GIANT WAGONS IN THE SHOW

COMMERCIAL VEHICLES GIVE IMPRESSION OF POWER.

Towering Automobiles for Business Uses Attract a Different Clientele for Opening of Second Week—Old Time Cars and Some Other Interesting Features.

The deepest impression of the show of commercial vehicles which opened last night in Madison Square Garden is bigness. Where last week stood dainty runabouts and even what appeared then to be huge touring and enclosed cars last night appeared gigantic trucks, capable seemingly of carrying off the Garden and making nothing of it. Automobiles so big and so heavy that pneumatic tires or even single solid ones were out of the question stood imposingly great on dual rims and echoed greatness and power from one side of the hall to the other.

Numerically this isn't as large a show as that of last week, but cubically it is all of that. A ten ton truck takes up a deal of room, space enough indeed for several ordinary passenger cars. A half ton package wagon looks postage stamp size compared to some of its big brothers.

It may be said again, as it has been before, that the opening last night marked a distinct advance in commercial vehicle history. The first show that put forward the motor truck and its lesser brothers as the star performers was opened to the public, and that meant chiefly the business public. Men who have been thinking it over for a long time were in the Garden last night and the inquiries the exhibitors got were pretty uniformly strict, straight business.

It isn't to be imagined that this show is not pretty. It is in its way. The cars are new and gleaming and some few of them are particularly attractively colored. Fire apparatus appears in the standard bright red, loud enough to attract attention without a siren. Ambulances, taxicabs, plain delivery wagons and other such may be more material than artistic, but the exhibition that opened last night is designed for the business man and as such is strictly business.

To begin with, there are no less than four huge wagons bearing brewers' names on the side—Packard, General Vehicle, Mack and Studebaker the makers. These wagons are filled with kegs which some one promised yesterday would be emptied on Saturday night.

Then too there is Adam, "the oldest living power wagon," a Lansden product built in 1904, which has just made the trip from Washington to New York and has the mud on it to prove it.

This wagon is one of the original consignment of fifteen sent to the Adams Express Company in Washington and has thousands of miles to its credit. The Lansden too has an ambulance, a storage warehouse truck and another delivery wagon in its exhibit.

The Anderson Electric Company, which makes Detroit electrics, has pleasure cars and several delivery wagons, and there is a fleet of huge Alden-Sampsons for all purposes. The Alco and Mack exhibits are enormous. The wagons appear to be capable of hauling away almost anything and they are built on the largest and most generous lines.

An exhibit of no small dimensions is that of the Autocar, which has buses, delivery wagons, a hose wagon and trucks ranged all along one end of the building.

There are Packards of all descriptions, eight of them. A police patrol and fire wagon are among these, with a large number of heavy trucks, having the signs of their coming owners painted on the panels. Next door is the White exhibit. There are five cars and a chassis with steel wheels. A steam ambulance is shown.

The Peerless trucks are big newcomers and near them is the Pierce-Arrow, with the worm drive, a big fellow, although a youngster. The Knox people have their big pumping engine and a separate truck and a chassis. The Studebakers show, besides that brewery wagon, a car and a chassis. There are several big Morgans. The Reliance dump wagon is one of the features of that exhibit. Waverly electrics also are on view on the ground floor, as well as the Hupp-Yeats.

On the elevated platform the Locomobile company has a package wagon and a newspaper delivery truck. The Pope-Hartford's police patrol and chemical fire wagon are not far off. The Franklin folks have their ambulance, taxicab and two delivery wagons. The Reo has two light trucks and a body and next to these are two Overland delivery wagons.

Brush light wagons are to be found next door to the Atlas exhibit, which has a taxicab and a delivery wagon revolving on a turntable. The huge Randolphs are next door to the comparatively small McIntyres. There are two three ton Garford trucks and one one ton truck of this make. The Ward exhibit is of two electric delivery wagons. There are two big Russel cars.

The accessory men still are there, most of them from last week, and the Garden, although with not so many exhibits, comes pretty near being as well filled as it was for the pleasure vehicle show.

Not the least interesting of all the features of the show is the display on the balcony of the stages of development of the automobile industry from the first moments of the bicycle or tricycle down to the moment. There are high wheeled machines, the ordinaries, and there are several ancient tricycles, one of them gear driven, the others with chains. These come down through the scale to the present bicycle and the motorcycle, of which there are many makes displayed at the show. There are so many that next year it is understood the motor cycles are to have a separate show.

