BATTLESHIPS CARRY NEW TYPE OF TENDER

First of the Class Taken by Utah and Montana to Vera Cruz.

ARE SPEEDY AND HARDY

Built to Withstand Strains of Hoisting and Can Make 18.75 Knots.

Two battleship tenders, the fastest of their type in the United States navy, were recently delivered to the Navy Department by the Elco Company, and are now in use on battleships in Mexican waters. One is on the Utah off Vera Cruz and the other on the Montana. These boats are 35 feet long, 6 feet 3 inches beam and 3 feet draught. They are very strongly built in order to withstand the severe hoisting strains of lifting on board the battleships. The keel and framing are of oak and the planking of cedar, copper fastened throughout. Heavy oak guards surround the deck line to protect the boats when landing at docks and when alongside the big ships. They have oak plankshears and coamings and white pine decks.

These boats are newly designed, and as they have been very successful it will probably mean the adoption of this type of boat for use in the navy. The power equipment is a 150-200 horse-power Elco gasolene engine placed amidships under a metal hood, the engine being of the Elco short stroke type, permitting of a low centre of gravity. The engine controls are on the bulkhead of the steersman's cockpit, from which point one man controls the speed of the engine and handles the reverse gear. The helmsman is in the same cockpit and both are protected by a canvas spray hood. The officers' cockpit aft is large enough to accommodate ten or twelve, and protection is afforded by a steel shelter house forward with a glass wind shield and glass deadlight.

Extending from the steel house is a canvas hood. The crew's cockpit is at the after end of the boat. On the trial trips the guaranteed speed of fifteen nautical miles was easily exceeded, and the boat developed 18.75 nautical or 21.59 statute miles an hour. Considering the weight of the hulls and equipment, this speed was very surprising to the navy officials who were present at the trials. A very severe test was given to ascertain the seaworthy qualities of the boats, which met the highest expectations of the officials. The department requirements would not permit of any flat sections which are so commonly used on high speed boats. The Navy Department will add four more of these boats to the service immediately, and bids have already been submitted for the building of additional boats.

Raymond Hitchcock is having built by the Valley Boat and Engine Company at Saginaw, Mich., a thirty-two foot displacement auto type runabout. This boat will have a beam of 6 feet and will be driven by a 60 horse-power Loew-Victor motor. This motor will have complete auto control, including foot pedals, electric lighting and starting system, with air pressure tank and whistle. The boat is mahogany finished with side enamelled white and bronze bottom. It is equipped with a waterproof auto top and storm curtains, nickel plated running lights and fittings and wicker chairs. It is to make twenty-four miles an hour. This is the third boat built in three seasons by the Valley company for Mr. Hitchcock.

The Gas Engine and Power Company at Morris Heights is building a 21 inch stroke triple expansion engine of 1,000 horse-power which is to be installed in the new steam yacht building for J. S. Ford of Detroit. A duplicate of the engine is also being built at Morris Heights for the new steam yacht that is now building for E. L. Ford of Detroit.

Le Roy Moody of the Bay Side Yacht Club will probably enter his motor yacht Sea Wolf in the Bermuda race this year. The Sea Wolf was built last year, and it was intended that she should start in the race then, but she was not completed in time. She is 39 feet 11 inches long, 8 feet 1 inch beam and 3 feet 8 inches draught. She is fitted with a Power of Niagara motor of 45 horse-power and can make thirteen miles an hour. She was thoroughly tried out last season, and did well under all conditions, and in a heavy blow off Vineyard Haven when the sea was high showed herself to be a dry boat. She has iron on her keel weighing 1,150 pounds and a ton of inside ballast. These weights, placed low, keep her from rolling excessively.

ELISE GOES INTO COMMISSION.

Frank Bower's New Motor Yacht Launched at Essington.

The 60 foot motor yacht Elise built for Frank B. Bower of the Corinthian Yacht Club of Philadelphia was launched from the Essington Ship Building Company's yard yesterday and went into commission at once. She was completed in every detail when she was put into the water. This yacht has been built from designs by Bowes & Mower.

