MOTOR BOATS ENTER CARNIVAL AT MIAMI

Pageant and Series of Races Are Main Features of Long Programme.

WILL LAST FOR SIX DAYS

The Southern motor boat season this year promises to be one of the best in history. This is largely due to the war, because many persons who would have gone to the Mediterranean have had to stay at home and many of them have secured motor boats or motor houseboats and have gone South.

A midwinter carnival at Miami, Fla., on land and sea has been arranged and will begin on January 11 and last for six days. Miami was settled in 1808 by James Egan, who landed at what is now Brickell's Point, and that event is to be celebrated. There will be tableaux of the landing of the army and navy at the time of the Seminole war and other historical events. A parade of yachts has been arranged for one day and they are to be decorated by day and illuminated at night. The week will end with two days of motor boat racing on Friday and Saturday, January 15 and 16. Carl G. Fisher is in charge of this carnival and the racing, and he has received entries from owners of cruising and high speed motor boats which assure its success. Valuable prizes have been offered for the different events and no entry fee is charged. In the speed boat classes there are no handicaps and no irksome conditions to keep the fastest boat from winning. The motor boat course is directly opposite the city of Miami in Biscayne Bay. There is from 15 to 20 feet of water all over the course, and although this is not sufficient for the speed boats to show at their best, it is deep enough to make the racing interesting. The carnival will begin the winter racing, and regattas at other Southern resorts will follow.

Among the speed boats that will race at Miami are Commodore J. Stuart Blackton's Baby Reliance V., Mrs. Blackton's Baby Speed Demon, winner of the gold challenge cup; Commodore W. J. Conners's Buffalo Courier and Carl G. Fisher's two new hydroplanes. The Blackton boats and the Buffalo Courier are Smith designed and built boats and they are driven by 200 horse-power Sterling motors. One of the new Fisher boats is a 26 foot hydroplane built by the Milwaukee Yacht and Boat Company and driven by a Wisconsin motor. The other is a 30 foot Seabury hydroplane, which has been fitted with two Sterling motors of 200 horse-power each. The 20 footers have made their records, but the Fisher boats are unknown quantities. Those interested, however, say that they have shown great speed. In addition to the speed boat races there will be three races for runabouts, one for boats under 25 feet, one for boats over 25 feet and a final free for all. There are three races for schooners, divided under and over 40 feet, and a free for all. The hydroplanes race without limit as to size or power.

The motor boat school of the West Side Young Men's Christian Association has arranged an extensive educational programme for the motor boat show which will be held in Madison Square Garden January 30 to February 6 inclusive. The educational features include exhibits by the Y. M. C. A. motor boat school, the United States Coast and Geodetic Survey, the United States Volunteer Life Saving Corps, the power squadron, the New York Naval Militia and the Waterways League. These organizations are to occupy the whole of the Concert Hall. By way of entertainment there will be moving pictures, consisting of four films each afternoon and evening. The films will be changed daily and will show motor boat races, life saving scenes, life at sea, fishing scenes and other scenes suitable to the show.

In addition to the moving pictures there will be lectures each afternoon and evening. Some of these will be semi-technical, but the majority will be entertaining as well as instructive, such as the story of exciting motor boat cruises and the inside story of some thrilling motor boat races. These entertaining and educational features always have been one of the most attractive features of the motor boat show, and this year they are expected to be even more attractive than in the past.

The war, in addition to causing a boom in yachting in Southern waters this winter, is also expected to boom yachting generally next summer and to help the sport in connection with the Panama-Pacific Exposition at San Francisco. Yacht designers and builders figure that it will be a benefit to yachting because the exodus to Europe will be much smaller than it has been in former years, even if the war is ended by the opening of the season. The thousands who will remain in their own country will have to do something for entertainment, and a fair proportion will turn their attention to yachting or motor boating. Already there are many inquiries for cruising craft of all sizes for purchase and to charter, and many are being attracted by the racing end of the sport. It is probable that all classes, particularly the smaller and the speed motor boat classes, will be much benefited.

