderbilt cup race on October 1. The Western men declared the managers of the famous Long Island event ought to have gone West to watch the national stock chassis road races at Elgin, Ill., on August 26 and 27 and got some pointers on methods of conducting road races.

The two days of road racing at the watchmaking city in Illinois made a great record for the Chicago Motor Club, and the manner in which the races were run was universally praised by both Western and Eastern men among the entrants and spectators. Last year the Chicago Automobile Club ran two races over the Crown Point-Lowell circuit in Indiana, and while the two days meet was well conducted from the standpoint of the contestants and spectators, the Indiana meet was not a financial success.

Although the fact is quite generally lost sight of when such matters are discussed, the first automobile road race ever held in this country was a truly Western affair, being conducted at Chicago by the *Times-Herald* of that city. The race was won by J. Frank Duryea in a 4 horse-power gasolene machine which he designed and built with the help of his brother, Charles E. Duryea. This race was held on Thanksgiving Day, November 25, 1895. The same year the first automobile race in France was won by Levassor in a Panhard car. The following year the first automobile race in New York was run by the *Cosmopolitan* and J. Frank Duryea also won that one.

Road racing of the more modern sort over circuits closed to other vehicles during the progress of the contest was developed first in the East and the initial Vanderbilt Cup race in 1904 on Long Island was the first of these events in this country. While track races were held at Chicago for many years, the two road races in Indiana promoted by the Chicago Automobile Club last year were the first races in the middle West that were run over a circuit and the big car race that for the Cobe cup was generally termed the "Western Vanderbilt."

The Chicago Motor Club began making plans last winter for a road race and a number of circuits were offered, including one or two in Wisconsin and one in Indiana in addition to the eight and a half mile Elgin course, which was finally selected. When the Lowell Automobile Club decided not to run the race for the 1910 national stock chassis championship the Chicago Motor Club at once asked for the race and the second day's contest at Elgin was the 1910 stock chassis event. The plans for the Elgin races are thus described by a writer in *Motor Age*:

"The aftermath of the national stock chassis road races at Elgin is a most pleasing one, contrary to the general run of things when it comes to this branch of the sport, especially from the financial angle. The Elgin Automobile Road Racing Association expects to show a balance on the right side of the ledger for its work of promoting the contest, while the coffers of the Chicago Motor Club, which conducted the event, have profited also. No protests were lodged and every one is satisfied with the way the national races were handled and are looking ahead to next year, when it is expected the races again will be run at Elgin in the Chicago Motor Club.

In counting the cost both the Chicago Motor Club and the Elgin association are realizing what a vast amount of work is required to properly stage a road race, and also they are surprised at the number of men required to give 100,000 people all the thrills attendant upon such a spectacle. The spectators never realize what is going on behind the scenes. They see the course properly guarded, the cars lined up at the tape, the officials busy at their respective tasks and they enjoy a good day's sport, going home with never a thought of how it was done or how much it cost.

"It is now that the promoters are beginning to cast about and count noses. This census is astonishing, for it shows that at least 550 men were engaged in the promotion and running of the races. It took 250 soldiers to guard the course, and besides there were 150 deputy sheriffs, whose duty it was to assist the regular officers and to aid farmers in collecting coupons. A force of 50 men sold tickets, while 50 more acted as ushers. It required 60 flagmen on motorcycles and 10 acted as couriers, while 10 more sold programmes. Forty officials were needed for the leading parts, while in addition to these there were 40 scorers and timekeepers. The contest board of the Chicago Motor Club numbered 15, while there were 7 active workers from the Elgin association. It took at least 10 cooks and waiters to handle the commissary department, and in addition to all these the 22 car concerns which were represented in the four events brought about 120 men into action on the course.

"In many respects the Elgin races were handled differently from similar events and there are those who say that many innovations of real worth were introduced. No other road race has ever been promoted comparatively as were these and the idea which was put into effect in the season just declared to be the only one which will give the promoters a chance to make money or at least break even. When the races were first proposed by the Chicago Motor Club the outlook was dubious because of the financial loss of the Chicago Automobile Club at Crown Point last year. However, the Elgin people learned a lesson in the Indiana experience and profited thereby. It was realized that it was foolhardy to attempt to run a race unless all the ground adjacent to the course was under control of the race promoter that is, if the boy office was to make the right kind of returns. Then it was realized that the town should have the active assistance of the townspeople.