Another yacht designed by this firm and building at Essington is a 46 foot cruiser named Chiquita for E. E. Bishop of Elyria, Ohio. This vessel is almost ready. A 42 footer for Richard L. Jenks of Cape May named Lydia Ann will be launched this week. A high speed 46 footer named Gossoon which Bowes & Mower have designed for their own use will be ready early next month.

In addition to these four yachts, these designers have placed contracts with the Essington Company for a high speed 50 foot express cruiser for a New York yachtsman, a 42 foot raised deck cruiser for a Philadelphia yachtsman and a 30 foot day cruiser for use at Jamestown, R. I.

The 65 footer for J. M. Whitlock is now well under way at Tottenville, S. I., and will be launched early in June. The South Jersey Yacht Building Company of Atlantic City has a class of five one design 20 footers nearly completed for members of the Island Heights Yacht Club and work is now being started on a large class of one design catboats for the Atlantic City and Ocean City Yacht Clubs.

At Boothbay, Me., an auxiliary cruising yawl named La Cigale II. for M. W. Daboll of the New York Yacht Club is almost completed. This yacht is 52 feet over all, 35 feet on the water line and will be launched early in May. A yacht of the same size and similar design but rigged as a schooner instead of as a yawl is being built at San Francisco.

A large schooner designed for R. B. Brown of Milwaukee is nearing completion at Burgher's ship yard at Manitowoc, Wis., and a fishing schooner has been designed and is being built at Shippegan, Nova Scotia.

T. James Tull of Pocomoke City, Md., has ordered a 50 foot sea going cruiser which is being built at Norfolk. In addition to these yachts Bowes & Mower have designed several yachts which are being built abroad. Foreign yachtsmen are growing to like the American designed yacht and many orders for design have been received here this winter.

W. and J. Forced to Idleness.

WASHINGTON, Pa., April 25.—The Washington and Jefferson-Carnegie Tech baseball game scheduled to be played here today was called off on account of rain.

THE YALE BOWL AT NEW HAVEN WILL SEAT 61,000 PERSONS AND MAY BE ENLARGED

Architect's model of New Haven football field and stands, which has been termed the Yale Bowl, owing to its shape. It will seat 61,000 persons and easily may be enlarged.

The Yale Bowl, the completion of which for the football game with Harvard next fall is ardently desired by Yale men but is by no means certain, is expected—by optimistic Elis—to witness the sinking of many Crimson and Princeton teams. It will be big enough. If it doesn't witness said happy (from the Eli standpoint) results, it won't be for lack of room. The bowl will provide ample room, and the trifling detail of carrying out the programme will be for the Yale teams to attend to.

The new stadium, a coliseum, properly speaking, will have a seating capacity of 61,000, but if needs be the capacity can be increased to 100,000 persons. Supposing half of these are Yale men. Fifty thousand adherents of the Blue singing "Boola" or "Good Night, Harvard" will be some song festival, as well as noise.

Spectators will gain admittance to the daddy of all bowls, flowing, concrete or otherwise, through thirty tunnels. These tunnels will lead to the amphitheatre. "The centre of the stadium," says a recent issue of the *Engineering Record*, "is in excavation, while the upper part rests on a fill. On the top of the embankment will be a promenade 11½ feet wide."

The inside of the bowl will be filled with concrete and on this will be placed the seats. The plan of placing a roof over upper rows, thus making a balcony, has been discussed. An interesting detail in connection with the structure is that the outside slope of the embankment will be covered with grass.

The estimated cost of the coliseum, which takes in improvements of surrounding property, is about $400,000, $300,000 for the bowl itself. This is an average of about $6 a seat. The cost of the Harvard stadium was about $13 a seat.

PLAYERS WILL FLOCK TO COAST'S BIG FAIR

Interleague All Star Series or Tournament to Be Held---Also Giants-White Sox Tourers Will Wind Up Trip at San Francisco

The Panama-Pacific exposition at San Francisco in 1915 is likely to prove a great haven for major league baseball players during the winter months. Already plans are well under way for a series of exhibition games between picked teams from the National and American leagues. Other promoters have approached certain big league stars in an effort to organize several all star casts that will play a tournament if the scheme goes through. Finally the Giants and White Sox have their eyes fixed upon the Pacific coast stronghold as a fitting termination of the proposed tour of Central and South America next year.