For the same reason many who had figured on going abroad as usual will now visit the San Francisco exposition, where races for sailing and motor craft have been arranged. For the benefit of visiting yachtsmen a yacht harbor has been constructed in San Francisco Bay which is more than 600 feet wide. Its greatest length is also 600 feet. It has been well dredged, so that the many pleasure craft that are expected to anchor between the breakwaters during the ten months of 1915 may ride in safety. In this enclosed area many of the aquatic events which are to be an important part of the sporting programme are to be held. The picturesque harbor, in view of the Golden Gate, fronting Mount Tamalpais and the Marin county hills, will afford landing places for numerous launches and will present a brilliant scene, having an important part in the scheme of night illumination. A replica of Morro Castle will be erected on the outer bulwark. In this building will be placed a battery of forty-eight 36 inch searchlight projectors which will play at night on huge clouds of smoke and steam.

The gasolene motor has captured another famous yacht, and this one, in addition to becoming an auxiliary, is to be converted into a trader. The old racing schooner Hamburg, built sixteen years ago, will go into trade and sail from the Itchen for the Cocos Islands. The Hamburg was originally the Rainbow and was built by D. and W. Henderson at Glasgow from designs by the late George L. Watson for C. L. Orr-Ewing. The yacht carried the longest main boom ever put on a racing schooner and was wonderfully fast when she had a stiff wind over her quarter. Later she became the property of a syndicate of German yachtsmen of Hamburg headed by W. Tietjens, who renamed her. She was one of the yachts that took part in the race across the Atlantic for the prize offered by the German Emperor. She finished second to the Atlantic.

Minister in Canoe Races.

OMAHA, Neb., Jan. 2.—The Rev. George MacDougall and G. N. Audabough, two Omaha canoeists, are planning to compete next spring in the American Canoe Association races in Chicago. Both have had experience in Canada.

WILL SAIL ISTALENA IN SCHOONER CLASS

Change Also May Provide Famous Schooner With a New Name.

WORK NOW IN PROGRESS

The Istalena, now owned by former Commodore E. Walter Clark of the Corinthian Yacht Club of Philadelphia, will be raced by Mr. Clark as a schooner next summer. She may be named Irolita IV., which name has been used on all of Mr. Clark's yachts in the past. This yacht is now being changed into a schooner at Herreshoff's, and some of the spars and rigging of the Defiance are to be used in rerigging the Istalena. None of the larger schooners, except perhaps the Enchantress, is to be in commission this year, and the best sport promises to be in the small schooner classes and with the 50 footers.

There are two other yachts of the same model as the Istalena, the Aurora, owned by former Commodore Cornelius Vanderbilt, and the Winsome, owned by E. Trowbridge Hall. If these two yachts are changed into schooners yachtsmen will have the pleasure of seeing races between the first one design class of schooners ever raced in these waters. The yachts are 85 feet over all and 62 feet 8 inches on the water line and are of ideal size for racing or cruising. What these yachts have done when racing as sloops is well known to all lovers of the sport, and as two masters they should continue to furnish close racing. It is reported that Commodore Vanderbilt has been considering the advisability of making the change. He has no other racing yacht at present, and as the Winsome is on the sale list the Aurora would have nothing to sail against in her class, and the only sport she would have would be with time allowance against the fifties. This would be unsatisfactory. Herreshoff figures that it will cost $3,500 to $4,000 to change the sloops to schooners. The three yachts are as sound as when they were launched.

The annual meeting of the New Rochelle Yacht Club is to be held in February. The time and place will be announced later. The New Rochelle yachtsmen usually arrange to dine together after the meeting. The nominating committee has named the following ticket which will be submitted to the members: Commodore, J. Albert Mahlstedt, sloop Okee; vice-commodore, James L. Givan, motor yacht Canadice; rear commodore, Herbert L. Stone, sloop Sentana; secretary, C. A. Marsland; treasurer, Henry M. Lloyd; trustees, George A. Fisher, F. W. Isenbarth, A. D. Seymour; regatta committee, George C. Molloy, H. W. Patterson, D. E. Dealy; art committee, Harry A. Bliven, Henry Doscher; law committee, John F. Lambden, William P. Jeffreys; entertainment committee, Benjamin B. Badeau, Edward A. Sanford; nominating committee, J. P. Donovan, E. R. Leaveraft, H. J. Meyer; measurer, Roger M. Haddock.

