LAFFERTY IS VICTOR

Wins Finals of Columbia Golf Club Tourney.

HARBAN'S DEFEAT A SURPRISE

Veteran Player Goes Down Before the Brilliant Work of Chevy Chase Crack, Who Wins by 4 Up and 3 to Play—Jay J. Morrow's Exhibition One of the Features of Day.

George C. Lafferty, of the Chevy Chase Club, downed J. L. Harban, of the Columbia Golf Club, in the finals of the annual open fall tournament at the Brightwood links yesterday by 4 up and 3 to play.

The result came as a surprise to the Chevy Chase supporters, as Harban is one of the strongest players in the District, and his work in previous matches showed him to be in excellent form. Lafferty also had a tough proposition on his hands in the morning, when he was matched against O. Horstman, also of the Chevy Chase Club, and won, 1 up.

At no time was Harban ahead of his competitor, and he lost his only chance to pass the winner when he drove into the ditch at the thirteenth hole after tying at the eleventh hole. On the twelfth hole Lafferty putted better than Harban, and after Harban's fluke into the ditch Lafferty got a 3.

The Columbia player missed the drive on the fourteenth and failed to recover, being still in high grass on second station. The champion won the fourteenth easily in 4, and captured the match at the fifteenth hole by beating Harban on an approach putt, and holding out in 3 to Harban's 4.

Morrow Plays Strong Game.

The hardest earned and most well deserved victory of the day was Jay J. Morrow's record against all comers in the third set. In the morning round he was matched against John Brawner, a star golfer from the Bannockburn Club, who, had he put up his usual classy play on the opening day, should have qualified in the first set. Morrow's score in the semi-finals was 5 and 3, and in the afternoon his running mate was Reeve Lewis, of the Chevy Chase Club. The advantage vacillated in this match until Morrow survived, 1 up at the nineteenth hole.

L. W. Weaver, of the Columbia Club, was the winner of the second sixteen, downing H. Duff, 6 and 4, while Winter beat out Davis in the fourth sixteen by 2 up.

Eynon Defeats Lard.

The tie, which resulted in the qualification round on the first day, when E. B. Eynon and Allan Lard were even for the initial position in the first sixteen, with gross scores of 162, was played in the afternoon and resulted in a decisive victory for Eynon. Lard failed to turn in a card.

Play in the stroke medal handicap competition continued all day. Jay J. Morrow, with a handicap of 16, came out with the lowest net score, his record being gross 89, handicap 16, net 73. L. L. Harban was the winner of the cup offered for the lowest gross score. Playing under a handicap of 4, he made a net score of 81 and netted 77.

Good Scores Made.

A breeze which sprung up about 10 o'clock lowered the scores in the handicap medal play, but even at that the records of those who turned in cards were uniformly high. The entire three days of the tournament met with most favorable weather conditions, and the out-of-town players commented most favorably on the condition of the Columbia Club's links.

Eighty-three entered the qualification round on the first day, and among these were fourteen out-of-town players. It is a noticeable fact that of these the only one to qualify for the semi-finals was E. S. Armstrong, of the Salt Lake Country Club, and he was beaten by Reeve Lewis, 4 and 3.

Scores in Semifinals.

The players and scores in the semi-finals were:

First sixteen—Harban beat Mattingly, 4 and 2; Lafferty beat Horstman, 1 up.

Second sixteen—Weaver beat Duff, 6 and 5; Leet beat Talcott, 1 up.

Third sixteen—Lewis beat Armstrong, 4 and 3; Morrow beat Browner, 5 and 3.

Fourth sixteen—Winter beat Sheldon, 1 up; Davis beat Wood, 3 and 1.

In the finals, Lafferty, Chevy Chase, beat Harban, Columbia, 4 and 3; Weaver, Columbia, beat Leet, Columbia, 6 and 4; Morrow, Columbia, beat Lewis, Chevy Chase, 1 up 19 holes; Winter, Columbia, beat Davis, Columbia, 2 up.

Handicap Medal Play.

The scores in the handicap medal competition follow:

Player.	Gross.	Hdkp.	Net.
P. E. Brengle, Columbia	93	18	75
E. B. Eynon, Columbia	84	8	76
D. H. MacAdam, Columbia	86	12	74
F. E. Greenwalt, Columbia	106	18	88
R. H. Lindsay, Columbia	95	18	77
J. Jay Morrow, Columbia	89	16	73
T. N. Horn, Columbia	98	18	80
S. Dalzell, Chevy Chase	84	4	80
A. Parker, Chevy Chase	87	12	75
L. L. Harban, Columbia	81	4	77
R. Lewis, Chevy Chase	88	6	82
J. C. Davidson, Columbia	85	8	77
George Borup, New Haven	87	6	81
E. P. Gates, Minikahda	87	5	82
A. T. Kay, Chevy Chase	110	16	94
A. B. Shelton, Chevy Chase	94	16	78
D. J. Rumbaugh, Columbia	104	18	88
B. Middleton, Columbia	96	16	80
G. Tripp, Chevy Chase	104	18	86
D. K. Jackson, Columbia	97	18	79
E. S. Davis, Frankford, Phila	92	14	78
F. T. Buckins, Frankford, Phila	110	18	92
J. McMinamin, Columbia	83	8	75
O. McCammon, Chevy Chase	84	4	80
F. M. Phillips, Columbia	93	14	79
L. Bucker, Columbia	105	16	89
W. B. Smith, Columbia	94	14	80

COLLEGE GOLFERS READY.

