CURRENT SPORTING GOSSIP

DISCLOSURES MAY FOLLOW DEATH OF STANLEY ROBISON.

St. Louis Cardinals' Owner Heavily Obligated to Another Western Baseball Magnate, It Is Said—How the National Game Helped to Ruin Him.

The sudden death of M. Stanley Robison, the reputed owner of the St. Louis National League Club, which occurred yesterday, may result in some interesting disclosures regarding the state of his baseball holdings in the Mound City. It is quietly hinted that a certain rival club owner holds the St. Louis club's note for $40,000, and may also have other substantial claims against the deceased magnate. In short it is believed that owing to circumstances over which Robison had no control, the St. Louis club became a party to so-called syndicate ball, an evil which has existed in the National League for many years.

Robison and his brother, Frank De Hass Robison, who died several years ago, lost a fortune in promoting the national game. Frank De Hass was the purchaser of the Cleveland National League Club back in 1888 and his manager was Tom Loftus, who was finally succeeded by Pat Tebeau. M. Stanley was the secretary of the Cleveland club, but in those days he did not have much say. In 1890 when the brotherhood revolt was started, the Robisons found themselves bitterly opposed by a rival club in the Forest City which was financed by the late Albert L. Johnson, a brother of Thomas L. Johnson.

Albert Johnson finally surrendered and the Robisons, having burned up a large sum in maintaining their right to monopolize Cleveland in the baseball world, proceeded to lose more money in backing a good team in which the Forest City fans showed surprisingly little interest. Frank De Hass, at that time heavily interested in Cleveland traction affairs, soon became involved in a matter that compelled him to go to the courts to protect his business interests, but after protracted litigation he was beaten and was compelled to transfer the Cleveland club to St. Louis, thereby taking the franchise once owned by Chris Von der Ahe.

This deal was a part of the reduction of the National League's circuit from two to eight clubs, and it left Cleveland open for the invasion of the American League. The Robisons, entrenched in St. Louis, laughed when they heard that C. W. Somers and his friends were ready to revive baseball in Cleveland, but as Somers and company began to score successes at once the Robisons soon realized that they had made a mistake. Their St. Louis team, the Cardinals, could not play winning ball, and as the St. Louis Browns were soon organized the Robisons again found that they were up against a hard game.

When John T. Brush of the Giants handed over a $10,000 check to the Robisons for Outfielder Spike Shannon it is said that the money enabled the St. Louis Club to tide over a crisis in its affairs. Frank De Hass died a year later and left the club to his brother, who lost no time in making the big deal with Brush by which Roger Bresnahan became manager of the Cardinals and the Giants secured Schlei, Raymond and Murray.

Nobody ever learned whether Robison handed over a block of the club's stock to Brush to accelerate this deal, and well posted baseball men have scouted the report to that effect. But sceptics have expressed the belief that when Bresnahan was allowed to leave the Giants there was some understanding between Messrs. Robison and Brush.

When Brush tried to have John M. Ward elected president of the National League more than a year ago, however, the fact that he could not line up Robison dispelled the belief that the owner of the Giants was financially interested in the Cardinals, but the unexpected hostility of Robison to Ward developed the interesting fact that Robison received $40,000 in return for his note given to a Western magnate who is high in the councils of organized baseball. It has never been asserted that this money took the form of a bribe, but that Robison unconsciously sewed himself up to the anti-Ward clique there has never been much doubt.

Robison attended the league meeting here in December, but he did not show up at the schedule meeting in Cincinnati. He went down to the Panama Canal Zone for a rest and recently returned, saying that his health was improved.

De Forest Settle, commissioner of racing for the State fair at Syracuse, says:

"Syracuse is in the Grand Circuit to stay and will give a race meeting in connection with the State Fair. We have the horses, and the meeting this year will be fully up to the standard of those previously held in Syracuse."

From this announcement it may be inferred that the promoters of the State Fair at Syracuse are not afraid of the directors' liability law, which has compelled the Jockey Club's racecourses to remain closed. Yet the law applies to the fairs as well as to the tracks. It is conceded throughout the State of New York that the fairs without trotting and running races, upon which there always has been some form of speculation, would not excite the usual interest and therefore would show a falling off in receipts. If the fair associations abolished these races the directors could still be held criminally liable for any other form of gambling, even though it should be carried on without their knowledge. The shells, craps, three card monte and the strap game, it is pointed out, could be used as a basis for criminal prosecution of the fair promoters and officials under the liability law.

DANIELS BY TWO FEET.

Champion Swimmer Has Desperate Race to Retain 100 Yard Title.

Charles M. Daniels had hard work to retain his title in the 100 yard championship swimming race in the New York Athletic Club tank last night. He won the final heat from Daniel P. McGillivray of the Illinois Athletic Club by a scant two feet. E. E. Frizelle of the Missouri Athletic Club was third, making his touch just ahead of H. Hebner, another Illinois man. Daniels's time was 56 4-5 seconds.