Then when it comes to automobiles there is to be seen the very first Pierce-Arrow ever built, a 2¼ horse-power one seated affair, which was run in 1901 from New York to Rochester and would have gone on to Buffalo, but that the news of the assassination of President McKinley caused the run to end.

The designer, David Ferguson, was around yesterday to look at his handiwork, which was made with the motor on the rear axle and a spur gear drive. It has two speeds forward and no reverse, so that when it is necessary to turn it around it is done by picking up the rear axle and spinning the car around. It weighs 500 pounds. Before it was brought down here it was run a few miles from the factory and proved to be all right.

The development of the automobile panorama includes Mrs. Clark Fisher's Locomobile, in which she toured the world, and the No. 16 Locomobile, the first American car to win the Vanderbilt. The Chalmers Blue Bird and the Chalmers No. 5 that won the Glidden trophy of 1910 are there side by side, as well as the Regal Plugger, covered with mud and looking unfit for much further touring. Not far off is the Alco 18, in which Harry Grant won the Vanderbilts of 1909 and 1910. Other cars are to be added.

Among the folks in the motorcycle exhibit is A. G. Chapple, the rider of Flying Merkels, whose 7 horse-power machine is displayed. This machine holds the records up to twenty miles. The record for this latter distance is 14 minutes 5 2-5 seconds. Chapple is going abroad after the show to race in England and France.

Frank Libbey Valiant, another motorcyclist, is going to drive an Emblem across the continent pretty soon. He will go from this city to Chicago with a message to be delivered before the opening of the Chicago national show. The motorcycles are many and give a new idea of the spread of this part of the motor industry.

The Firestone Tire and Rubber Company of Akron is marketing in large quantities the Firestone Quick Removable Side Wire tire, which consists of the regular side wire tire mounted on a removable rim. The company has been making this equipment for two years past, testing it out thoroughly in actual service on its own trucks and also in the hands of one of the large motor truck manufacturers.

The necessity of taking a big truck out of commission for tire repairs and changes has been found a serious item by owners. Attempts have been made to design a type of tire which could be quickly removed and applied to overcome the difficulties mentioned above. It is essential that a motor tire be perfectly mounted and firmly retained to prevent greater wear at the base and fastening device than is warranted by the road service.

The new Firestone device has adapted the standard motor tire and form of fastening to a special channel rim which is removable from the wheel as a unit. Tires can be removed or applied to these rims with proper machinery and under proper conditions by experts at the tire station. Any driver who can wield a monkey wrench can change his own tires in five or ten minutes. It is necessary only to unscrew the nuts, remove the endless clamping flange and slide off the tire, rim and all.

Merle L. Downs, secretary of the show committee, has pressed into service by courtesy of John Lansden, "Kelly," who made himself conspicuous at the recent electrical show. Kelly is the smallest but the strongest for his size of all the attendants at the Garden. With a load capacity of three and a pulling strength of a dozen horses, Mr. Downs has found Kelly a valuable helper and this is no disparagement of "Mrs. Kelly," for both have been used day and night pulling and hauling throughout the Garden.

Something new in truck tires is being shown by the Swinehart Tire and Rubber Company. This is called the cellular truck tire. In every respect it is similar to the heavy tires which the Swinehart Tire and Rubber Company manufacture for motor trucks, except that it is perforated on its outer edge with holes which are about three-quarters of an inch in diameter. The idea is that these cavities make the tire practically a non-skid.

This type has been tried out thoroughly before its introduction at the show, and not in any one case has any one of the tires run less than ten thousand miles.

It is also argued for this type of tire that it has approximately doubled the resiliency of the ordinary round truck tire, and that this resiliency helps to keep the tire firmly in its rim fastening.

One manufacturer has adopted this new Swinehart tire as standard equipment on the rear wheels of all his trucks.

INTERCOLLEGIATE HOCKEY.

Harvard Plays First Game, Defeating Columbia, 5 to 0.

CAMBRIDGE, Mass., Jan. 16.—The Harvard hockey team played its first intercollegiate game of the season to-night and won handily. Columbia was the Crimson's victim. The New Yorkers were beaten by a score of 5 goals to 0. Washburn, the Columbia goalkeeper, was protested by Harvard on the ground that he had played with Harvard three years. The matter was threshed out before the game, but Columbia insisted on playing Washburn.