Already yachtsmen are planning for next summer, and one thing talked about is the annual cruise of the New York Yacht Club. If the races for the America's Cup are sailed next summer then the cruise will be confined to waters between New York and Vineyard Haven, as it was last year, but if the races go over until 1916, as is quite possible if the war continues, then Commodore George Baker, Jr., will have an opportunity to take the yachts to Eastern waters and be the first to make use of the Cape Cod Canal. Many yachtsmen think that this will be done. Those yachtsmen who wish to sail around the Cape will be able to do so, and possibly arrange some races, but the majority of the yachts will pass through the canal from Buzzards Bay to Plymouth Bay, and then race on to Marblehead, Gloucester or some other Eastern port. This plan will be something new for the yachtsmen and there are many who favor it in spite of the heavy tolls imposed for passing through the canal.

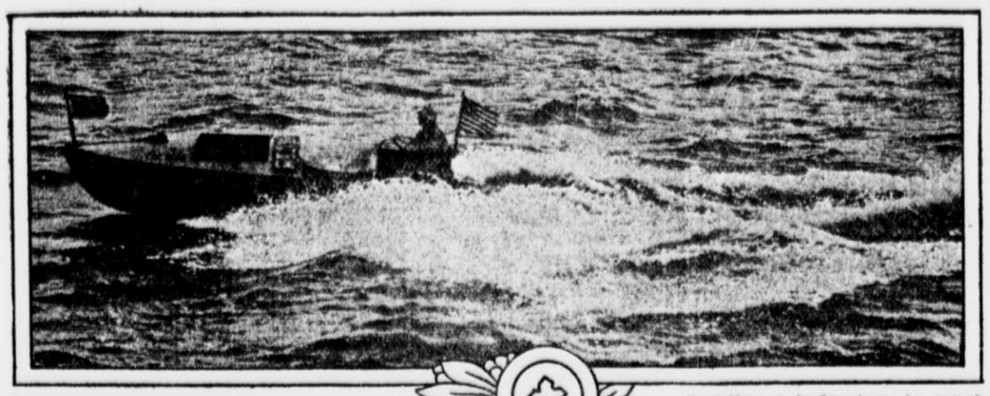
The officers of the Old Mill Yacht Club, who were elected recently at the annual meeting, are to be installed at a regular meeting of the club which is to be held on January 10. George S. Conger was reelected commodore for the third successive term. The other officers are Vice-Commodore Ernest Behr, Rear Commodore Howard E. Hegeman, Recording Secretary Hugh R. Richmond, Financial Secretary Albert J. McGrath, Corresponding Secretary George L. Sillence, Treasurer William Becker, Fleet Surgeon Harry Ellis, Chaplain the Rev. Carl Podin, Trustees Thomas O'Neill, W. E. Powers, George S. Conger, William Armbruster, Robert A. Grinnell, Ferdinand Gunderson, Joseph Buehler, Thomas Wagner and Ernest Behr. The club will hold its annual ball at Palm Garden, Hamburg and Greene avenues, Brooklyn, on Saturday, January 23.