The draw for positions resulted in McGillivray getting lane No. 1. Next to the Illinois athlete came Frizelle, with Daniels third and Hebner on the other side. Daniels and Hebner struck the water a fraction of a second ahead of the other pair. Hebner's rapid crawl, however, gave him a slight advantage, so that by the time the first length of the tank had been covered he showed in front of his rivals by a scant two feet. Daniels, McGillivray and Frizelle touched the wall almost as one man.

Coming back to the starting point the quartet swam so evenly as to make it look almost like a dead heat at fifty yards. Hebner turned first. Up to this time Daniels with all his rare speed had not succeeded in getting his arms in front and when the swimmers had travelled half the length of the tank on the second trip the cry went up: "They're all beating him."

That was the way it looked also at seventy-five yards. As they churned the water for the final twenty-five yards the speedy McGillivray, who had been swimming true and straight, for the first time assumed the lead. At that the Chicago person only led Frizelle by inches and the same scant margin separated him from Hebner, who was swimming stroke for stroke with Daniels.

Half way down the tank and the order remained unchanged. With scarcely ten yards left to go it didn't seem as if he could possibly make it, but this wonderful athlete, to whom the word defeat is almost unknown, responded with a few powerful strokes that carried him to victory. The New York Athletic Club man touched the goal a scant two feet in front of McGillivray, while Frizelle beat Hebner for third place by a narrow margin. Daniels's time was 56 4-5 seconds.

James E. Sullivan, the referee, pronounced it the greatest race ever seen in a tank. He spoke in the highest terms of McGillivray and added that the result proved conclusively that Daniels was no longer in a class by himself.

The first heat McGillivray won, with Daniels second and Smyrek of Philadelphia third. The time, 0:57 4-5, made the speediest kind of a contest.

The contestants in the second heat were Daniels and H. O'Sullivan, also of the home club, and Hebner. This proved easy for Daniels, who drew away at the start and beat O'Sullivan by two yards. Hebner, George South, another Winged Foot representative, and Frizelle were the leaders in the third heat. Daniels won by two yards in 56 3-5 seconds.

Frizelle was allowed to start in the final heat as a reward for having made the fastest time of the second men. He was clocked in 57 seconds.

Daniels will not take part in the 50 yard championship swim at Philadelphia to-

SAMMY SMITH AT HIS BEST.

Easily Outpoints Bert Keyes at National Sporting Club.

Young Sammy Smith was at his best in a ten round glove contest with Bert Keyes at the National Sporting Club last night and won all the way. He was entirely too clever for the local lightweight, who didn't land a dozen clean blows in the bout. Smith avoided the incessant rushing tactics and at the same time punched Keyes when and where he pleased. In the fourth round Keyes suffered a half knockdown and might have been put to sleep had it not been for his rugged condition. Near the end of the battle Keyes was bewildered by the flying wallops, but he gamely stuck to his task.

Smith came into the ring wearing his spectacles as usual. He had weighed 135 pounds at 3 o'clock in the afternoon. Keyes was equally heavy and chock full of confidence when he shook hands with the clever Quaker. Keyes opened with terrific rushing tactics, swinging both hands for all he was worth, but Smith, using his feet, cleverly avoided the onslaught, at the same time sending in quick jabs to the New Yorker's face. Smith also used a chopping right on the neck with some effect and had the round on points.

Smith's left was full of steam as it shot into Keyes's face in the second round. Keyes rushed, but Smith got away so quickly that the crowd laughed. A right hand uppercut on the jaw made Keyes's head rock just as time was up. Keyes received more sharp lefts in the face as he resumed his aggressive tactics in the third round. He missed several dangerous swings, after which Smith landed two clean left uppercuts on the jaw. Smith had this round too by a wide margin.

Smith got away from two heavy swings as the fourth round started. Then he jumped back with a couple of swift lefts on the mouth. Keyes tried a shift, sending the right over, but Smith blocked and clinched. Keyes rushed in with a right for the head, but was partially knocked down with a right uppercut on the chin. He jumped up and mixed it, but Smith stood him off.

Smith sidestepped more rushes in the fifth round. He blocked blows at close quarters too and whipped in hooks and jabs to Keyes's face whenever he saw fit. Keyes rushed incessantly, but he could not land an effective wallop. Keyes was sorely puzzled by Smith's feinting and quick punching in the sixth round. The lively Quaker beat him to every punch, and Keyes soon resorted to clinches. A right hand swing on the jaw rocked Keyes, who slowed up in the last half minute.

Keyes's inevitable rush as the seventh round began was neatly blocked. He tried it over again and Smith shook him with an uppercut on the jaw. Two more right hand hooks landed in Keyes's face, after which Smith handed out an artistic trimming.

After rushing in vain in the eighth round Keyes eased up and Smith poured in another volley of jabs from various angles. Keyes had two heavy swings blocked and then Smith drew the blood from the local man's nose with a straight left. Keyes finally cornered the Quaker, but the latter hooked him in the mouth before he could start a blow.