Manager John J. McGraw of the Giants admitted yesterday that he and Comiskey practically had arranged for a series at the big exposition in the spring of 1915.

"During our successful trip around the world," said the leader of the Giants, "Mr. Comiskey and I discussed the matter at great length. At first we thought of making the tour of South America the coming fall. Then we decided it would be better to wait over a year.

"While no definite itinerary has been arranged as yet we have mapped out a general route to be observed. We probably will play games in New York, Chicago and several of the other major league cities immediately after the world's series of 1914. Then we will work south to New Orleans, where a stand of several days will be made.

"From New Orleans we will travel to Havana and entertain the Cubans with the best brand of professional ball ever shown them. From Cuba we will go to Porto Rico. From Porto Rico on the line of march is still very much in doubt. It will depend of course on the enthusiasm with which the tour is greeted and the guarantees the cities of the far South will furnish. We may touch at some of the ports of Honduras, Venezuela and Guiana. We in all probability will go as far south as Buenos Ayres on the Atlantic. Of course we will play at Rio de Janeiro. Working northward, we will keep to the Pacific seaboard on the west of South America with Panama as an objective point. From Panama we intend to go direct to San Francisco.

"Such a trip along these general lines," concluded McGraw, "should impair in no wise the health or physical form of the athletes. The route may be booked, we are assured, in such fashion as to escape the extreme heat of the tropics. There will not be the same occasion for hurry and bustle that attended our pilgrimage around the world. And the games will not be so numerous as to weary the players and keep them at that fine point of form that might induce staleness in the succeeding campaign.

"As yet the trip has not been arranged in detail. When I go west with the Giants I intend to see Mr. Comiskey at Chicago. It is likely by that time that we will have additional information which may enable us to map out a satisfactory route at once. Anyway there is no occasion for hurry. Long before the time comes for setting out we will have everything perfectly planned. The tour has been decided upon definitely and I have every confidence in Mr. Comiskey's fine judgment to make it even more successful than the tour of the world."

David L. Fultz, president of the Baseball Players Fraternity, will be asked this year to prove his contention that the organization has at heart the interests of the magnates as well as the players.

This was one of the prime arguments of Fultz when he appeared before the National Commission last winter. It was presented so sincerely that the powers of organized baseball granted to the players a number of demands which, it was believed, would result in great good both to employers and employed if properly adhered to.

Subsequently President Fultz decided that contract jumpers would be barred from membership in the Baseball Players Fraternity. He made no distinction between those who disregarded contract rights, either of organized baseball or the outlaw baseball represented by the Federal League. This in spite of the fact that the Federal League has not been recognized yet as a league protected by the fraternity. Catcher Bill Killifer of the Phillies is the one great example. Fultz expelled him because he disregarded a Federal League contract in order to fulfil prior contract claims as represented in the reserve clause. Fultz's action was based on his opinion that the reserve clause of organized baseball was illegal. He designated Killifer a contract jumper even after the civil courts had awarded the player to the Philadelphia Nationals and held illegal all his dickerings with Federal League agents.

Now organized baseball intends to ask President Fultz to make good his promised protection to the owners. They will ask him, in short, to force fraternity members either to give their most conscientious service to their clubs or be expelled from the association. There is one well known player in question who has flagrantly violated training rules several times this season. His manager has asked one of the fellow players, who is a director in the fraternity, to have the offender expelled from the organization. Such drastic action has been promised. If Fultz makes good he shall have proved indeed that the fraternity is earnest in its claims for betterment of baseball conditions generally.

The Ward brothers of the Brooklyn Federals are just beginning to realize what a gigantic task lies before them in order to have the steel and concrete plant at Washington Park ready for the proposed opening day on May 11.

A recent visit to the home of the Tip Tops divulged the fact that a great part of the work still lies ahead of the contractors. It would appear that nothing less than a miracle could complete the stands in the limited time left.