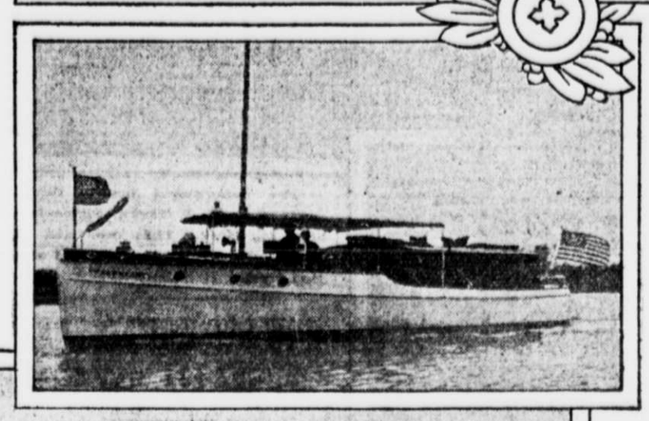
The steam yacht Adventuress, which was built from designs by J. M. Soper for the late A. M. Tree, an American yachtsman of Chicago, has been sold to Norman Clark Nell and has been lent to the British Admiralty for patrol service. The yacht is in command of a captain of one of the best known liners, and Mr. Nell, who has been gazetted as a sub-lieutenant, will be one of his officers. The Adventuress was to have done a similar service under her original owner. She can make 11 knots, and her daily consumption is about six tons of coal. At 10 knots she burns five and a quarter tons and at 8 knots about four tons. She can carry ninety tons of coal in her bunkers.

Ritter to Lead Muhlenberg Teams.

ALLENTOWN, Pa., Jan. 2.—Reward for persistent and conscientious work in athletics is indicated in the distinction attained by William S. Ritter of this city, who has been elected captain of both the football and the basketball team of Muhlenberg College. Up to this time the teams never have been headed by men from Allentown.

THREE TYPES OF MOTOR BOATS NOW UNDER DISCUSSION





Speeding a hydroplane in rough weather is not much fun for the helmsman. This shows A. E. Smith's little 16 footer The Bug pounding big seas on the Hudson. She leaves lots of fuss astern.

The Florence, 45 foot Elco cruiser built for Matthew Rock for use on Long Island Sound. Just above, tunnel stern shoal draft cruiser Sweetheart, specially designed for Florida service, which has a speed of 10 miles. She is a product of the Matthews Boat Company.

PAIR OF CUP YACHTS SENT TO JUNK HEAP

Columbia, Twice Defender of Trophy, and Defiance Are Sold for Old Metal.

LATTER A GREAT FAILURE

The passing of the year 1914 also saw the end of two yachts built for America's Cup honors. One made a remarkable record, the other, built as a possible defender, was a failure. The best known of the two is the Columbia, which successfully defended the cup in 1899 against the Shamrock I, and again in 1901. In the latter year she defeated the Constitution in the trail and preliminary races, and defended the cup, by defeating the Shamrock II. This was after the closest series of races ever sailed for the cup. The other yacht to be broken up is the Defiance, built last spring by the Bath Iron Works for a syndicate of yachtsmen representing New York, Boston and Philadelphia and for that reason generally called the Tri-City yacht.

These two yachts have been sold for old metal. The Columbia, which has been at City Island since the trial races of 1903, has 90 tons of lead on her keel, and is plated with bronze on steel web frames so that she is worth a fair price for old metal. Lead sells for $80 a ton when in a lump as on the keel of a yacht. The late J. Pierpont Morgan was one of the syndicate to build the Columbia, and after she had defeated the Shamrock I. Mr. Morgan became her sole owner. C. Oliver Iselin had charge of the Columbia in her first year, and W. Butler Duncan Jr. had charge of the defender which was the trail boat. In 1901 when the Shamrock II. came here former Commodore E. D. Morgan had charge of the Columbia and Charles Barr was her sailing master. W. Butler Duncan had charge of the new yacht the Constitution, built for a syndicate headed by August Belmont, and Urias Rhodes was her skipper. These two yachts were evenly matched and as Columbia made a more consistent record she was selected to defend the cup.

The first race for the cup was won by the Columbia by 1 min. 20 sec., the second race over the triangular course by Columbia by 3 min. 35 sec., and the third race in which Shamrock II. finished first, was won by Columbia by 41 sec., as Shamrock had to allow 43 sec. in thirty miles.

