

FLYING AUTOS SET NEW MARK FOR RECKONING SPEED

MERCURY IS OUTDONE; THE CAMERA DEFIED

MARRIOTT 'SNAPPED' KNOCKED FOOTBALL SPEEDING LIKE WIND SIX CENTURIES AGO

Fastest Shutter Fails to Eliminate Blur—Minneapolis Are Homeward Bound.

By O'Loughlin. Daytona, Fla., Jan. 27.—Mercury as typical of speed has been outdone and replaced by the motors of the automobile that have accomplished a long-thought impossible feat of speed, and have actually gone a mile in 28 1-5 seconds, or at the rate of 127.5 miles an hour.

Marrriott's wonderful mile on the beach course Friday afternoon awed the beholders. Standing with camera in hand and watching the oncoming car required nerve. Nature said "bolt," but the newspaper spirit whispered, "Get him," as he flashed by with the speed of a light wave, the car roaring against the wind pressure, seemed some wild incarnate rather than the creation of the mild-eyed man, who stood nearby and watched his driver snatch the highest automobile honors from the congress of dare-devils who had gathered upon the course from all parts of the world.

Cameras Too Slow. I snapped the shutter on this performance at a speed of 1-400 of a second, and no matter how weak the picture I will give it to The Journal readers. There are no shutter, plates or lens sufficiently rapid to eliminate motion such as this, but the effort is worthy of trial.

The wires of the week have carried the race results in sufficient details. On the straightaway course the races do not possess the thrilling interest in the events on the mile track, but they are safer. The supremacy is settled early and the cars flash over the finish so far apart that the crowd does not enthrall so much as where it is possible to watch them all of the way around.

The Minneapolis pilgrims have put in a busy six days. Starting from Minneapolis Saturday night over the Burlington they reached Chicago Sunday morning. The train was immediately turned over to the Big Four, and the supper hour found the gophers at the Grand in Cincinnati.

Take Boat Excursions. Monday morning brought Chattanooga and the day was spent on Lookout mountain. Tuesday morning found the Minnesotans at St. Augustine, where they visited the old Spanish fort, the cathedral, slave market and other points of interest.

At midnight Tuesday the special train was sidetracked at Daytona. A Spaniard climbed aboard and greeted the excursionists with the "Haw." Wednesday was spent on the race course. Thursday a steamer was chartered and the party ascended the Halifax to the Tomoko river and spent the day in winding thru the picturesque bends on the launch, fruits and secured, a la Fresco, and the return trip ended at 5 o'clock.

At 7 Thursday night came the big event of the week, the dinner for the Minneapolis automobile club party at the Florida East Coast Automobile association clubhouse. The tables were beautifully decorated with fruits and flowers, all Florida's products, and in the center stood the Minneapolis cup.

Attend Big Ball. An elaborate ten-course banquet was served and during its progress Colonel F. M. Joyce, on behalf of the Minneapolis Automobile club, presented the cup to the Florida association.

Mr. Paine responded gracefully and was followed by Secretary Bachelor of the American Automobile association, Webb Jay and other speakers. The favors were tobacco jars for the gentlemen and vases for the ladies. They have pictures of President Paine's home in Daytona and were highly prized by the recipients. The affair was the work of Mr. and Mrs. Paine and proved one of the most enjoyable features of the outing.

Friday night many of the party attended the big Auto ball at the Ormond and at 8:18 p.m. Saturday afternoon the trip northward started. Sunday evening will find the crowd at Cincinnati. Monday will be spent at the Chicago auto show and Tuesday morning the party will arrive at Minneapolis. Many of the tourists will remain in Florida for several weeks.

Minnesota Best State.

The only drawback or annoyance of the trip has been rain, which, however, was accepted by the tourists with good grace and turned into chaffing over comparisons of Florida and Minneapolis weather in January. The gophers invariably invited the natives to visit Minnesota in January to see a real summer climate.