"With these ideas for a working basis, the first step taken by the Chicago Club was to interest Elgin, which was done, the result being the formation of the Elgin Automobile Road Racing Association, capitalized at $20,000 and the Club subscribing $5,000 of the stock from a financial viewpoint. Was the opera house and the Chicago Motor Club was the theatrical company putting on the show. Elgin was to furnish the stage settings in the way of a course, grand stand, soldiers and the like. While it was up to the Chicago club to get the actors and to put the show in shape, Elgin agreed to sell its stock, obtained the necessary prizes in the way of trophies and cash and got the course and the soldiers, while Chicago got the entries.

"Cooperation being the keynote, Elgin first interested the property owners around the course so as to close the roads and use them for racing purposes. The farmers were brought into the corporation by the agreement to split the profits if each farmer would see that no one stood on his property unless he carried the general admission ticket of the Elgin association. Profit arising for this each farmer got 33 1-3 per cent of the gate on his property and being financially interested he was alert to see that there was no trespassing. Theoretically this brought everything under the control of the association and there could be no one loafing on the outside to see the races.

"Then the interested parties decided that popular prices would interest the masses and bring out many thousands, whereas if Vanderbilt rates prevailed the Westerners would not support the project. So it proved. It cost 50 cents for entrance to the grounds, then the special for paid 25 cents more for a bleacher seat, $1 for a grandstand seat and $1.50 for a box seat. Parking spaces were sold at a dollar per car, so that it was possible for five persons to see a day's racing at a cost of $3.50—certainly cheap sport.

"With this as the basis for the promotion the two organizations set about the preliminaries. The Chicago Motor Club appointed a general executive to look after its interests at Elgin, the understanding being that all the work at the course such as fixing the roads, building the stands and the like should be under that official's direction and approval. In Chicago the club's contest board arranged the thousand and one details and scouted for entries. Both Chicago and Elgin did their work well. Elgin had the troops, stands and course ready, as agreed, Chicago got the entries and officials and the motoring world knows the rest. The races were the greatest success ever encountered in the West, if not the entire country.

"Of course there were a hundred and one other details worthy of note, but they all blended into one whole. The Elgin association established a camp at Elgin for the officials of the meet and for a week fed and lodged from fifty to 500 a day, which included the soldiers when they arrived at Elgin. The officials slept in tents and roughed it with great enjoyment, while palatable meals were served three times a day. So cleverly was this commissary scheme worked out that each member of this small army fed at an expense of 55 cents per diem, and they were good meals too.

"At other road races it is customary to allow the officials, working for glory, to shift for themselves, but Chicago believed differently and so acted. In addition to this, through the kindness of Farmer Hornbeek, official headquarters were established on the course, a fine two story house being turned over to the Chicago Motor Club for this purpose by Mr. Hornbeek, who also allowed the grand stand to be erected on his property free of charge. The club maintained a secretary at headquarters for the week and in consequence the race details were carefully looked after. Hornbeek's was a popular place and it is a matter of record that he collected 10,000 coupons for the two days.

"Great assistance was received from the motorcyclists, who came to the rescue when a call was sent out for flagmen, and the riders of the two wheelers proved to be just the right men in the right place at the right time. The transportation problem was solved by them and the club did not have to worry over placing them. They were on the job at all times, were intelligent and active and to the clan Excelsior the Chicago Club owes a debt of gratitude. The motorcyclists also acted as passengers and did good work. Also in this line came the ambulances and the doctor, and it was through the courtesy of F. Klaner, a Chicago undertaker, and J. Cunningham, bodymaker, that two motor ambulances were obtained. Happily there was little call for the ambulances, but they were there just the same. In transporting the troops a Kissel-kar truck did fine work.

"At the grand stand it seemed as if every detail had been attended to. The checking system worked to perfection and no complaint was heard of a missed lap. The club did not depend on paper and pencil for this, but brought into use a system of cards. Each card had on it the number of the car being scored and also each different lap. Before the race started the cards were flat on a table with a piece of wire making a hinge. As the car passed each time a card was dropped, which showed the car's number and the number of that particular lap. The public was kept informed as to the progress of the race by means of a huge score board, while the timing was done by means of the Warner automatic timing device.

"Across the road were the pits and here again the Chicago Motor Club scored in the originality contest. Instead of making the pits of wood as customary Elgin looked into the future and put in cement pits which are permanent. Being almost flush with the ground it is an easy matter to fill the pits with dirt and next year when needed they can be cleared of the earth and again put into service.

"Elgin has lost no time in looking ahead a year and already is talking about the 1911 stock chasses road races. It realizes that it will be a simple matter to make the course capable of a sustained speed of seventy miles an hour and this fall it will go to work to improve the circuit. The roads will be widened and the gravel crown found in the homestretch will be cut down. The turns probably will be cemented.