The Columbia was used as a trial yacht when the Alliance was built, and in the races that year she showed again that she was a better yacht than the Constitution.

The Defiance was a failure from the start. She had the easiest form of the three defenders built last year, the smallest lateral plane, and yet her designer tried to make her carry the largest sail spread. She was so much over canvassed that before she had taken part in a race her sail plan had to be cut down. Later this was still further reduced. She was tender and weak, so that those in charge were afraid of her. Finally, it was announced that her mast step had so weakened that she might lose her mast at any time, and she was withdrawn from racing. E. Walter Clark of Philadelphia was the largest subscriber to the syndicate which was capitalized at $150,000, and at the end of the season he purchased the other interests in the yacht. After a thorough examination it was decided that nothing could be done to the vessel, which was structurally weak, and she was sold for junk. Some of the spars and fittings are to be used on the Istalena, which is now being changed into a schooner, and the lead will be cut up and sold. The hull is worthless, except for the little value of the steel frames and the thin mahogany veneers used as planking. She had seventy tons of lead.

The Defiance cost $65,000 to build. Her two suits of sails cost about $4,000 each, and when rigged she probably cost the syndicate about $75,000. Maintenance during the year increased this cost to about $100,000, and she has been sold for about ten per cent. of her original cost.

COL. BOGEY BADLY WORSTED.

Tin Whistle Winners Finish 5 Up, With Others on Credit Side.

PINEHURST, N. C., Jan. 2.—Four ball match play against bogey for prizes presented by M. D. Fink of St. Andrews and W. L. Hurd of Oakmont claimed the attention of the Tin Whistles to-day. Heading the field were P. W. Whittemore of Brookline and Chisholm Beach Fox Hills, whose handicaps were one and three and who finished 5 up. Next in line were T. B. Boyd of Bellerive and H. W. Ormsbee of South Shore (10—18) and W. S. Van Clief, Richmond county, and Dr. M. W. Marr of Woodland (20—15), each pair finishing 4 up.

The Rev. T. A. Cheatham and F. C. Abbe (10—26) were 3 up; C. B. Hudson and C. L. Becker (9—7), Stuyvesant Lercy and J. K. Toppin (6—14) and J. H. Clapp and S. H. Patterson (10—12) were each 2 up, and Robert Hunter and W. E. Truesdell (2—8) ended 1 up.

The Colonel had the rest of the field down: H. E. Cushman and J. R. Bowker (16—21); A. Bryan Alley and C. W. Harmon (22—14) were one hole to the bad; C. S. McDonald and J. T. Newton (11—28) and J. M. Robinson and P. L. Lightbourn (26—12), 3 down; W. L. Hurd and J. D. C. Rumsey (18—17), 5 down.

Whittemore and Beach turned in approximated cards of 79 and 82. Hunter also was playing consistent golf.

GANDIL HURTS HIS ARM.

Washington Star May Have to Make Call on Bonesetter Reese.

WASHINGTON, Jan. 2.—Chick Gandil, the Senators' sterling first sacker, has injured his right arm and undergone an X-ray examination. This fact was gleaned yesterday, despite the utmost secrecy which has surrounded the case. The full extent of Gandil's injury has not been determined definitely, but it is not expected to prove serious enough to prevent him from playing with the local club.

For the last two years Gandil, especially in the early spring, has had some difficulty in bringing his throwing arm around into perfect condition. A kink has oftimes developed, and for several days he has been unable to straighten out his salary whip. This has not seriously handicapped him, although throwing with his arm in this condition has always caused him pain.

It seems that Gandil while riding in his machine the other day made a quick turn to avoid an accident. The muscles became contracted, and he was unable to straighten out his arm. He went to his home and summoned a physician, who at first thought that the injured member had been either broken or dislocated. Gandil immediately explained his former ailment and sought the services of the Washington club's physician.