Dancing away from a determined rush in the ninth round Smith suddenly stopped and whipped a right uppercut to the neck. Then he put three rapid lefts on Keyes's mouth without a return. A stiff jolt on the jaw made Keyes clinch and after that he received a cut over the left eye.

Smith continued his scientific work in the last round and became so bold that he allowed Keyes to mix it. Keyes landed a few swings, but Smith jabbed him steadily until he was a sight. Keyes was game and kept on trying. He finally reached the side of Smith's head with a heavy right hand swing, but he couldn't follow and Smith was an easy winner.

CARLISLE FOOTBALL DATES.

Harvard Again Scheduled for Game With the Indians.

CARLISLE, Pa., March 24.—Coach Warner has just issued the Carlisle Indian football schedule for 1911. It will be noticed that there are many changes in the list of Carlisle opponents for the coming season. St. Mary's, Georgetown, University of Pittsburg, Lafayette and Harvard taking the places of Bucknell, Villanova, Gettysburg, Virginia and Princeton. Carlisle has played all the above named teams in former years, with the exception of Lafayette, which team appears upon the Indian schedule for the first time.

The most important change in the schedule is the addition of a game with Harvard. This game used to appear regularly upon the list of contests until two years ago, when the Indians were dropped by Harvard to make room for a game with Cornell.

The schedule:

September 23, Lebanon Valley vs. Carlisle at Carlisle; 27, Muhlenburg vs. Carlisle at Carlisle; 30, Dickinson College vs. Carlisle at Carlisle; October 7, St. Mary's College vs. Carlisle at Carlisle; 14, Georgetown University vs. Carlisle at Washington; 21, University of Pittsburg vs. Carlisle at Pittsburg; 28, Lafayette vs. Carlisle at Easton; November 4, Pennsylvania University vs. Carlisle at Philadelphia; 11, Harvard vs. Carlisle at Cambridge; 18, Syracuse vs. Carlisle at Syracuse; 25, Johns Hopkins vs. Carlisle at Baltimore; 30, Brown vs. Carlisle at Providence.

PENN'S STAND ON FOOTBALL.

Will Play Harvard if Professional School Men Are Excluded.

PHILADELPHIA, Pa., March 24.—The new football idea which may result in a meeting between the University of Pennsylvania, Harvard, Princeton and Yale was exploded to-day by Dr. Carl Williams, Pennsylvania's representative on the football rules committee. Dr. Williams said in brief:

"The only way that we can hope to play football with either Princeton or Harvard is by adopting a rule to exclude professional school men from athletic teams. If a mutual agreement embodying such rules were to be adopted with Harvard we would in all probability be playing them a football game within a very few years."

Dr. Williams went on further to say that there was a movement to restrict this rule so as to apply only to the football team, but it was found to be difficult to do this because if the professional school men were to be barred from football they should be excluded from everything else.

GLENSIDE'S GRAND NATIONAL.

Long Shot Wins English Classic Steeplechase—Americans Unplaced.

Special Cable Despatch to THE SUN.

LIVERPOOL, March 24.—The race for the classic Grand National Steeplechase, of 3,000 sovereigns, four miles and 856 yards, was run to-day and was won by F. Bibby's Glenside, with Anthony in the saddle. O. H. Jones's Rathnally, Chadwick up, was second and P. Nelke's Shady Girl, ridden by Clancy, was third. Twenty-six horses faced the starter. The betting was 20 to 1 against the winner, 8 to 1 against Rathnally and 33 to 1 against Shady Girl.

There were three American entries, Precentor II., owned by Foxhall P. Keene, and Schwarmer and Monk V., owned by John Jacob Astor.

GOULD'S COMBOURG WINS.

Nash Turner's Friend Also Takes a Prize at Maisons Laffitte.

Special Cable Despatch to THE SUN.

PARIS, March 24.—Frank Jay Gould's Combourg, ridden by Reiff, won the race for the Prix Callistrate, of 6,000 francs, at Maisons Laffitte to-day. Boisgelin's Triplette, with Williams in the saddle, was second and Joel's Entre Chat, Botteguia up, finished third. Eight horses ran.

Another American owned horse was successful in the race for the Prix de Houdan when Nash Turner's Friand, ridden by the owner, carried off the 3,000 francs purse. Brossette's Arson, with Baratin, ran second and Rigaud's Ulmus, with Reiff in the saddle, finished third. There were nine starters.

Dunn Outpoints Young Dyson.

By doing the forcing and landing the cleaner blows Jimmy Dunn outpointed Young Dyson, the Pawtucket bantam, by a close margin in a ten round bout at the Polo A. C. in Harlem last night. Dunn was substituted for Eddie O'Keefe of Philadelphia, who was unable to appear on account of illness. Dunn had a hard punch, and near the end of the contest he came up strong and forced the fighting, landing his right to the body and head with lots of force behind it. Dyson in the first three rounds did most of the work and was clever at infighting. He used short hooks and body punches. In the third round he drew the claret from Dunn's nose with a right jab.

Columbia Soccer Players to Meet Cornell.