Chadwick and Gardner, the Harvard goalkeepers, had an easy time this evening. Columbia often had the puck in Harvard territory, but did not have many opportunities to shoot. Harvard usually broke up the Columbia attack before it got close to the goal. The Columbia players were skilful with the stick, but were not as speedy as the Harvard men and hadn't the concentrated action among the forwards. The score at the end of the first half was 4 to 0.

Harvard made two goals from scrimmages in front of the net and three by rushing. Hornblower made one dash the length of the rink, then passed to Seamans, who whipped the rubber home. One of Duncan's shots in a scrimmage struck Trimble's foot and bounced into the net for a goal. Duden played a strong game at cover point for Columbia. Bates of Columbia, ran into the fence and got a hard knock on the head. He was laid out for a while. Bates and Lovejoy were disqualified for tripping and Pierce for loafing.

The teams:

Harvard.	*Positions.*	*Columbia.*
Pierce	Forward	Bates
Duncan	Forward	Harding
Hornblower	Forward	Lovejoy
Seamans	Forward	Whitlock
Huntington	Cover point	Duden
Foster	Point	Trimble
Chadwick	Goal	Washburn

Score—Harvard, 5; Columbia, 0. Goals—By Hornblower, Duncan, 2, Seamans, 2. Referee—Russell, New York. Assistant referee—Tingley, Boston. Goal umpires—Smart for Harvard, Noble for Columbia. Substitutes—Harvard—Leslie for Pierce, Childs for Duncan, Gorham for Hornblower, Pratt for Seamans, Houston for Huntington, Blackall for Foster, Gardner for Chadwick. Columbia—Bangs for Whitlock. Time of periods—20 minutes each.

LAHORE BEATEN.

Rowe's American Derby Candidate Not Up to a Race.

JACKSONVILLE, Jan. 16.—Because of the presence of James Rowe's colt Lahore, who is looked upon as the almost certain winner of the American Derby, to be run here the last day of the meeting, the third event stood out as the main feature to-day. Lahore was backed from 4 to 1 to 7 to 5, but did not appear to be up to a bruising contest. The 10 to 1 chance Grover Hughes outfooted him all the way, although at the end Lahore closed a lot of ground and was only beaten a length.

The selling handicap went to the 8 to 1 chance Descomnets. Loftus got the odds on favorite Glucose away poorly, let him stumble at the first turn, ran him into a pocket, then got him into the front and opened up a big gap, so that in the stretch Glucose tired and Descomnets passed him and won in a driving finish by a length.

The fifth event brought out the prettiest finish of the meeting, six horses finishing heads apart with the 100 to 1 shot Oakhurst first, Camelat 20 to 1 second and the favorite Fulford third. The time in the last race was a new track record, 1:45 2-5 being the former figures.

The summaries:

First Race. Six furlongs—Billy Vandeveere, 112 (McCahey), 7 to 5, won; Emma Stuart, 107 (Goose), 12 to 1, second; Vanzee, 109 (G. Burns), 7 to 2, third. Time, 1:14 4-5. Lydia Lee, Rake, Song of Rocks, G. L. Doyle, Old Boy, Semi Quaver, Lavender Lad, Ruby Knight, Senator Hubbie, Little Blue and Barney Igoe also ran.

Second Race. Five and a half furlongs. Pianates, 110 (Sweeney), 6 to 5, won; Double Five, 111 (Connelly), 12 to 1, second; Ilma, 109 (Burns), 7 to 2, third. Time, 1:07 4-5. Autoreach, Lange, Fair, Red Bob, Definite, Commonsense, Grenlida, Fort Worth and Cardiff also ran.

Third Race. Six furlongs. Grover Hughes, 109 (Goose), 10 to 1, won; Lahore, 115 (Burns), 7 to 5, second; Antenor, 107 (Loftus), 5 to 1, third. Time, 1:12 3-5. Spes Nostra, Redwine, Bad News II., Judge Moore and Whitewood also ran.

Fourth Race. One mile. Descomnets, 106 (McTaggart), 8 to 1, won; Gilfrose, 109 (Loftus), 3 to 5, second; Ta Non Da, 108½ (Grossi), 12 to 1, third. Time, 1:40 1-5. Compton and Idleweiss also ran.