Through the latter's advice Gandil went to the Army Medical School and had several X-ray photographs taken of his arm. The big first sacker has been suffering much pain, and, it is said, has been unable to get a comfortable night's rest. The plates, according to those in a position to know, have been developed, and have disclosed no broken bones, but a badly strained ligament. It would not be at all surprising were Gandil to visit Bonesetter Reese.

WASHINGTON AND LEE RISING.

New Looking Northward for More Prestige in Football.

LEXINGTON, Va., Jan. 2.—Sweeping changes are planned in Washington and Lee's football schedule for 1915. The generals, wearied by being accorded a reputation in only their own South Atlantic bailiwick, have decided to seek new fields in which to gain prestige and will invade the North for the first time next fall.

A game has been arranged with Cornell in Ithaca for Saturday, November 13, and it is possible that the Lexington eleven also will get a date on the schedule of another big Northern college. Washington and Jefferson, the heaviest scoring team in the North, applied for a date with Washington and Lee, which had fewer points registered against it than any other big eleven, but unfortunately it was impossible to arrange a game.

A. and M. of North Carolina will be met as usual in Norfolk on Thanksgiving day. This contest is now an annual fixture and interest in it increases each year. The Generals again will clash with West Virginia, but the battlefield may be shifted from Charleston to Huntington.

The home schedule will probably be cut from four games to three, but Lexingtonians, instead of having opportunity to see only teams from West Virginia, Virginia or the Carolinas, will get a chance to witness in action one of the best elevens in Pennsylvania.

Curley Denies That Villa Has Any Interest in Johnson-Willard Bout

Jack Curley, who seems to be the major domo of the Jack Johnson-Jess Willard fight, arrived in New York last night from Juarez, Mexico.

"I haven't much to say," said Jack. "I can't give out anything until I see the backers of the big bout and make my report. There are two sections to be considered, Havana and Juarez. The people of the Mexican town are wild over the prospects of putting on the big bout. They don't want a cent out of it. There have been ridiculous stories sent out that Villa wanted to cut in on the money. I've got his permission to hold the show, but when they say he wants a financial interest they don't know Villa.

"Juarez is the natural place. It's easy to reach. We can draw on San Francisco, Los Angeles, Kansas City, Oklahoma, New Orleans and dozens of smaller places. Besides that the Southwestern Cattleman's Association, 5,000 or 6,000 men strong, holds its convention in Juarez during fight week. We will make our decision Monday or Tuesday. I think they will want Juarez as the battle ground."

Jess Willard and Tom Jones got into town last night also. The lanky Kansas heavy will do a little moving picture posing and then he will hike off to some quiet spot to begin to condition himself for the battle of his life.

Manager Harry Pollok said last night: "Freddie Welsh has been training quietly down in the country and will be ready to meet all comers after January 14. We have a dozen offers for fights and we will take them all in their order."

Tommy Murphy will bow to New York again Monday night, when he meets Willie Beecher at the New Longacre A. C.

Emil Thiery, who manages Packey McFarland, went to London just before the Ritchie-Welsh fight. He was invited to spend the week end with a rich English sporting man, who had a fine country home and a big shooting preserve. Emil was shown about the estate and then through the mansion, room by room. The Britisher finally brought up in an imposing sleeping chamber which contained a giant four poster bed.

"Here's where the great Nelson reposed one night," said the host to Thiery.

Thiery sunk his fist into the downy covers.

"Leave it to old Bat to pick out a soft spot," he replied.

"At the time I ran the Wolgast and Ritchie fight I reproduced on my half sheet posters facsimiles of the tickets to be used for the fight." Jim Coffroth told a group of friends. "This was to protect my patrons against fake tickets. These reproductions were three or four times larger than a real ticket and were printed on cardboard. Well, to prove that Barnum was right, will you believe me when I tell you that some fellow went around and collected a lot of those cards, cut out the ticket reproductions neatly and sold them outside the arena at $2 a smash? We had an awful time trying to convince these people that they had been bunked."