Intercollegiates Start at Glen Cove, L. I., October 15.

Princeton, N. J., Oct. 12.—It was announced here last night that the Intercollegiate Golf Association will hold its eleventh annual tournament on the links of the Nassau County Club links, Glen Cove, Long Island, on October 15 to 19. The association is planning to make the occasion pleasant socially, and the college golfers will have a smoker on Wednesday evening. Four teams are already entered. They are Pennsylvania, Yale, Harvard, and Princeton.

Cornell, Columbia, and Williams are members of the association, and may yet enter teams. The Princeton team has an even chance of winning, and it looks as if the regularity with which Princeton and Yale have contested the finals would be broken. The Princeton team consists of the following men: R. Peters, jr., captain; H. J. Vandike, F. H. McAdoo, C. Ballin, D. Roberts, and W. T. West.

The University of Pennsylvania will send a team of six men and a substitute, selected from the following, who have been playing regularly for the past few weeks: Capt. I. Aubrey McCurdy, '08; Walter G. Pfeil, '10; E. Arnold Service, '10; H. B. Kirchner, '10; I. G. Dunlap, '01, law; H. C. Legge, '10; Joseph B. Townsend, 3d, '08; Spencer Wright, '09; W. S. Halkett, '09; O. H. Perry Pepper, '08, M.; De Forrest P. Willard, '08, M.; Kenneth Kinard, '08, M.; Joseph Carson, 3d, '08, L., and H. F. Wendell, '10.

COLUMBIA GOLF CLUB'S HANDSOME PRIZES.

TROPHIES AWARDED IN YESTERDAY'S TOURNAMENT.

LONGEST GOLF DRIVE

Englishman Holds Record with 381 Yards.

CONSIDERED WONDERFUL FEAT

Increase in Long Driving Is Ascribed in a Measure to the New Rubber-cored Ball of American Invention. W. J. Travis Is Said to Have Driven Ball 382 Yards, but Proof Lacking.

It appears now to be accepted, says a writer in an English paper, as officially guaranteed that W. H. Horne, the professional at Beckenham, has driven a golf ball the amazing distance of 381 yards, as measured by a responsible member of the club. No doubt a stroke of this kind is one of the most exhilarating experiences that any player can enjoy, and the mental stimulus it affords is an extremely valuable assistance in his round. But it would be a pity, in the best interests of sport, if this performance, coming in the middle of a discussion which tends to magnify the values of the "swiper," should in any way tend to diminish interest in the finer points of a game which would be worth very little if it lost the charm of variety. A long ball is not itself a benefit; it must be not far, but sure; it must leave the player in a good position either for his second shot with a brassey, or for that lofted approach with the iron which calls for the most delicate refinement of the golfer's art. A high average of good shots from the tee with a wooden club is indeed an essential to a first-rate score; but it is not the only thing worth cultivating, as no one is likely to realize more clearly than the men engaged to-day in going round the old course at St. Andrew's for the gold medal. True, golf needs brains as well as muscles; and such a hole as the "Suez Canal," at Sandwich, which invites the "swiper's" ardor, is subtly calculated to impress the fact upon him that strength without accuracy is very liable to end in failure.

Three years ago, at Muirfield, a player drove off from the eighth tee for a hole marked at 318 yards distant. His ball was assisted by a strong wind, and finally came to rest under the boundary wall, nearly fifty yards farther on. This was a great hit; but it did not facilitate good scoring. In the same year Mr. de Zoete drove a ball which carried exactly 250 yards from the tee to the tenth hole on the same course.

American Ball Fast.

It would appear that the increase in long driving, which has been undoubted of late, may fairly be ascribed, in part, to the fact that a rubber-cored ball, though it does not often seem to carry farther than the "gutty," undoubtedly runs faster after it has fallen, especially on lively ground. It may, therefore, be argued that the data on which the late Prof. Tait based his famous calculations have now changed. They needed revision almost immediately after publication, for the professor's son drove a distance, at St. Andrew's, on January 11, 1893, which was scientifically measured by an engineer to be 341 yards 9 inches, and his father's estimate of the human capacity had forthwith to be modified accordingly. The ground was frozen, but the carry alone was 250 yards, which has very rarely been equaled since, and so the extra total length now possible may fairly be ascribed to the new ball. What that ball could do, the Americans, who sent it over to us, were the first to demonstrate. But we have not yet received sufficient evidence to authenticate the measurement of 382 yards ascribed to a drive made by Mr. W. J. Travis, on the Garden City links, New York. If it were correct, and if we might apply Prof. Tait's calculations to the performance, we should reach the conclusion that Mr. Travis was able to impart a speed of 900 feet per second to the ball at the moment of its impact with his club.