Fifth Race. Six furlongs. Oakhurst, 99 (Byrne), 100 to 1, won; Camel, 109 (Obert), 20 to 1, second; Fulford, 103½ (Loftus), even money, third. Time, 1:13 2-5. Elmets, Hamilton, Dewolf, Mapleton, King Avondale, Marie Hyde, Peenoxer, Night Mist and Dr. Barkley also ran.

Sixth Race. One mile and a sixteenth. Huck, 114 (McAuley), 3 to 1, won; Brevite, 110 (Warren), 6 to 1, second; Queen Margerite, 112 (Burns), 5 to 1, third. Time, 1:44 3-5. Flashing, Stoneman, Spindle, Longhan and Campaigner also ran.

FIRES AND COCKFIGHT

Diversions for the Off Day at Juarez Racetrack.

JUAREZ, Mexico, Jan. 16.—Some unknown person set fire to the stables at Terrazas Park early this morning. The thoroughbred Irrigation was badly burned and will probably die. Smily Metzner broke loose and ran into a fence, injuring himself, but not seriously. The stable where the fire first started sustained a loss of a horse, mule and lot of harness. Immediately after the first fire another fire broke out at the other end of the long line of stables, but fortunately there was no serious damage, as only the woodwork of the stalls was burned. The authorities are looking for the firebugs.

Starter Cassidy has a big cockfight on for the first Monday in February. It is for $2,500 a side. Cassidy has the grandest gamecocks in this part of the country.

Racing at Tampa.

TAMPA, Fla., Jan. 16.—Those who had the nerve to put their money on Cherokee Rose at the short odds of 2 to 5 this afternoon had the pleasure of seeing that sterling performer repeat his winning of last Saturday in most impressive form. Another popular win was Gilpian in the second race at 6 to 1. The summary:

First Race. Five and a half furlongs. Stepfather, 97 (Jensen), 4 to 1, won; Giovonni Raggio, 109 (Quinlan), 3 to 2, second; Rubiola, 109 (McCluskey), 6 to 2, third. Time, 1:13. George Bailey, William Tilghman, Front Row and Cæsar also ran.

Second Race. Five furlongs. Gilpian, 108 (Dreyer), 6 to 5, won; Miss Imogene, 113 (Knight), 3 to 1, second; Alencon, 117 (McCloskey), 3½ to 1, third. Time, 1:05. Blanche Frances, Sandy Hill, Judge Saulley, Polly Lee and Ameron also ran.

Third Race. Five furlongs. Bright Maiden, 99 (Steele), 5 to 1, won; Doctor Hollis, 117 (Downey), 5 to 2, second; B. J. Swanner, 117 (Davenport), 15 to 1, third. Time, 1:04 1-5. Sabo Blend, John Marrs, Agawam, Gerando and Lady Chilton also ran.

Fourth Race. Six furlongs. Neoskaleeta, 110 (Bergen), 5 to 1, won; Rubiola, 112 (Hoffman), 3 to 2, second; McAndrews, 112 (Griffin), 5 to 1, third. Time, 1:08 1-5. Abe Gooding, Little Osage, O. K. Herndon, Kitty Fisher, Glivedcar and Hiram also ran.

Fifth Race. Five and a half furlongs. Cherokee Rose, 97 (Hoffman), 2 to 5, won; Chavis, 105 (Koerner), 2 to 1, second; Allee, 111 (McCloskey), 6 to 1, third. Time, 1:12 1-5. Allowmaise, Sinlong, Dora Peet and Easy Life also ran.

Sixth Race. One mile and a sixteenth. Bethlehem, 105 (Dreyer), 2 to 1, won; Silverado, 105 (Hoffman), 30 to 1, second; Carew, 105 (F. Jackson), 4 to 1, third. Time, 1:54 3-5. Vanen, Fenrir, Ocolona, Escabu and Walter McLean also ran.

State League to Meet on Jan. 27.

AUBURN, N. Y., Jan. 16.—President John H. Farrell to-night fixed January 27 as the date of the annual meeting of the New York State Baseball League at Albany. Changes in territory will probably be discussed.

AUTOMOBILES. AUTOMOBILES. AUTOMOBILES. AUTOMOBILES. AUTOMOBILES.