"I wasn't born yesterday," said Frank Kappel, the big felow who takes tickets at the end of the little gas pipe runways at the entrance of the Garden, "but I want to meet socially the man who got by me at the White-Shugrue fight the other night without a ticket. Just when the crowd was coming in rushes a fellow dressed in a carpenter's white suit appeared with a saw, plane and a hammer in his hands.

"'Where are you going?' I said as I planted my palm on his chest.

"'A section of the boxes have collapsed,' he said excitedly, 'and Jimmy Johnston sent for me to fix them up.'

"And in he went. I spoke to Johnston about it after the show and they all gave me the horse laugh. What bothers me is how he got by those 'No' men on the turnstiles."

When Kappel isn't taking the pasteboards at the Garden he is on the Van Cortlandt links playing golf. There never was a man who took the game more seriously than Frank. One day he was detected in the act of trying to run down a four foot putt. He is a big fellow and was bent so far over that his hands almost touched the head of the club.

"Why," asked a friend, "why the big bend and the short grip on that putter?"

"I'm trying to overcome the whip in it," answered big Kappel, using an A1 golf expression.

"Did you ever hear of Spider Kelly's great phenom, Toothpick Kelly?" asked Heine Rafael. "Kelly always was on the hunt for white hopes. He liked to send a new big man along when he could. He had a character about his place called Cap Ferry, who used to be the white hope scout. One day Cap came tearing into Kelly's yelling, 'Spider, come quick—I've got a white hope leaning against a telegraph pole down the street.'

"Kelly rushed out and Ferry pointed to the find. Spider nearly fell over when he saw the fellow. He stood six feet six in his stocking feet. And reach—well, if Fitz could span out 78 this fellow would spread 88.

"'What is your name?' asked Kelly when he had the fellow safe in the little gym back of the place.

"'Snyder,' said the lanky giant.

"'Oooch!' said Kelly with a frown. 'I can't stand for that name. Kelly is your fighting moniker—Toothpick Kelly—you understand? Now you stay right in the gym here. Work on these bags and things and I'll make a fighter out of you.'

"'Keep him locked in there,' whispered Kelly to Ferry. 'He's a wonder.'

"Day after day and hour after hour he worked teaching the big fellow to stick out his left; that's all he needed to do. No man in the world could get near him when he did.

"Finally he was matched to fight Indian Joe Gregg. He amazed the crowd with his size and especially his left hand jab. Gregg was knocked out in short order. Kelly was overwhelmed with congratulations. It looked like a quick fortune for the quick thinking Spider. But as Kelly was holding a reception outside a great roar went up from within the dressing room. Kelly rushed in. There was his big find in an epileptic fit.

He was in a bad way for an hour and a half. Kelly shooed everybody and kept it out of the papers.

"Toothpick won a few more fights. He improved right along. Then came an offer of $1,250 to fight Toothpick against Sam McVey in Los Angeles. Kelly hired Harry Foley and Eddie Hanlon to train the big fellow. Two days before the fight, right in the middle of a training spell, the giant had another fit.

Spider had a forfeit of $250 up for appearance in Los Angeles and they finally got away for the South. The day before the fight Kelly had Toothpick at a big swimming pool in the town. The big chap was splashing about having a great time. Spider happened to turn around in time to see his giant all posed for a dive from the little platform up in the rafters.

"'Whatta ya doing up there?' shouted Kelly, thinking of his forfeit and his epileptogenic wonder.

"'I'm gonna make a d-d-d-d-d—' And that's as far as Toothpick got. His eyes began to roll and his body swayed.

Kelly took one frightened look at his phenom.

"'Yow!' screamed Spider. 'There goes my two-fifty!'

"And down came the Toothpick. He was so badly hurt that they called the fight off. Kelly gave his namesake the gate after that. He would have been a wonder except for the fits, for he certainly could hit."