"An idea of the preliminary cost is furnished by Elgin, which spent something like $8,000 in improving the course. It required another $3,000 to bring the soldiers, while there were other outlays which were trifling. The grand stand and bleachers cost in the neighborhood of $3,000, but that was real economy. These stands were rented and were removed by their owner, who also put them up. If anything these stands were too close on the ground, while the boxes should be placed farther from the track, where occupants could have had a better view of the sport. Elgin believes that another year it can save at least $10,000 as the result of the lesson learned this year. It thinks that it will be possible to get regulars to guard the course and that failing in this it can get a regiment nearer home than the Fifth, which came from Springfield. Most of the $3,000 spent for the troops was paid out for transporting them to and from Elgin.

LAFAYETTE IS POWERFUL.

From the Description Princeton Should Meet a Strong Team.

EASTON, Oct. 8. With the Princeton game two weeks off Lafayette is working to get into the best possible shape for what is considered in Easton the greatest football day in local gridiron history. Three new men who have been barred hitherto on account of scholastic standing have succeeded in getting matters straightened out with the faculty. They are Schwenk, Norris and Wolf.

Schwenk was the star end of last year's eleven and he is considered by everybody to be the best end who ever played football for the Maroon and White. Norris is a veteran of three years experience in the back field and is just the style of player whom Folwell likes best to work with, weighing a good five pounds and being as fast as most lighter halfbacks. Wolf, the third new man, is a former Meteorsburg star who has made good all of the favorable reports which preceded his advent here. Folwell is having a great deal of trouble in selecting his varsity line, there being no less than ten men, all of whom have shown themselves to be of first team calibre. Those he has selected to play with the first team in the daily scrimmages have shown little superiority over those on the scrub, the second and third varsity cards often succeeding in breaking through and nailing a varsity back before he is well under way. And yet seven of these forwards are veterans who won the 1909 class.

Besides Crane and Probst, the regular tackles, there are Bensen, Boas and Shelder, all three of whom are making their work conspicuous. Hillman and Jones were the regular guards last fall, but the present competition between them and Bayn, Hoover and Wagenhurst is still far from decided. It is not improbable that these five men will all play in the big games, for to keep any one of them on the side lines would be a pity. The center position, too, is in good shape, Lewis is another forward who should yield precedence to scarcely any man on the squad, but his place is centre, which is taken care of by Capt. Freeman.

The remarkable number of good ends who have shown up in the Maroon and White squad has caused Folwell to shift an end out of his place in the backfield. This is Wolf, the Meteorsburg man, who now bids fair to make a regular place for himself there. His addition will mean that Folwell will have two working backfields. Wolf, Norris and Boland compose one and Conover, Spiegle and Hart make up the other.

MICHIGAN CHEERFUL.

In Spite of Loss of Smith and Herrington Squad Is Strong.

ANN ARBOR, Oct. 8. Michigan's prospects are brighter than a week ago and the Wolverines probably will be able to send their strongest lineup against the Michigan Aggies next Saturday. Thomson will have regained his eligibility by that time and will be used at fullback. Both Conklin and Munson, whom injuries have kept on the side lines, will be able to get back into the lineup before time for the Aggie game.

The difficulty of applying the new rules became evident this week, when for the first time this season the players were watched in scrimmage work by officials who enforced penalties for violations in exactly the same way that the rules would be enforced in an actual game. Penalties were so many that had they occurred in a game that meant anything they might have cost the Wolverines the game, and that in spite of the fact that the players had been struggling through two rule quizzes a day for more than two days.

The loss of Herrington and Bill Smith last week will be a handicap, although there still is plenty of veteran material to make up a strong eleven and substitutes. Smith was barged last winter with professionalism in wrestling. A thorough investigation by the Michigan board in control failed to bring to light anything that would substantiate any of the charges made at that time. No formal exoneration of Smith was made and it is possible that the authorities have intimated tacitly that they would prefer this man to get along without the services of that valuable centre. Herrington broke his leg in practice.

With Smith out of the running there now are seven M men in college who cannot be used this fall. Loell and Lunhicum of the 1907 team, Smith, Freeney, Allerdice, Ranney and Clark of last year's eleven are the ineligibles.

College Athletics.

There are 130 men out now for the Pennsylvania crews, and Coach Ward has all he can do to attend to the boats.

Harry H. Marrean, the freshman who won the two distance runs in the Dartmouth inter-class games, was running better than 4 minutes 30 seconds for a mile when he was a schoolboy. He competed for the B. A. A. last summer.

Tommy Keane, the Syracuse trainer, is under the weather just now and isn't doing any work. He is expected to be out in a short time.