The entire party has enjoyed excellent health. G. A. Sebring has assisted Mr. Paine in every way in entertaining the Minnesotans and Mr. Therion has also added his aid. Both are Minnesotans.

The trip has been successful in every way, but the party is coming back with the opinion that they would not trade Minnesota for any state in the world.

MARRIOTT 'SNAPPED' KNOCKED FOOTBALL SPEEDING LIKE WIND SIX CENTURIES AGO

Agitation Against the Game Is Nothing New, After All.

London, Jan. 27.—W. J. Wilson, the secretary of the Surrey Football association, has been studying up the history of the game recently. So much of an authority has he become that he re-



ALFRED VANDERBILT DRIVING HIS TOURING CAR.

cently lectured to a large number of football enthusiasts here in London, dealing especially with the ancient laws upon the subject.

Six Centuries Old. Mr. Wilson authoritatively declared that football was six centuries old. Shrove Tuesday had been associated with the game from the earliest times, and in the fourteenth century, in the reign of Edward I, football was played by so many youths in the streets that the merchants appealed to the king to put the game down, as it interfered with the commerce of the city.

But football was strong enough to defy the law, even of the king, both in England and Scotland, despite agitation and much condemnatory writing against the game.

In the sixteenth century the game, the unlawful, was played in the streets and fields, the goal posts ranged from such objects as bushes to houses and were often miles apart. One special prayer was disseminated by a writer named Stubbs deprecating football on the Sabbath on the ground that it was "bloody and murderous game," backs, legs and necks being indignantly broken.

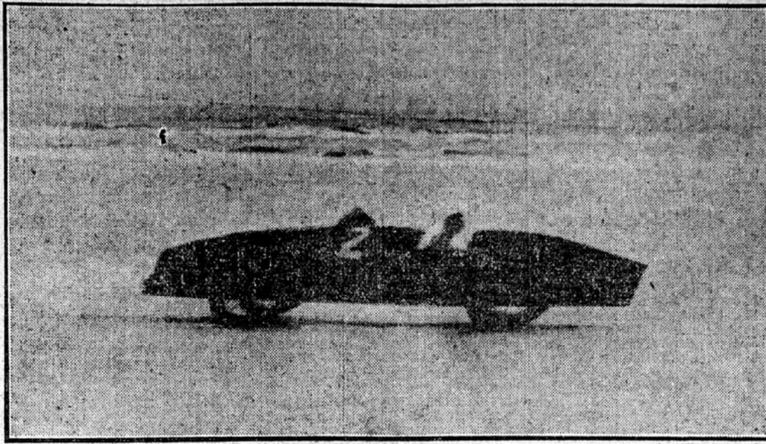
Gave Men Courage. Another writer, more generous, declared that the game put courage into the hearts of the players and stimulated them to meet the foe eye to eye without flinching. After showing some amusing lantern slides treating of the lighter side of the game, Mr. Wilson wound up with a lucid explanation of the offside rule.

The growth in number of municipal golf courses in England has been a noteworthy feature of the year. In most cases they charge a small "green fee" to players, about sixpence, and this has made the courses not only self-supporting, but in many cases actually profitable. Bournemouth has just opened its second municipal course of eighteen holes. J. H. Taylor did the planning, and the links cost about \$60,000, including the locker house. The course is 6,021 yards long. On opening day about 5,000 spectators followed Yardon and Taylor, Braid and Herd, the latter pair winning the match by 5 to 3.

CARELESS BARBER.



Anent the "Big Nine" conference. Man in Chair—A hair cut is all right, but how about—OUCH!



FRED MARRIOTT, IN HIS STANLEY STEAMER, RIDING FASTER THAN A TWO-MILE-A-MINUTE CLIP.



ALFRED VANDERBILT DRIVING HIS TOURING CAR.

EIGHTY-ONE BUT HE RIDES IN A SULKY

Oldest Race Driver in Country Is Discovered at Merchantville, N. J.