The Same Apples in the Middle of the Barrel That Appear on Top—
Keeping Faith With the Public, In Short—
That's What It Means—

There Would NEVER, COULD Never Have Been Otherwise

THIS 12th YEAR OF Diamond TIRES ACKNOWLEDGED SUPREMACY

But it means MORE than this! CONSIDER! ANALYZE! The ONE fact that Diamond Tires were the FIRST MOTOR TIRES MADE IN AMERICA would not have kept them in the FOREMOST RANK BEYOND ONE SINGLE SEASON.

If "Diamond" on a Tire or in our statements does not mean to you "GOOD APPLES ALL THROUGH THE BARREL"—and that TRIFLING WITH YOUR CREDULITY has never been a part of the DIAMOND POLICY, why then—LOOK UP THE RECORD! Every automobile tire buyer owes that much to HIMSELF.

Ask your own INTELLIGENCE whether scientific development with GREATEST MILEAGE, always the thing to be achieved, means more than NOVELTIES in shapes and treads and "sizes," or any so-called talking points that, no matter how much advertised, have no merit of real efficiency which will bear the analysis of even the EXPERIENCED LAYMAN.

12 YEARS OF MANUFACTURING to a greatest mileage standard have meant the establishment of the most complete laboratory in the world devoted to the chemistry of rubber.

And these years have DEVELOPED AN AUTOMOBILE TIRE AND A FACTORY which in production and sales EXCEED THOSE OF ANY OTHER TWO IN AMERICA.

KEEPING FAITH WITH THE PUBLIC has also meant giving the benefit of reduced prices when crude rubber markets permitted. Notices advising a 16⅔ reduction on Diamond casings and 15⅔ on tubes Jan. 9 had been in the mail 48 HOURS when another company discovered this action and wired broadcast a similar notice ALSO CLAIMING THEREIN to be taking the INITIATIVE IN GIVING THE LOWERED PRICE.

BUT THIS MAY BE IMMATERIAL—IT IS SIMPLY AN EXAMPLE OF METHODS—and what we want to HAMMER HOME are the things THAT COUNT—To persuade you to consider what DETERMINES the service you are going to get FOR YOUR MONEY. IT IS THE QUALITY AND QUANTITY OF MATERIALS USED, THE QUALITY OF WORKMANSHIP AND THE KNOWLEDGE AND CHARACTER OF THE MEN BEHIND THE GUNS.

WE HAVE ALREADY TOLD YOU of the respective merits of the clincher type and the straight side or hookless type of tires. WE MAKE BOTH TYPES, neither of them rim-cuts. This "rim-cutting" talk is putting up a BOGY MAN TO FRIGHTEN YOU, NOWADAYS, ANYWAY. It is a thing of the DISTANT PAST, excepting only when tires are used on seriously imperfect rims, when ANY tire will be cut.

[In case you have not seen the advertisement referred to let us send you newspaper proof.]

The Diamond straight side tire IS THE BEST OF ITS KIND AND ALL DIAMOND TIRES ARE SCIENTIFICALLY CORRECT IN SIZE.

DIAMOND TIRE PROPORTIONS, as well as Diamond tire construction, have been determined by engineers who understand the PROBLEMS INVOLVED and whose experience is more extensive than is possessed in any other tire factory in America.

POINTS FOR ADVERTISING purposes are not the basis of any part of Diamond tire construction nor do they enter into ANY OF THE CALCULATIONS OF OUR ENGINEERS. So-called "over-size" tires give you nothing—nothing whatever, that costs the manufacturer a penny or is of ANY VALUE YO TOU.

WHAT WE WANT YOU TO KNOW with regard to Diamond tires is that they offer you BETTER rubber, MORE RUBBER, THICKER TREADS—TIRES THAT WILL LAST LONGER, PUNCTURE LESS EASILY, STONE-BRUISE RARELY—THINGS THAT COUNT! NOT the immaterial, the advertising novelties, the FALSE AND THE MISLEADING TALKING POINTS THAT CAN DELIVER YOU NOT A THING IN MILEAGE.

SERVICE—THAT IS WHAT WE ARE SELLING. To assist in supplying it quickly to all, we are opening Service Stations in all sections—49 DIFFERENT CITIES—any of which will give you prompt attention on every inquiry, claim or requirement. Your dealer will be able to get you immediately any size or type of Diamond tire—casing or tube—for pleasure cars or commercial cars.