There is a pushball contest annually between the freshmen and sophomores at Illinois, but apparently they haven't any pushball of their own at Urbana. They used to borrow from Drake University, but this year they had to go all the way to Ames, Ia., to get one from the agricultural college there.

A selection is to be made soon at Wisconsin of a rowing coach to succeed E. H. Ten Eyck. There is no indication who will be chosen for the place except that it may be an ex-Cornell oarsman.

CURRENT SPORTING GOSSIP

BIG WAGERS WILL CHANGE HANDS ON LOCAL SERIES.

They'll Be Made Privately, Though, and at Odds of 10 to 9 on the Highlanders—Public Betting to Be Suppressed as Much as Possible by Officials.

While open betting on the coming games between the Giants and the Highlanders will be suppressed as much as possible by the officials of the rival clubs, some big wagers will change hands on the result of the series. E. E. Smathers, the well known trotting horseman; Dave Johnson, John W. Gates, John A. Drake, James B. Brady and others who will bet on any kind of a proposition, have installed the Highlanders favorites over the Giants, at 10 to 9, although among the rank and file of baseball fans the speculation seems to be a case of "even money and take your pick." Smathers once a stanch supporter of the Giants, said to THE SUN man yesterday:

"I have seen both teams play many of their games this year and I am going to trail with Hal Chase. I used to think the Giants had it on the hilltoppers, but now I've changed my mind. I will back Chase's players to win this series and I'm offering 10 to 9."

Dave Johnson, once the biggest turf plunger in this country but now a rabid American Leaguer, says he will back the Highlanders, but only in a modest way.

"I'm not plunging any more, you must remember," says Johnson, "but I like to have a bet down on the Highlanders every time they play because it makes things interesting. Chase has a fine team and if the Giants win I shall be very much surprised." Sentiment may have something to do with the views of Smathers and Johnson as they are close friends of President Farrell and are anxious to see him win.

Meanwhile other followers of baseball say they've received a tip indirectly from John J. McGraw that his team is the "one best bet," and that if he hadn't been absolutely sure of beating the New York Americans he wouldn't have allowed President Brush to agree to the series. This difference of opinion has caused unusual excitement in local sporting circles, with the result that probably thousands of dollars will be wagered privately on the outcome of the series. But, as stated above, open betting at either of the local ball parks will be strictly prohibited, and if persons are caught in the act the club officials say they will promptly be ejected.

Indications point to the establishment of the Athletics as slight favorites over the Cubs for the world's championship series. Three weeks ago in Chicago the Cubs were favorites at 10 to 6, but as soon as it was learned that Evers had been injured and could not play in the series the quotations changed to evens. Since the schedule was arranged with the Cubs playing the first two games in Philadelphia speculators both here and in other cities have been offering and accepting 6 to 5 on the Athletics, and the latter have been backed by many shrewd judges. But as in the case of the local series the world's championship games will be without open speculation, as far as it lies in the power of the officials and the authorities to suppress it. Baseball and betting never mixed well, and since 1876 the men in control of the national game, with a few exceptions, have rigidly enforced the rules against gambling, but it is freely admitted that there's no way to put a stop to private wagering, so that it is safe to say there will be more than a sentimental interest in the big diamond battles to come.

The Giants and Highlanders begin their struggle next Thursday at the Polo Grounds. It is not improbable that Ford will be pitted against Mathewson that day, but if not they will come together in Saturday's battle in the Brush stadium. It is generally believed that the Highlanders will groom Ford, Warhop and Vaughn for the first three games of the series, although they may not pitch in the order named. McGraw on the other hand is almost certain to use Mathewson and Wilhelm in two of these games, as of course they are his most reliable boxmen. For the odd game he will have to pitch Ames, Drucke or Crandall. Chase will hold Hughes, Fisher and Quinn in reserve unless he decides at the last moment to change his plans.

McGraw will stand pat with the Giants' present makeup as he cannot improve the team in batting or fielding by displacing a regular with a substitute. But the Highanders may begin the series with a new lineup. It is hinted that Chase will put Knight on third base, with Roach at short-stop and Laporte at second base, or he may shift Laporte to short and put Knight in his regular place at short field and Gardner on second. Whatever combination the Highlanders' manager decides to make it seems that Austin will have to sit on the bench. Austin's batting is not up to the requirements, it is believed, and room must be made on the infield for Knight, who last year played after Wolter was injured. Wolter will doubtless replace Hemphill in right field because of his superior batting and baserunning. Sweeney is expected to catch in all of the games, as the Highlanders seem handicapped without him.