Columbia's soccer team left for Ithaca last night, where they will play their third intercollegiate game of the season against Cornell. A victory for the Blue and White will leave Yale as the only other serious contender for the intercollegiate title, as Columbia has already disposed of Haverford and Pennsylvania and Haverford had little difficulty in winning from Harvard at Cambridge last week. The following players will defend the title for Columbia at Ithaca this afternoon: F. A. Murphy, G. J. Dwyer, H. W. Evans, F. B. Spencer, F. W. Heagey, J. O'Brien, H. P. Zeller, R. B. Riggs, H. Isale, A. S. Moses and G. Colqueen.

AMONG THE AUTOMOBILISTS

ELECTRIC CAR DEALERS FORM NEW ASSOCIATION.

Albert Weatherby Head of Organization Designed to Increase Use of This Sort of Machine—New Silver Gray Loco—Abbott-Detroit on Its Travels.

The Electric Automobile Dealers Association of New York, formed with the idea of extending the sales of electric vehicles in this city, has completed its organization and soon will enter on a campaign to the end for which it was begun. Albert Weatherby, agent for the Detroit Electric, has been chosen president. Harvey Robinson of the New York Edison Company is vice-president and C. Y. Kenworthy of the Rauch & Lang agency is secretary. The directors are W. C. Brown of R. S. Bailey & Co., A. W. Blanchard of the Waverley Electric, C. E. Humphrey of the Woods Electric, Mr. Clayton of Studebaker Bros. Company and M. Platt of the Baker Vehicle Company.

The meeting at which these officers were chosen was held recently in the Rauch & Lang agency, in the salesrooms of S. J. Wise & Co. at Broadway and Fifty-eighth street. There were present, as well as those named above: W. G. Bee of the Edison Storage Battery Company, E. W. Bonham of the Goodrich Tire Company, H. L. Davison of the Edison Storage Battery Company, C. E. Watrous of the Cutler-Hammer Manufacturing Company, John H. Barker of the Diehl Manufacturing Company, W. L. Thompson of the Philadelphia Storage Battery Company, Alexander MacIntosh of the Studebaker Bros. Company, Harry R. Stokes of the New York & Queens Electric Light and Power Company, W. G. Langer of the Goodyear Company, W. B. Stoughton of the United Electric Light and Power Company, C. A. Gilbert of the United States Tire Company, C. M. Kohn of Rauch & Lang, A. H. Ackerman of the United States Light and Heating Company, and Mr. Higgins of the Anderson Carriage Company.

Active members of the association are to be dealers in electric vehicles. Auxiliary members are corporations or persons dealing in accessories either as makers or sellers.

What the association is after is to educate folks up to the possibilities of the electric vehicle as it now is. Because of some of the earlier shortcomings of electrics, says Mr. Kenworthy, folks do not realize that there are electrics of long mileage capabilities and cars that need not turn back from any hill.

To make electrics known and fashionable so that persons who want town cars will be inclined to buy these machines for handy use is what the association is after. The success of electric vehicle campaigns in cities like Chicago, Cleveland, Kansas City, Washington, Detroit and Buffalo encourages the dealers to think that they can get started here soon and to place as many electrics as there are in any other city in the country.

There is on view in the showrooms of the Locomobile company at Broadway and Seventy-sixth street a car in unusual coloring. This is in silver gray with a pearl stripe, the bright work on the machine being finished in nickel instead of the usual brass. It is a six cylinder four passenger torpedo, the upholstering being done in red leather. The car has a touring weight of about 4,000 pounds, which means with everything counted in that the car would have to draw on the road and not weighed without the accoutrements that would naturally have to be carried.

It is equipped with Firestone quick detachable demountable rims and Diamond tires, 36 by 4 inches front and 36 by 4½ inches rear. This car already has been sold, but because of the unusual coloring is being exhibited for a time. "It's one of the sizes we have been selling so many of recently," says Mr. Plummer, the New York manager for the Locomobile.

LINCOLN, Neb., March 24.—Encouraged by good weather and no snow the crew of the Abbott-Detroit Bulldog, which arrived here late last night, had no trouble in putting a 250 mile day behind them. The car ran through part of South Dakota, Iowa and Nebraska, passing through Sioux Falls, S. D., Sioux City and Council Bluffs, Iowa, and Omaha to here. The roads were remarkably free from snow and firm enough to make travelling a pleasure.

After leaving Mandami, Ia., yesterday a spring day was encountered. It was the first decent weather the Abbott-Detroit crew has found since leaving Chicago on February 6, and the contrast was pleasant. The Missouri and Platte rivers were crossed at different times during the day. The total mileage of the car to date is 24,224 miles. The car is after a record of 100,000 miles.

F. M. Hoblitt, for the last five years manager of wholesale sales of the automobile department of the American Locomotive Company, has resigned. Mr. Hoblitt leaves to develop the business of the Rector Engineering Company, of which he is the president and general manager. He will take up this work on his return from a trip to the West Indies.

COULD HAVE SAVED STREETS.

Automobile Club of America Sends Engineer's Report to McAneny.