Of course there is nothing to prevent the Brooklyn Federals from having the structure in such shape as rudely to seat a few thousands, but it does not seem possible that by May 11 the grand stand can be roofed or many chairs placed. It would not be at all surprising if it were necessary at the last minute to change the schedule radically in some manner so that the local opening might be delayed and the builders have additional time. Robert B. Ward has said that his team would not play any of its home games on any makeshift field. A schedule change at this late hour not only would pile up additional conflicts in other cities but would be a dire inconvenience to the league as a whole. By that time the Western section of the circuit is billed to appear in the East, and eight clubs cannot be kept busy very well on only three ball lots. If by any chance, however, the Washington Park grounds are ready for the scheduled opening of May 11 the Tip Tops will have Brooklyn to themselves for a long spell. At that time Robinson's National Leaguers will be setting out on the first long trip through the West.

Trial Races for Shamrock IV.

Sir Thomas Lipton's cup challenger, Shamrock IV., the 23-metre yacht Shamrock, and possibly the 23-metre yacht White Heather are to meet in races of the Royal Harwich Yacht Club on May 23. They are also to race in the Royal Thames Yacht Club regatta on June 4. British yachtsmen are anticipating two fine contests and hope that the challenger may get into Harwich Harbor, have her sails stowed and covers on before the 23-metre yacht finishes. If she can do this they figure that she will have a fine chance of winning the America's Cup. If these races are satisfactory to the challenger other matches will be arranged and the yacht will be tried out as much as possible before dismantling for the voyage across the ocean which will begin in July.

Hopes to Get Mamaux Back.

PITTSBURG, April 25.—It looks as though Al Mamaux is going back to Huntington, W. Va., the team with which he played last season. President Stern of the Mountain State outfit was here asking for the young pitcher, and while he did not get him, said that the chances were bright.

YACHTING ON DELAWARE SHOWS STEADY GROWTH

Sailors Beginning to Appreciate Advantages for Sport Offered by This Section.

Yachting on the Delaware and along southern New Jersey from Barnegat to Cape May has grown rapidly in the last few years. Yachtsmen of that section have learned to appreciate the advantages that the broad estuary of the Delaware River offers for their sport and for those who like the ocean the waters about Atlantic City are ideal. It is true that often rough weather is experienced, but the yachtsmen who favor that part of the coast are mostly deep sea sailors, who like ocean racing and have learned to handle their craft well under all conditions. This winter has been a busy one for designers and builders who cater to the yachtsmen whose headquarters are near Philadelphia. Many new yachts have been built and many more have been purchased so that the fleet, large last season, will be much larger this year.

J. Murray Watts, designer and broker, reports these transfers made recently:

The 40 foot cruiser Mary C. sold for Martin McWilliams of Philadelphia to Herbert M. Hucks of Georgetown, S. C.

The cruiser Elizabeth G. sold for A. C. Graw of Palmyra to A. I. Dutton of Philadelphia.

The cruiser Viola sold for Marshall Jones, Jr., of Pittsburg to George L. Merrill of Philadelphia.

The auxiliary yawl Roamer sold for C. B. Downs to Sheldon Potter, both of Philadelphia.

The cruiser Gretchen sold for Arthur Block of Philadelphia to Frank L. Norris of Philadelphia.

The 43 foot cruiser Serenity sold for M. B. Megargee of Philadelphia to Arthur Block.

The 40 foot cruiser Unome sold for E. B. Colket of Philadelphia to Joseph N. Pusey of Wilmington. The name has been changed to Ariel.

The cruiser Anita sold for Eugene Knoblauch of Philadelphia to the National Oil Company of Tampico, Mexico.

The 56 foot cruiser Almax II. sold for George F. Fish of Cincinnati, Ohio, to J. Mayer of Baltimore.