Buffalo, N. Y., Jan. 27.—Probably the oldest man regularly engaged in training and driving trotters is Daniel Bodine of Merchantville, N. J. He is 81 years old and drove his first race in 1853. Last season he raced a few horses and is wintering some now which he expects to race next season. Mr. Bodine enjoys remarkable health, which he attributes to the fact that he has never used tobacco in any form, nor spirituous liquors of any kind, and that he has lived so continuously in the open air. Among the more noted of the earlier trotters that he drove, are American Jackson and Victor Patchen. He also developed the mare May Queen, by Alexander's Norman, and sold her to "General" John E. Turner for \$1,600. For Turner she became a grand-circuit sensation, taking a record of 2:20 and being sold by Turner for \$10,000.

The old-time pacer Major Wonder, 2:09 3/4, that amazed Buffalo racegoers one day back in 1893, and leaving a lot of them with empty pocketbooks, by not only beating, but also by distancing Mascot, 2:04, and Flying Jib, 2:04 1/2, died a few days ago at Worcester, Mass., where for several years he had been owned by a man who used him for speedway and matinee racing. Major Wonder was 20 years old and back in the early nineties was one of the stars of the grand circuit.

Pitcher Jacobson says he is "ticked to death" to get away from Washington and is glad his new berth is to be with St. Louis.

CARELESS BARBER.

MATTSON, AMBITIOUS, TRAINS FOR ITALIAN

Record Victory Over Pardello Would Bring Spurs Minneapolis Boy to Best.



LEO PARDELLO.

Providing he defeats Leo Pardello in the wrestling match scheduled for Feb. 6, Carl Mattson of Minneapolis could claim the heavyweight wrestling championship of Italy, for his big opponent in the bout, now holds that honor. Of course, this must be taken with a grain of salt, for to claim the championship of another nation by virtue of a victory over its holder, next states defending it against the next best man or men in that country. At any rate, honor is at stake, for the light Minneapolis boy, who will enter the ring nearly forty pounds lighter than Pardello.

Both Mattson and Pardello are training hard for the coming match. The former is working in the Midway gymnasium, while Pardello is supplementing the drill received in meeting all comers in Chicago, with faithful work after hours. With the man it is a case of avoiding defeat at the hands of a boy, the to fall before Mattson, in his present condition would be no real disgrace. With Mattson it is to exert his every effort to obtain the distinction that a victory over a national champion and a man older in experience and much heavier would carry. It can truthfully be said, too, that each is highly confident of his ability to win in the catch-as-catch-can match he will enter at the Masonic Temple, Feb. 6.

Mattson Improves.

Mattson has shown wonderful improvement in the past six months. He is looked upon as a coming heavyweight champion. The only 20 years of age, he has an excellent mastery of the science of wrestling, and the light is extremely clever, as his ability to stay thirty minutes in a "free-for-all" match with Pardello shows. He stands about six feet and weighs 185 pounds, every bit of which is highstrung and powerful.

The Potts-Felkey match which will precede the Mattson-Pardello engagement, bids fair to be a close one. Both are instructors, Felkey being at the M. A. A. and Potts at the Cooke institute. The two have been trying to get together for some time, but a meeting has been prevented by differences in weight. They have agreed now, however, to weigh in at 135, ring-side, and should be in shape to produce an interesting battle. Neither needs an introduction, Jimmy Potts especially being known for his ability in the fist arena. Both are training faithfully.

MORE BATTING IS CRY FROM ROOTERS' BENCH

Connie Mack Suggests Substitutes for Pitchers to Pad Hitting Records.

New York, Jan. 27.—Baseball magnates are discussing proposed legislation that will add to the attractiveness of the game.

"More batting," is the cry in the American league, while in the National the club owners say they are perfectly satisfied with the stick work of their players. When the rules committee get together there is likely to be a lively tilt. The National leaguers favor leaving the rules as they are, while the Americans want some changes.

"Just what remedy will be adopted to improve batting next year is hard to say," said Connie Mack while discussing the situation.