The Automobile Club of America, which has been agitating the question of the condition of the city's streets, gave out yesterday copies of two letters on the subject. One of the letters was directed to Borough President McAneny and called attention to the other letter which was an engineer's opinion on how the streets might have been kept in condition in the winter.

The letter to Mr. McAneny was signed by Henry Sanderson, president of the A. C. A., and read:

The Hon. George McAneny, President Borough of Manhattan:

Yours of the 16th inst. came duly to hand.

You stated to the committee of the Automobile Club at our conference in your office that you had done all that was physically possible during the past winter to keep the streets in proper repair. I have consulted with eminent expert engineers of this city and they have advised me that the repairing of holes in asphalt pavement during the winter is not impossible, no matter how unfavorable the weather conditions, and that the cost of doing so is not prohibitive. In other words, that the keeping of the asphalt streets of the city of New York in good condition at all times, including the past winter, is and has been physically and economically feasible.

I enclose copy of the report of one of said engineers, which confirms what I have stated and sustains the conclusion which ordinary common sense approves that the streets can be kept in repair. If you desire the further facts and figures which the writers have expressed their willingness to supply, and will advise me, I will obtain and submit the same for your consideration.

The report is by A. W. Dow of Dow & Smith, and it was directed to Mr Sanderson. It indicated pretty clearly that the pavement could have been kept in much better repair than it was and suggested some reforms in paving methods. The letter reads:

You have asked our opinion on the question of whether or not it has been a practical impossibility for the city officials of Manhattan to have avoided the street condition with respect to holes in the same, the existence of which is a matter of common knowledge.

In our opinion the pavements of this city should never have allowed to fall into the condition which they exhibited during the last winter. Further than this, their condition, bad as it was, could have been remedied at any time during the last winter. Holes in asphalt pavements are repairable under any and all conditions of weather, when necessity demands it and when expense is a minor consideration. In rainy or in cold weather, appliances exist by means of which holes in asphalt pavements may be satisfactorily repaired. The coldness of the weather necessarily increases the expense, but it is not a physical impossibility to repair holes in asphalt streets in any kind of weather.

The general condition in which the City of New York now finds itself requires, for permanent rectification: One, the abolition of retaid granite blocks as a foundation for sheet asphalt pavements; two, the adoption of modern and efficient specifications for the laying of these pavements which would permit the use of such materials as are recognized as suitable; three, the adoption of intelligent and efficient methods of paving inspection and the employment of competent men for this purpose. This inspection should be carried on both at the streets and the places where the paving material is being turned out.

The receiving of this city in its entirety must necessarily be a matter of some years. The streets, however, should and can be repaired at once in such a manner as to avoid the present discomforts to the travelling public and the injury and damage to vehicles engaged in traffic. With proper energy and commercial activity it has been and is possible to keep the holes in the pavements filled up. How long the holes will remain filled up depends in some extent upon the quality of the asphalt and the methods employed in repairing it. Even if the hole breaks out again it can be again repaired. In other words, it is physically possible to keep the streets of the city whole by a properly organized force of competent employees and appliances which may deal with the situation promptly from day to day as it develops.

Following the situation up in this way perhaps may increase the apparent expense, but it must be understood that by so dealing with it the amount of work required in the end is diminished.

We believe that the city requires smooth pavements and that these smooth pavements should be kept in proper condition. This is merely a question of giving defects immediate attention as soon as they appear. Such a method of repair would if literally carried out be very expensive and might not perhaps be in all cases justifiable, but it is nevertheless an engineering possibility. The expense of repairing defects should in every instance be weighed against the expense to the city at large of deferring repair work until the weather conditions were favorable. This, we believe, has not been done and the city at large has suffered great damage as a result during the last winter. We are ready to at any time send you facts and figures in substantiation of the above statements.

AUTOS TUNING UP.

Drivers Try Out Their Cars on the Pablo Beach.

JACKSONVILLE, March 24.—A. R. Pardington, official referee; Fred K. Wagner, official starter; F. E. Edwards of the technical board of the A. A. A. and H. H. Knepper, operator of the Warner Electric timing device, arrived in Jacksonville to-day to officiate at the Atlantic-Pablo Beach races, March 27 to 30. Shortly after their arrival the party motored to the beach to inspect the course and upon watching the cars and drivers who were out on the beach practising, Fred Wagner, commenting on the course, said: "The eyes of the motorists of all the world are focussed on this spot and it affords me pleasure to officiate at this meet, which, I can safely predict, will mark a new epoch in beach events. I have been in Florida before at race meets but this appears to me to surpass them all in course, detail and number of entries."

The E-M-F racing team, Harry Cohen and F. A. Witt, drove their cars to the beach early this morning and caught the tide for a good tryout before dinner. Bob Burman drove the Mercedes and Prince Henry Benz over the course several times at a lively clip, while the balance of the drivers engaged in many exciting brushes to the delight of the large crowd of spectators who journeyed to the beach in motors and trains to watch the trial spins.