Several yachts have been built from designs by Watts. Among these are a 68 foot shoal draught houseboat named Skimmer, for G. L. Nicholson of Washington, D. C.; a 57 foot cruiser named Shark II., for S. H. Collom of Philadelphia; a 40 foot auxiliary named Gannell, for J. Lyman Cox of Philadelphia; a 46 foot auxiliary ketch named Mazie II., for Leroy M. Taylor of the New York Yacht Club; a 150 foot three masted auxiliary schooner for Miguel Cubells; a 43 foot cruiser named Elizabeth G. II., for A. C. Graw of Palmyra; a 50 foot high speed day cruiser named Palachan II., for E. F. Mitchell of San Francisco; a three masted wooden auxiliary schooner for O. W. Kummerlowe of Culebra, Panama; a 62 foot cruiser named Tillie A. II., for Anton Ahlers of Wissinoming, Philadelphia; a steel hull cruising motor boat for W. P. Wood of Mexico city; a cruiser of the pilothouse type for Alfred J. Lapworth of Brisbane, Australia; a raised deck cruiser for M. C. Masters of Hamilton, Bermuda; a steel tunnel stern motor boat for Paul D. Moseley of Cotton Plant, Ark.; an eighteen mile day cruiser for George H. Maxwell, and the Tinkerbell, a fast motor boat, for M. Gucker for use on Lake Winnipesaukee.

YACHTS CHANGE HANDS.

The following transfers of yachts are reported through the Hollis Burgess Yacht Agency:

The 45 foot water line schooner Vision has been sold to Robert W. Scott of Weymouth, Mass. The Vision was built in 1905 by Lawley for Bancroft C. Davis and is one of the most attractive vessels of her size.

The 27 foot motor boat Lilian S. sold for Adam H. Dickey of Brookline, Mass., to R. E. Morrison of Swampscott, Mass.

The 22 foot water line sloop Acacia sold by a member of the Boston Yacht Club to a Brookline yachtsman.

The 30 foot water line schooner Fame sold for G. Walter Vialle of Concord, Mass., to a member of the Boston Yacht Club.

The 18 foot water line racing sloop La Chica sold for Leo W. Cochrane of Whitman, Mass., to David J. Greenough of Jamaica Plain, Mass.

The 15 foot Scituate Yacht Club knockabout Pegotty sold for K. P. Smith of Waltham, Mass., to R. D. McLeod of Toronto, Canada.

The 60 foot houseboat Aglaia chartered by Mrs. C. H. Young of Jamaica Plain, Mass., to W. Starling Burgess of Marblehead.

These sales are reported by John G. Alden:

The 18 foot knockabout Arrow II. sold for Barton C. Hirst, Jr., of Philadelphia to W. Scott Parker of Gloucester.

The 21 foot cruising knockabout Pawnee II. sold for Philip L. S. Smith of New York to Everett Yeaw, who will use the boat at Chatham, Mass.

NEW TYPE OF CUTTER NOW BEING USED BY NAVY

A 35 foot Elco navy cutter equipped with a 150 horse-power six cylinder Elco gasolene engine capable of a speed of 18.6 nautical miles an hour. Several of these now are in use in Mexican waters. They were designed and built by The Elco Company of Bayonne, N. J.

REAL PACING RACES EXPECTED THIS YEAR

Good Old Fashioned Battles Like Those of Decade Ago in View.

TEN CANDIDATES TO VIE

Uncertainty as to Which Are Best, but Some Should Beat 2 Minutes.

Some real old fashioned free for all pacing races like those that thrilled racegoers years ago should be features of this year's mile track racing. The sport will begin early in June, when rejuvenated Overland Park at Denver will offer $2,500 for a race between the horses of this first flight of wigglers. At one time last summer it looked as if there would be some sport such as Star Pointer, Robert J., John R. Gentry and Joe Patchen furnished a decade ago, but the epidemic of catarrhal fever put on the shelf all the prominent fast horses.

There are ten free for all pacers that are being entered in the Grand Circuit and if five of them stand the training ordeal there should be some racing heats this year around two minutes for the first time in several years. The entered horses are Evelyn W., 2:00½; Flower Direct, 2:01; Braden Direct, 2:01½, Frang Bogash, Jr., 2:01¾, Earl Jr., 2:01½,; Hal B., Jr., 2:02½; Directum I., 2:02¼; Joe Patchen II., 2:03¼; Del Rey, 2:04¼, and Walter Cochato, 2:04. With the exception of Evelyn W. and Earl Jr., the field does not contain an old horse, all the others being young and fresh and apparently not yet at the zenith of their racing careers.