"My proposition is to allow a substitute batsman for the pitcher without the removal of the latter from the game.

"One of the other managers at the recent Chicago meeting had a proposition similar to mine, except that he wanted the pitcher cut out altogether and only have eight men take part in batting. I think this would be a little too hard on the regular players, as it would bring each man up at least six times in a game, and if there was plenty of hitting the men might face the pitcher eight times.

"My plan, I think, would be better, as it would not crowd extra work on the other players. Every club has a few surplus players and the public would often like to see what these men can do, but under the present rules these players cannot get into the game regularly."

Frank Nevin of Detroit proposes that the batsman be allowed to take his base on three balls. "This would make the pitcher put them over," says Nevin, "and allow the batsman a chance to line out the ball."

COACH TO USE MOTOR BOATS

Columbia Crew's Trainer Will Give Up Slow-Power Launch.

New York, Jan. 27.—Practice for every crew candidate was begun last week under Coach Goodwin at Columbia.

Twelve machines were placed on the gymnasium floors, where general coaching can be done. Four machines have been placed in the football locker-room, where individual coaching will be given. At present about fifty candidates have enrolled, but of this number few are trying for the varsity crew.

Several important questions have recently come up in the meetings of the directors of the rowing club. The present launch is in a bad state of repairs and to place it in a first-class condition will require a large expenditure. This being the case, the directors are considering the purchase of a motor-boat for use in coaching. Several boats are under consideration and it is hoped that in a short time a decision will be reached.

There is an annual expenditure for repairs, wages, etc., of about \$2,000 on the present launch, and it is thought there will be a large saving of expense if a motor-boat is secured. The captain of the crew has been appointed by the directors the representative of the rowing club on the athletic council in that organization.

The race with Annapolis will be held again this year on May 21. The race with the Yale freshmen will probably be held as usual, in May.

WORLD'S RECORD MADE IN MINNEAPOLIS RACE

WHITE WINGS TO RACE ACROSS THE PACIFIC

Western Pond Will Rival Atlantic with Difficult Yacht Tests.

San Francisco, Jan. 27.—The suggestion is but a few months old, the proposed trans-Pacific yacht race from this city to Honolulu is receiving much attention from yachting devotees.

EARP WINS FINE CUP IN SENSATIONAL RUN

Shatters Record in 100-Mile Dash, Tho Running on Three Tires.

By Publishers' Press. Hotel Ormond, Fla., Jan. 27.—Clifford Earp, driving S. F. Edge's 80-horse power Napier, this afternoon broke the 100-mile world's record for gasoline racing cars by 2 minutes, 43 3-5 seconds, on the Ormond-Daytona beach course.

This, because the Napier traveled more than sixty miles on three tires and one wheel rim, was a result that would not have been deemed possible by anyone with any knowledge of motoring. His average mile was a shade over 45 seconds, in spite of the fact that the clerk of the course says he lost more than five minutes outright when his tire burst. But for the accident his time would have been close to one hour. Earp's corrected time was 1:13:49 2-5.

Earp's reward for the sensational race is the beautiful cup posted by the Minneapolis Automobile club. The trophy is one of the most beautiful hung up for the Ormond races and there was great rivalry among the owners to capture it and the attention in the speed of its winning would necessitate. Every one of the best cars down here was entered and every driver exerted his every effort to finish first and win the coveted piece.

Risked Life to Win.

Emanuel Cedrino, in a 110-horse power Fiat, finished second after being ahead for the first seventy miles, because of being obliged to replace a tire. His corrected time was 1 hour, 16 minutes, 39 seconds.

William M. Hilliard, in the 80-horse power, ended third, after slight delays, in the corrected time of 1 hour, 21 minutes, 5 seconds.

Fully 5,000 people saw the end of the contest and waxed enthusiastic toward the end. Of course Earp took great chances of personal injury in attempting such a dash "barefoot" after the Napier threw a shoe. The officials declared that he was foolhardy, especially as he seemed to have no chance of winning.