YOU CAN HAVE GOOD TIRE SERVICE. WE VENTURE TO SAY ALSO, THAT WITH THE REDUCED PRICES ON DIAMOND TIRES NOW IN EFFECT THAT EVEN THE MANUFACTURER OF LOW-PRICED CARS WILL NOT NOW RESIST FURNISHING THEM IF YOU SPECIFY DIAMOND AND STAND FIRM.

THE DIAMOND RUBBER COMPANY, Akron, Ohio New York, Brooklyn, Newark and All Principal Cities

CURRENT SPORTING GOSSIP

REFEREE TO ENFORCE RULES IN M'FARLAND-GOODMAN BO.

To Prevent Hugging and Clinching Tactics in To-night's Big Match at the Fairmont A. C. Chicago Boxer Is Favorite Over West Side Pugilist.

William Joh, who will referee the much discussed ten round bout between Packy McFarland of Chicago and Jack Goodman, the local boxer, at the Fairmont A. C. this evening, has been instructed by President William Gibson to enforce the rules to the letter and to prevent as far as it lies in his power the employment of hugging and clinching tactics. The club officials are determined to have this bout decided on its merits, so that the respective boxing qualities of the men may be clearly demonstrated to the entire satisfaction of the members.

McFarland bears the reputation of a fair, stand up boxer, very fast on his feet and in the use of his gloved hands, equalling in point of skill such scientific pugilists as Driscoll, Welsh, Attell, Wolgast and others. If the rules are strictly obeyed McFarland is expected to outpoint Goodman, and for that reason the Chicago man is a pronounced favorite with sporting men. Goodman, on the other hand, has often been scored for rough tactics. He has a habit of boring in head down and hitting while holding in half clinches. He has been known to marbouts with incessant clinching, and it is because of that that Referee Joh has been ordered to exercise unusual vigilance. Goodman has also received a warning from the club officials and has promised not to offend in this manner. As a matter of fact Goodman believes that he has a chance to win by a knockout, and yesterday several close students of boxing took the short end of 5 to 1 wagers because of their belief that the local boxer might get over a decisive punch on the jaw.

There seems to be no room for doubt that Goodman can hit harder than McFarland. According to the latter's ring record he has never stopped a pugilist of renown, his victories being the result of decisions on points in the cases of first class opponents. McFarland, it is conceded, is a better boxer than Goodman, both in attack and defence, which is shown by his moral triumph over the clever Freddie Welsh in London last year. Goodman is a hustling, aggressive fellow who is at his best when forcing the issue. His handler, Sammy Kelly, has advised him to stick close to McFarland, mixing it up incessantly with the hope that he can land a finishing blow at short range. McFarland, aware of his rival's plans, is prepared to stand him off by the use of an extraordinary defence. If the men indulge in clean cut boxing, free from fouling in the shape of holding and clinching, it is believed the club members will see a sensational contest, but no matter which is the offender the club officials say that Referee Joh will resort to summary action.

The weight conditions call for 135 pounds at 6 o'clock, four hours before ring time. McFarland insisted yesterday that he didn't weigh an ounce more than 134½ and would have no trouble when he got on the scales. Goodman too declared that he was under the required limit and would scale in accordance with the conditions. Victory means a lot for both men. McFarland is matched to box six rounds with Young Erne in Philadelphia on January 25, and if he defeats Goodman he says he will clinch a ten round battle with Ad Wolgast in Milwaukee on February 22, the weight to be close to 133 pounds. If Goodman secures the popular verdict he probably will sail for England to demand a match with Freddie Welsh at McIntosh's Olympia. Goodman says he will challenge Welsh to box at the English lightweight limit, 135 pounds at 2 o'clock, and that he will post a big side bet on the result. McFarland has learned that Welsh does not want to fight him in England again if Packy insists upon Eugene Corri as referee, and as McFarland will not stand for any other official it looks as if a return match with the English lightweight champion is highly improbable.

The McFarland-Goodman match is regarded as decidedly more interesting than if McFarland had been matched to box Abe Attell. In view of Attell's slump in form it is believed that McFarland would have beaten him easily if they had come together a month ago. Goodman is undoubtedly a more rugged, determined fighter than Attell at the present time, and therefore more capable of making things hum when the gong calls him to the centre of the ring to-night.