Umpires Klem and Evans, both competent and impartial, have been instructed by the National commission to stamp out tossdism the moment there seems to be the slightest indication of it. These officials have the usual power to enforce the rules against kicking and also can prevent rival players from indulging in personal comment. The commission, also known as the Ban Farrell board, intends to have the series played on its merits, without unpleasant features, and if such results are attained the games will become a fixture each fall, unless one team or the other should happen to win the pennant. The rivalry between the teams is decidedly bitter and there may be intense partisan feeling but the New York baseball public, noted for fair play, is not anxious to see the struggle wind up in a rumpus. The universal desire is to see which is the better ball team—a point that can be settled in the usual way without a tinge of unsportsmanlike conduct on the part of anybody.

Promoter Fletcher, who threatens an upheaval in organized baseball, is still talking, but the time is not far distant when he will be compelled to make good. He insists that at the conclusion of the world's series he will tour the country with two all star teams, including Mathewson, King Kelly and Overall of the Cubs, Mullin, Crusk, Crawford and Stanage of Detroit, Leach and Gibson of the Pirates, Speaker and Carrigan of the Boston Red Sox, Johnson, Street, Milan and Gray of the Washingtons, and Magee of the Philadelphia Nationals. These players have been served with warrants by the National commission that if they play under Fletcher's management they will be disqualified and will probably be judged under suspension without pay for at least a year. If they refuse to obey the commission's order it will mean that Fletcher has formed a nucleus of playing talent for his proposed new league. If they turn Fletcher down the new league talk will quickly cease. It is rumored all over the West that Fletcher will be supported financially by a syndicate of theatrical promoters who think well of his scheme to form a circuit of twelve clubs for the purpose of cornering the patronage enjoyed by the present major leagues. Several disgruntled persons have been communicating with Fletcher and are said to have a hand in the organization of a ball players' protective association, which is calculated to control the cream of the playing talent. The National commission has agents busy investigating the rumors of rebellion and as soon as there is tangible evidence of impending trouble, warlike methods, it is said, will be employed.

Leach Cross and Jack Dorman have been matched to box ten rounds at the Fairmont A. C. next Tuesday night. The attraction offered by the Olympic A. C. for to-morrow night is a clash between the well known bantams, Phil McGovern and Young O'Leary. At the National Sporting Club on Friday night Jack Burns, the California heavyweight, will be tried out by Jim Stewart.

As soon as Battling Nelson heard that Wolgast was laid up with a broken arm that might keep him permanently out of the ring he lost no time in laying claim to the lightweight championship. Nelson now says he will defend the title against any man in the world at 133 pounds ringside, which, of course, eliminates Packy McFarland, and Jack Goodman. Nelson may go over to England this fall to give Freddie Welsh a battle, in which event the British sporting element will back Welsh to win on points. Nelson never was a first class boxer, and more than a year ago he refused to meet Welsh on the other side because he feared that he would be outpointed. But since McFarland beat Welsh fairly and squarely, though deprived of victory by an unfair decision, Nelson has reached the conclusion that Welsh is not so formidable after all. If Nelson ever fights in England he will have to cut out the foul tactics which have consistently been employed by him in this country.

The twelve round bout between Pal Moore and Owen Moran in Boston last week, which resulted in a draw, created the impression in some quarters that these pugilists did not overexert themselves. Maybe they'll meet again at one of the local clubs in another effort to gather easy money.

Young Corbett continues to train steadily up in Westchester. He has taken off many pounds of hog fat and says he is feeling like a two-year-old. He wants to meet some of the second and third raters at the local clubs, even though the financial reward may be small. "It's better to fight once a week and get a fifty dollar note," says the former featherweight champion, "than go to work for $2 a day."

August Belmont announces that he will have these coming two-year-olds in training here next spring: Black Rock, blk. c. by Rock Sand—Black Poplar; Vestibule, b. or br. c. by Rock Sand—Lady Violet; Golden Rock, b. c. by Rock Sand—Fairy Gold; Belamon, ch. c. by Rock Sand—Beldame; Overman, b. or br. c. by Rock Sand—Orienta; Nickel, b. or br. g. by Hastings—Niminy; Tactics, b. g. by Hastings—Merry Token; Raquette, ch. c. by Ethelbert—Lady Rayon, and Tipsand, b. c. by Rock Sand—Tiptoe.

It is confidently predicted that no matter what the other Jockey Club tracks may do next year Saratoga will have a meeting of forty days. Rumor has it that the other racecourses in this State, under certain circumstances, will each conduct a ten days meeting in the spring and a similar session in the fall.

END OF OPEN AIR SHOWS.

De Witt C. Flanagan and George Watson Divide Honors at Morristown.

The horse show which closed at Morristown yesterday afternoon closed the season for open air