It is singular in view of the fact that every one of these horses has raced for two years at least that there is so much uncertainty as to where the real racing class lies among them, no one ever having shown where he had particular edge on any other performer. The big stallion Joe Patchen II. is as much of an enigma as he was two years ago, when he swept the turf with fifteen victories and one second money out of sixteen starts for earnings of $28,000. The only line the public has as to the full measure of his speed was in a trial in the fall of 1912 of 2:00¾, but horsemen doubt if he can equal that in a race.

Beyond quibble John Butler's young chestnut stallion Directum I. is better than a two minute pacer and with it is a race horse. In twenty starts he has won eighteen victories, and when twice beaten was not actually defeated, having been drawn both times on account of sickness. He has won in 2:02¾ on a half mile track, and in 2:02¼ on a mile track under wraps. The son of Directum Kelly is receiving his early spring preparation from that wonderfully good trainer Dick Benson, who was brought up in the school of Budd Doble and who also trained the Butler thoroughbreds. The free for all this year will decide the much mooted question as to the superiority of the Western stallions Joe Patchen II. and Braden Direct. The public has awaited the meeting of the pair for two years now and in all probability they will clash at North Randall when the Grand Circuit opens on July 20.

Although Braden Direct was the leading free for aller last summer and reduced the world's record for a five-year-old to 2:01½, a stone bruise in the June training season was a setback from which he did not recover entirely all year. Frank Bogash, Jr., will have to be reckoned with, not so much because he won ten races and six second moneys, all his starts, last year with winnings of $23,000, but more because he paced a fifth heat in 2:01¾ in a race and because he was fresher and faster in his sixteenth race than in his initial start. Evelyn W. and Flower Direct are the only two mares that will be raced in the free for alls, as it finally has been decided not to bring the California mare Leata J., 2:03, across the mountains this year, but both mares have shown ability to win in two minutes in contest. It is hardly probable that Walter Cochato, Del Rey and Hal B., Jr., have the class to win in this fast company, but Earl, Jr., is one that is apt to take the measure of Directum I., Braden Direct or Joe Patchen II. at any time. He is "the Kingston" of the trotting turf, having been raced for six consecutive years, during which time he won thirty-seven brackets, was placed twenty-six times and unplaced only twice. This gray stallion has learned the racing game, and is the hardest horse in the free for all division to defeat.

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5 passenger Touring Car; just repainted Locomobile blue with straw running gear. Overhauled and fully guaranteed. Completely equipped, including electric starting and lighting system.
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7 passenger Touring. Has just been repainted a beautiful green. Completely equipped with electric starting and lighting system and fully guaranteed.
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1912-38 H. P. Locomobile Little Six
4 passenger Torpedo. This car has just been overhauled and is fully guaranteed. Freshly painted a beautiful French grey.
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1913-30 H. P. Locomobile
4 passenger Baby Tonneau. This car is in exceptionally good running order and has just been repainted Locomobile blue. Completely equipped, including one complete extra new tire.
Original Price $3600 — Sale Price now $1350

1911-48 H. P. Locomobile Six
5 passenger Touring Car. This car has been freshly painted an attractive, snappy battleship grey. Completely overhauled and fully guaranteed.
Original Price $4800 — Sale Price now $1850

1913-48 H. P. Matheson Six
7 passenger Touring. Has just been freshly painted a beautiful deep green. The car has been driven very little and is in wonderful shape, both body and chassis. Completely equipped with electric starter and lighter. Mechanical tire pump, etc.
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1912 Marlons, $500, $650; Pulpmobiles, 1912 $350
Packards $350 up; Chalmers $250 to $750
Peerlesses $200, $350, $450, $650; Waltham $125
Rees $250, $450, $600; Pierce "36" $975
Oaklands $250 to $550; Flanders, 1912 $325
Abbotts (Runabouts), $400; American, 1913 Coupe, $900
Studebaker Coupe (Electric) "Swell" $500; Flats $550, $750, $900, $1250; Loziers $250, $650, $950
Mercer, 1913 Runabout, $1600; Other Mercers $150
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