Philadelphia Jack O'Brien, who controls a big arena in the Quaker City, is gunning for some big matches. It is said that he has made an offer to Carl Morris, the Oklahoma giant, to box six rounds with either Jim Barry, Tony Ross or Porky Flynn in Philadelphia at an early date. O'Brien also wants to pit Sam Langford against Jack Johnson in a similar bout, and is said to be willing to guarantee Johnson $10,000 for his services.

Jack Johnson and his wife recently rode from Boston to this city on a limited train. Two old ladies sat behind the oddly mated couple in the parlor car, and when Mrs. Johnson suddenly showed a hand covered with diamonds they summoned the grinning porter.

"Who is that colored man?" they asked.

"That's Misto Jack Johnsing," replied the porter.

"What did he ever do?"

"He whipped Misto Jim Jeffrey."

"Who is Mister Jeffrey?"

"A fighter."

"Did they fight in the street?"

"No, ladies, but in Reno, and Misto Johnsing got $140,000."

"Why, he must be a millionaire."

"Yes, ladies. Those diamonds his wife wears are worth half a million." And the porter hurried away to brush some coats and hats while Johnson, who had overheard the conversation, indulged in a golden smile.

The National Sporting Club, according to Manager O'Rourke, has arranged three ten round, one six and a four round bout for the entertainment of members on Thursday night. The chief contest will bring together Tommy Maloney and Harry Stone.

Conflicting reports are in circulation regarding the engagement of a trainer to handle H. B. Duryea's horses in France and England this year. One report says that Thomas Murphy, well known on the local tracks, will assume the task, while another has it that James Rowe will accept Mr. Duryea's offer. Since last fall it has been rumored that Rowe would sever his relations with James R. Keene and train for Mr. Duryea on the other side, but so far Rowe has refused to deny or affirm the reports. It is understood that Rowe is waiting to hear from Mr. Keene as to the latter's plans for racing on the New York tracks this year, and that if Mr. Keene decides to campaign a stable here Rowe will remain in charge.

When August Belmont sold the three-year-old Babbler recently he decided to dispose of nothing more in the way of thoroughbreds. He will have a formidable stable this year, and John Whalen will train. Eddie Dugan, who is under contract to Mr. Belmont, says he expects to ride here instead of in Europe.

The announcement that Bobby Wallace will manage the St. Louis Browns this year has not occasioned surprise. Wallace is a veteran, having made his mark as shortstop of the old Clevelands under the management of Pat Tebeau. He was a pitcher when Tebeau picked him up, but quickly showed that he was a natural infielder. Although he is well along in years Wallace played great ball last season and for a time the Highlanders were trying to make a trade for him. He is a close student of the game, a quiet, even tempered player and extremely popular all over the American League circuit. He has a tremendous task to build up a winner and his efforts will be watched with unusual interest.

"A serious error was made in allowing Pitcher Joe Lake to get away from us," said President Farrell of the Highlanders yesterday. "If we had had Lake last year we would have won the pennant. Stallings let him out in the fruitless trade for Criger and I have regretted it ever since."

Mike Donlin May Go to Boston

BOSTON, Jan. 16.—Fred Tenney, manager of the Boston Nationals, has secured the permission of Manager McGraw of the Giants to enter into business negotiations with Mike Donlin, the old New York outfielder. There is a possibility that Mike may be seen in a Boston uniform. Donlin is now in Milwaukee, but Tenney will do business by letter instead of going West to talk with the actor ball player.

SIMMS MAGNETOS
Get the Simms Motor Starter and STOP CRANKING
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BILLIARDS.

Brooklyn Beats Kansas City in Game of Interclty Cushion Tourney.

In the opening game between Brooklyn and Kansas City in the intercity three cushion tournament played last night at the Knickerbocker Billiard Academy, Brooklyn defeated the visitors, winning by a good margin.

David Lauterback played for Brooklyn against T. Bachus, for Kansas City, the former scoring 50 to the latter's 20 points, ending the game in the sixty-ninth inning. Lauterback made a high run of 6. Bachus made a high run of 4.

The second game will be played to-night at the academy. Lauterback will play for Brooklyn and J. Gillespie will represent the visitors.

Basketball Notes.

The Rockville Centre Club team defeated the Sagamore A. C. team of Brooklyn at Rockville Centre on Saturday evening by a score of 36 to 32.

EMMITSBURG, Md., Jan. 16.—Baltimore City College broke Mount St. Mary's winning streak to day, defeating the Mountaineers at basketball by a score of 18 to 16.

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