There were six starters in this free-for-all, the other three being Walter Christie in his 110-horsepower special racer; Lancia in the 110-horsepower Fiat and H. N. Harding in T. W. Sutherland's 44-horsepower Damler.

The start was at the twelve-mile post, turning at the sixteenth, making four miles and their six full laps of fifteen miles from the first mile post to the sixteenth, a total of ninety, which left six miles to finish from the sixteenth to the ten-mile marks, finishing at the club house.

The starts were made with breaks of thirty seconds each. At the end of ten miles the order was: Earp, Cedrino, Lancia, Christie, Hilliard and Harding.

Earp Pushes Forward.

When the contestants passed the judges' stand next, at the end of twenty-eight miles, the order was the same, except that Hilliard had taken fourth place from Christie who was fifth.

Just before Earp had finished forty miles his tire troubled him and he fell to third place. Cedrino and Lancia each moved up a notch to first and second places respectively, being only about a second apart.

At this point Christie had dropped to sixth, Harding replacing him. Cedrino was dragging his muffler, but at forty miles was six seconds better than the world's record.

This was the last time that Christie, Lancia and Harding passed the judges, Lancia having trouble with his radiator, and Christie with his cylinders. At the end of fifty-eight and seventy miles, Cedrino led, with Earp second and Hilliard third. The Italian was close to his seventy-fifth mile when his tire exploded and Earp slipped to first place, which he easily maintained thereafter.

The Napier car has been little changed since last January, when under McDynald's driving it won the kilometer, mile, five-mile and ten-mile records here.

The 100-mile record was made by H. W. Fletcher in the Diederich in one hour, eighteen minutes, twenty-four seconds.

The two-mile-a-minute event went over to Monday along with the others after the Stanley steamer had blown out a cylinder head.

Keefe, one of the three Pacific coast pitchers gobbled up by Griffith, seems to be making a fine showing on the coast, judging by recent reports. He may be another Tim.

Just now the big league managers are telling how all of their minor league players are developing into Mathewsons, Keelers, Lajoies and Wagners. It will be a different tale by April 1.

QUITS UNIVERSITY TO RUN A SKATING RINK

Captain of Stanford's Football Team Causes a Sensation.

Berkeley, Cal., Jan. 27.—Consternation reigned on the university campus when it was learned that James A. Force, captain of the university football team, member of the exclusive Sigma Nu fraternity, and regarded as one of the prominent members in the so-called high society set in college, is to leave college and be the manager of a roller skating rink at San Jose. The spectacle of a famous university man, manipulating the destinies of a rink where youths and maidens of high and low degree prouette about on the giddy wheels, devoting the hours to exciting fantastic figures, is expected to make the new rink in San Jose an enormous hit.

Force is not to be the only college star in the enterprise, however. With him, as associate manager, will be Louis Bunsbach of Stanford, a football star, who was captain of his team a year ago, and acted as assistant coach last fall. The two college men are both devotees of the sport of roller skating. Each is popular in society, each "has a way with him," and together they are expected to be invincible in San Jose.

LAJOIE GETS RICH PLAYING BASEBALL

Cleveland Star Has Earned \$30,000 Since 1902.

With \$30,000 stacked up to his credit for work since June, 1902, Napoleon Lajoie will take up his first contract now for four years some time this month. The blues' chieftain signed his first and only contract with Cleveland while hostilities were raging just four seasons ago. The date was June, 1902, and the time covered ran thru the campaign of 1905.

Larry is now in the prime of his ball-playing life, and he should have eight good seasons left in him yet. This means that he will draw down \$30,000 before he sidesteps the game for good, before he has earned upon the baseball field, with the possible exception of "Muggsy" John McGraw, who is to be reckoned with.

Nig Cuppy, who held the record in the National league as the slowest and most deliberate pitcher, threatens to follow the example of Amos Rusie and get back in the game. Cuppy thinks his long rest has restored his pitching arm.

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