Since the reinstatement of the Blitzen Benz by the contest board three German mechanics have been working in relays night and day repairing the damaged motor sustained at San Antonio before Barney Oldfield sold his racing outfit to E. A. Morose. The new crank case and cylinders have arrived from the factory in Germany and are now being put on and it is expected the car will be in readiness to compete here.

Donovan Wins From Conway.

Patsy Donovan, a lightweight from Brooklyn, defeated Ed Conway on points in the main ten round bout at the Prestone A. C. last night. Donovan forced the fighting in every round until the last, when Conway came back strong and tried to finish the Brooklyn man. He had Donovan going with some hard wallops on the jaw. Donovan's cleaner blows in the first nine rounds, however, entitled him to the verdict.

Billiards.

John Daly, the champion three cushion billiardist, who will defend his title against George Moore next week, played two games yesterday at John T. Doyle's Forty-second street room and won both. In the afternoon he defeated Dave Louderbach by a score of 40 to 35 in fifty-five innings. In the evening he won from John Manahan by the score of 40 to 38.

Pool.

Harry Meagher, 70, won last night's game in the Harlem amateur handicap pool tournament at the Riverside Billiard Academy, defeating Michael Hand, 100, by the score of 70 to 77. Meagher made a high run of 21 and had two scratches. Hand's high run was 24. He had one scratch. Hand will play Robert Enright on Monday night.

Maupome Wins at Three Cushions.

ST. LOUIS, March 24.—Pierre Maupome of St. Louis easily won the second game from W. Campbell of Philadelphia in the series of the national amateur three cushion association to-night, the final score being 50 to 37. Each made a high run of 3. Campbell averaged .47½. Maupome averaged .64.

Baseball Games Yesterday.

AT RALEIGH.

									R.	H.	E.
Amherst	0	0	0	1	0	0	0	0	0	1	6
A. and M.	0	0	1	0	1	0	0	0	2	8	1

Batteries—Vernon and Thompson; Stafford and Seifert.

AT DURHAM, N. C.

										R.	H.	E.
Lafayette	0	0	0	0	2	1	0	5	2	10	10	4
Trinity	0	2	0	3	0	1	0	0	0	6	10	8

Batteries—Nugent, Long and Conover; Sam Gantt and Spruce.

Baseball Notes.

The New York University baseball team defeated the Webb Academy nine yesterday afternoon at Berkeley Oval by a score of 23 to 1 in a five inning game.

AUTOMOBILES. AUTOMOBILES. AUTOMOBILES.

The Victorious
MARMON
Easiest Riding Car in the World
Champion of 1910

For Years of Service

A motor car is too big an investment to be an everyday affair. Some men can afford to own several cars. Some others can afford to try one car this year and another the next. But the average buyer now expects to purchase one car to use for a number of years.

And, if he buys a good car, he has every reason to expect excellent service and long service. There will be no need, no desire, to dispose of it for another.

That the Marmon is a good car—a thoroughly good car in every respect—we believe everybody familiar with motor cars will admit. Its history has been a story of progressive development through years, of the most earnest effort, backed by ample capital and long manufacturing experience to build the best motor car in the world.

To get just the right proportion of power and weight.
To design and construct the most capable and reliable motor.
To design the simplest and most substantial chassis with parts properly protected and yet most easily accessible.
To find the very best materials for each part.
To develop and provide the facilities for accomplishing the most accurate workmanship and interchangeability of parts.
These are but a few of the problems that have been met and mastered.

The net result is the Marmon, a car not only beautiful and graceful, but extremely quiet and smooth in its operation. It is reliable, wonderfully durable and particularly economical in tires and upkeep cost.

Now About Racing

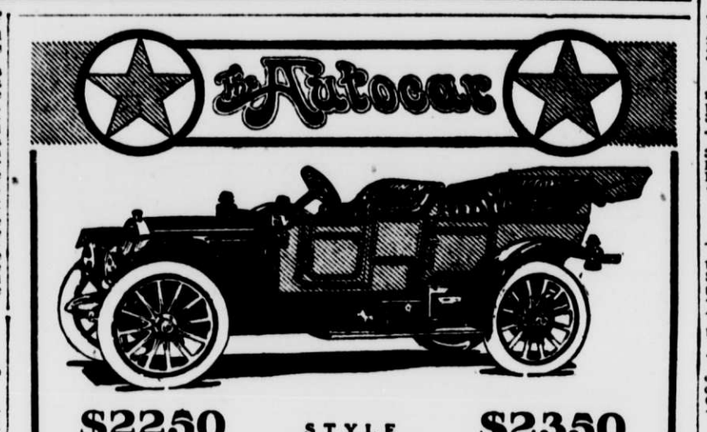
We have engaged extensively in stock car racing, mainly for the purpose of discovering what weaknesses might develop under this most searching of all tests, and correcting them.

The Marmon has won more long and important races than any other car, simply because it has been better able to stand the pace for long distances.

It has won its victories in the hottest kind of competition with the highest-priced cars. It has won because it proved to be more reliable, more durable, more consistent than its competitors, with ample power for its weight and a reserve of speed that is double the ordinary requirement. In a word, it won because it was the better car.