One night the Toothpick was fighting some big fellow in San Francisco. Kelly kept telling the Pick to stick out his left. The Toothpick didn't obey orders. Kelly was in a rage. When the Toothpick came back to his corner at the end of the next round little Kelly walked out to meet the giant. "You big lummox, didn't I tell you to stick out your left—why don't you do it?" and with that little Kelly leaped four feet in the air and cracked the giant on the mouth with his open hand. "Now I guess you'll behave,' roared Spider, while Toothpick, big enough to break him in two, slunk to his corner in apparent fear.

COOPERSTOWN PONIES ARE SENT TO COAST

String of Twenty Shipped to California for Use in Polo Tourneys.

Preparations for the participation of Eastern poloists in the tournaments to be held at the Panama-Pacific Exposition were begun last week when the advance guard of the Eastern mounts left for the coast. In the shipment there were twenty of the string belonging to the Cooperstown team. This formidable quartet is composed of F. S. Von Stade, C. Perry Beadleston, Charles Carry Rumsey and Malcolm Stevenson. This four won the open and senior championships of the United States in 1913, and Stevenson and Rumsey were considered as likely timber for the international match with England.

J. Watson Webb, one of the best players on the Great Neck team, will leave for the coast shortly, taking with him the pick of his stable. He is a brilliant left handed player and will play in the universal tournaments on a team with Carleton Burke, F. McLoughlin and H. Drury. G. M. Hecksher is also arranging to ship a big string of ponies, but the team on which he will play has not yet been named.

Beginning on January 23, the first of the polo tournaments will be held at the Midwick Country Club of California, and it is expected that players from almost every polo centre in this country as well as South America, Canada and Hawaii will compete. A number of leading players who have been prominent in the tournaments held on Long Island, at Narragansett Pier and the country clubs of Boston and Philadelphia will take part in the Pacific coast tournaments, and those preceeding the later events which will be played at San Mateo, Coronado, Riverside and other points on the coast. Within the past two years a marked interest in polo has developed at points west of Kansas City and St. Louis, and a number of new players will strive for the honors against the Eastern contingent.

J. Cheever Cowdin, vice-chairman of the Pacific Coast Advisory Committee, has arranged to have shipped to California some time before the commencement of the tournaments sufficient ponies to mount all of the visiting poloists who do not ship their own mounts. These ponies are some of the best that have been gathered in the Southwest, and it is considered probable that many new mounts for future international contests will be obtained as a resuk of these matches.

Lajoie Discusses Pugilism.

CLEVELAND, Jan. 2.—Nap Lajoie recently attended a boxing match in Cleveland.

"Great stuff," said Larry. "Do you know the difference between baseball and boxing?"

"Never tried to figure it out," replied his companion.

"Well," said Larry, "in baseball we hit them with the bat, while in boxing they hit them with the glove. Then, when you get hit in baseball you're safe, while when you get hit in boxing you're out."

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The Bodies present the last word in real streamline, gracefulness and simplicity. Snap, style and distinction are observed in every feature.

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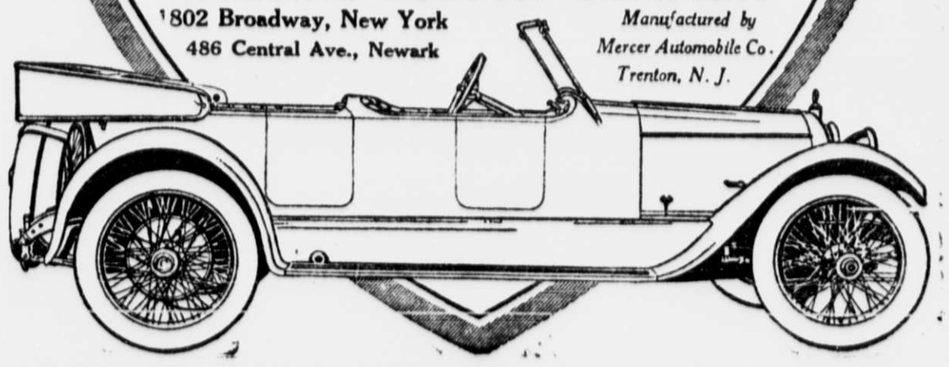
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