While you do not buy a car for racing purposes, it is a great satisfaction to know you possess a car which has so gloriously proven its capabilities.

METROPOLITAN DISTRIBUTORS
Sidney B. Bowman Automobile Co.,
1661 Broadway, near 52d St -:- -:- 225-231 West 49th St., near Broadway
BROOKLYN, N. Y.
Sterling Place Garage & Sales Co., 788 Sterling Place.
KINGSTON, N. Y. O. M. Kennedy, Central Garage.
TORRINGTON, CONN. C. D. Clark, 84 South Main St.
DANBURY, CONN. Herbert Lake, West Street.



$2250 Standard Touring Car FULLY EQUIPPED
STYLE COMFORT EFFICIENCY
$2350 Convertible Four-Door FULLY EQUIPPED

A VALUE UNEQUALED IN AMERICA'S LEADING MOTOR CARS

WE are giving the greatest value of any car on the market to-day. Compare with other cars and you will find we are in a class above the price we ask. A leading reason—we sell from Factory to User.

GENERAL DETAILS AND EQUIPMENT
4 cylinders, 30.6 horse power engine, 117-inch wheel base, 36-inch wheels, two separate ignition systems (Bosch magneto and Atwater Kent Uni-spanker), muffler cut-out, accelerator, tire pump, extra tire and shoe, top and boot, two gas and three oil lamps, Prest-O-Lite tank, speedometer, two horns (one electrically operated), trunk rack, tools and other accessories.

Continuous Efficiency Guaranteed

WRITE FOR CATALOG AND FURTHER DETAILS
PHILADELPHIA 23d and Market Streets
NEW YORK 428-430 West 19th St.
BOSTON Beacon St.-Commonwealth Ave.
The Autocar Company, Factory, Ardmore, Pa.
Established 1897

Results at Jacksonville.

First Race—Five and a half furlongs: Lily Paxton, 103 (Hufnagel), 15 to 1, won; Donalds, 109 (Troxler), 10 to 1, second; Sam Matthews, 108 (Cain), 15 to 1, third. Time, 1:9 2-5. Florrie Bryan, Indora, Grand Peggie, Catrosie, Infatuation, Allandale Queen and Decency also ran. Mettondale left at the post. Elmeta Hamilton lost rider.

Second Race—Six furlongs: Lady Orlimar, 108 (Goose), 6 to 1, won; Golden Pearl, 110 (McTaggart), 7 to 10, second; Warden, 107 (Cain), 20 to 1, third. Time, 1:14 2-5. Bedminster, Wilma, Rabella, Wedepun, Miss Worth, Anna, Peep Shot, Kempton Park, Ida Mae, Mae Hamilton and The Wrestler also ran.

Third Race—Six furlongs: Plate Glass, 109 (Davenport), 15 to 1, won; Springmass, 102½ (Gross), 40 to 1, second; Straw, 103 (Hopkins), 5 to 1, third. Time, 1:14 1-5. Scrimmage, Judge Lassing, Dr. Holzberg, Jack Nunnally, Bassad, Babbler, Knives and Frank Purcell also ran.

Fourth Race—One mile: Aspirin, 104 (Byrne), 9 to 10, won; Star Charter, 105 (Goose), 7 to 2, second; All Red, 104 (Operman), 10 to 1, third. Time, 1:41 3-5. Waite Wolf, Idle Velos, Messenger Boy and Herbert Turner also ran.

Fifth Race—Six furlongs: Eagle Bird, 99 (Donahue), 8 to 1, won; Iona, 105 (Koerner), 13 to 5, second; The Wood, 103 (Goose), 10 to 1, third. Time, 1:14. New Rider, Ben Lomond, Premier, Leon R., Missive, Delmite and Fort Worth also ran.

Sixth Race—One mile and a furlong: Goleonda, 106 (Goose), 7 to 1, won; First Peep, 107 (Branson), 5 to 2, second; Poeyalligo, 112 (Byrne), 3 to 1, third. Time, 1:56 3-5. Circelan Head, St. Joseph and Sam Pernard also ran.

Results at Juarez.

First Race—Four furlongs: Lady Lightning, 110 (E. Martin), 8 to 5, won; The Visitor, 110 (Rice), 5 to 1, second; Yo Pueblo, 115 (Glass), 5 to 1, third. Time, 0:46 3-5. Lady Dolora, Twenty-one, Albert Jones, O'Bear, Pretty Soon, Recover, Booger Battle, Lake Tahoe and Noah also ran.

Second Race—Six furlongs: He Knows, 110 (Molesworth), 5 to 1, won; Sam Barber, 110 (Denny), 5 to 1, second; E. M. Fry, 110 (McGaugan), 5 to 1, third. Time, 1:12 2-5. Inclement, Twickenham, Fancy, Preen, Woodlander and Deadwood also ran.

Third Race—Five furlongs: Dr. Smoot, 101 (Molesworth), 4 to 1, won; Pride of Lismore, 101 (Nolan), 4 to 1, second; John Griffin H., 105 (Rice), 9 to 10, third. Time, 0:59 3-5. Dartworth, Mike Molett and War Jig also ran.

Fourth Race—One mile: Uncle Ben, 97 (Benschoten), 6 to 1, won; Jim Basey, 104 (Glass), 8 to 5, second; General Marchmont, 110 (McGaughey), 7 to 5, third. Time, 1:40 2-5. Flying Wolf and Mockler also ran.

Fifth Race—Six furlongs: Bobby Boyer, 110 (Metice), 2 to 1, won; Pluvius, 110 (Glass), 2 to 1, second; Marlorie A., 98 (Nolan), 2 to 1, third. Time, 1:14 3-5. Tommy Twigg and Seita also ran.

Sixth Race—One mile: Mimolette, 105 (Nolan), even money, won; Round and Round, 108 (Denny), 2 to 1, second; Waldorf Belle, 103 (Diggins), 6 to 1, third. Time, 1:39 3-5. Pedro, Barney Oldfield and Bon Ton also ran.

AUTOMOBILES.

AUTOMOBILE EXCHANGE
OWNERS AND SELLERS OF AUTOMOBILES, COMMERCIAL VEHICLES, GARAGES, TIRES, EQUIPMENTS. ALSO REPAIR COMPANIES. WILL ALWAYS FIND SOMETHING OF INTEREST IN THIS COLUMN.

Packard "18" Touring Car. Like new. A snap.

Cadillac "30" Touring Car. Overhauled, completely equipped.

Chalmers Detroit Touring Cars. Roadsters. Limousines. All models.

Pope-Hartford Roadster with rumble seat. Will sell very cheap. TIMES SQUARE AUTO CO., 731-733 7th Av., at 49th St.

"MITCHELLS."
Runabouts from $250 up.
Touring cars from $800 up.
Limousines from $850 up.
All these cars are fully equipped, have been rebuilt in our own shops and have been repainted; guaranteed, demonstration, of course.
MITCHELL MOTOR CO. OF N. Y.
Tel., 3480—Col. 1876 Broadway.

A1 AUTOS; IN GREAT VARIETY.
All the best kinds in All Bodies.
Our prices SCARE our Competitors.
Allow examinations & give satisfying demonstrations.
Every car goes through our factory first.
Give us a visit; you'll never regret it.
BROADWAY AUTO EXCHANGE,
1759-1767 Broadway (Between 56th and 57th).

HACKMEN AND TRUCKMEN TAKE NOTICE—SEVEN PASSENGER TOURING CAR, BOSCH MAGNETO, TOP, FIVE LAMPS, HORN, TOOLS, EXTRA SHOE EACH; WOULD MAKE EXCEPTIONALLY FINE THREE TON TRUCK; $450, WORTH $2,000. WARRANTED PERFECT; DEATH ONLY REASON FOR SELLING. CARDOYAS, CHAUFFEUR, CARTER GARAGE, BROADWAY AND 75TH ST.

AUTO TIRES! HALF PRICE!
7,000 SHOES IN STOCK.
34x4 —$16.00 32x4 —$16.00
34x4½—$19.00 36x4½—$22.00
TUBES FROM $1.00 UP.
EVERY SIZE IN STOCK.
Send for Winter Price List No. 61.
ANCHOR TIRE CO. 111 CHAMBERS ST., CITY.

STORAGE SALE
1911—BRAND NEW—1911.
$2,500 MORA AUTOMOBILES.
FOUR-PASSENGER TOURABOUT. $1,800
FIVE-PASSENGER TOURER. 1,500
SEVEN-PASSENGER TOURER. 1,550
ON EXHIBITION AT THE WAREHOUSE.
TOOKER STORAGE AND FORWARDING CO.
28TH ST. AND 11TH AV.

BARGAIN SELDOM OFFERED—Ford 4 cylinder four passenger miniature Baby Tonneau, equipped with magneto, top, lamps, horn, tools, &c., $300; also Maxwell runabout, full equipment, $250; both cars recently overhauled and warranted perfect running order. Mrs. ALOIS HATHAWAY'S CARS, 2150 Broadway (near 75th).

BIG BARGAINS—BIG BARGAINS
AUTO BARGAINS
Now is the time to buy. 100 slightly used automobile touring cars, runabouts and commercial wagons; best value ever offered; every car like new; all makes.
ASTOR AUTO CO., 1606 Broadway, near 48th.

RAMBLER AUTOMOBILE CO., 38 W. 62D ST.
BUY A USED CAR OF A MANUFACTURER WHO WILL GUARANTEE THE CAR; WE HAVE A NUMBER OF VERY DESIRABLE CARS AT PRICES ANY ONE CAN AFFORD.

STODDARD-DAYTON.
1910 50 h. p., 7 passenger touring car; factory rebuilt, new top, nickel plate trimmings, newly painted and guaranteed for one year; $2,000.
STODDARD MOTOR CO. 225