It appears, however, that the drives made by W. H. Horne and by the late Lieut. Tait are of a more authentic nature than anything on the other side of the Atlantic, and the briefest consideration of the few data that have been preserved on this subject will bring out even more clearly the extraordinary merit of these two performances. Mr. Edward Blackwell, for instance, has driven the long hole at St. Andrew's both ways in and out, in two shots, the whole distance being 516 yards. A. Herd has driven 264 yards with the wind at the last hole at Portrush. Douglas Rolland has carried 240 yards with no wind, and did 265 yards with the run at Prestwick. These are results in which no fortuitous circumstances need be considered. But it would be impossible to forget, in recalling feats of distance, that some little time ago Mr. Edward Blackwell had the credit of driving from the eighteenth tee at St. Andrew's to the stops of the Royal and Ancient itself, whence the ball rebounded, and only stopped rolling after having completed a distance of 387 yards.

Some Former Records.

The present writer, in his early efforts at the game, made two rounds over the sporting little course on the North Devon coast, near Lee-on-Sea; the first was the largest total of strokes made by any one of his age for the nine holes; but the second was a carry of over 200 yards from the tee. His ball struck the second of two stone walls, known to be that far distant, rebounded from a flat stone, and went on some way farther. His, also, was the mingled joy and disappointment of landing the first ball known to have pitched fairly into the far bunker at the long hole on the Bramshott course. An occasional big drive, in fact, is not an impossibility to a strong and healthy man, who is sometimes rewarded by "a good sweet one" after countless failures. But it needs fine golf to make sure of 200 yards every time, as Rolland did at Blackheath in 1893, when his three drives to the seventh hole were carefully measured to be 262, 265, and 212 yards, respectively.

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RUNS IN THE FAMILY.

Miss Margaret Curtis Wins Golf Championship from Sister.

Chicago, Oct. 12.—There is a new national woman's golf champion, but the Curtis family, of Boston, still holds the honor. Miss Margaret Curtis is the new champion, having defeated her sister, Miss Harriett F. Curtis, in the match played on the Midlothian links this afternoon, 7 up and 6 to play.

Miss Margaret played faultlessly and only allowed her opponent to win one hole, the tenth.

GOLFERS' OPINIONS DIVIDED

Proposed Revision of Rules Causes Much Comment.

Discontented Players Want Radical Changes, While Others Say "Let Well Enough Alone."

Just at present American golfers seem to be divided among themselves as to the best methods of meeting the agitation for a revision of the rules. Those early mutterings of discontent which had their origin in the West, have recently been supplemented by the "let well enough alone" arguments. Not a few of the protests against a too hasty action have taken a humorous vein.

One facetious contributor, although of course carrying the joke too far to be taken seriously, has probably come nearer to the truth than may appear at first glance, in his efforts to point out possible dangers as a result of overlegislation. When the rules have been changed and twisted to suit every one, "reformed golf," as the humorist is pleased to style it, will be devoid of every element of chance or luck. He begins something like this:

(Scene—The course of the Reformed Golf Club. Two players and an official of the U. S. G. A., acting as referee, followed by attendant carrying large volume. There are no spectators, the conditions of the contest having barred the gallery because it was found impossible to silence their applause, and this might prove an unfair handicap to one or the other of the contestants. The committee of the U. S. G. A. follow the match carrying the rope from force of habit.)

"During this weird match some wonderful decisions are rendered by the referee, who frequently has to consult the volume, as the book of rules is called. Early in the encounter one of the players, after a good drive, finds his ball in a cuppy lie, whereupon he lodges a protest, claiming that it is manifestly unfair to be thus penalized. As no one seems to be quite clear on the subject the volume is consulted and then it is found that the situation is covered in Rule 2316, which reads as follows:

"'If a player, after a good drive, finds his ball in a cuppy lie there are two courses open to him: He can tee up without penalty, or can compel his opponent to place his ball in a lie equally bad.'

"It also transpires later on that there is no longer any honor in golf. In other words, the players drive off first alternately. It had, in the judgment of the reformers, a depressing effect upon a player to have his opponent drive off first for perhaps six or seven holes in succession, and was therefore unfair."

Another protest even more to the point has been made by a prominent amateur who in the past has been an official in the U. S. G. A., Metropolitan, and New Jersey State Associations. He begins by expressing his sorrow at the new agitation for a drastic revision of the rules of golf in accordance with American ideas and progressiveness, and he adds that the latter has already done its best to ruin the good old game; witness that abomination, the medal play round for amateurs, four-ball matches, and, worst of all, that abomination of all abominations, the rubber-cored ball.

But, seriously speaking, the matter has gone too far now for any turning back. The hue and cry for a revision of the old St. Andrew's code has gone the world over, or, at least, wherever the game is played to any extent. That the cry has been heeded was shown only recently by the letter from an official of the St. Andrew's rules committee to the United States Golf Association.

DALY WINS TEN-MILE RUN.

Irish-American Athletic Club Man an Easy First.

New York, Oct. 12.—John Daly, the Irish-American Athletic Club runner, won the 10-mile run to-day for the amateur championship in comparatively easy fashion. He outclassed all of the other seventeen starters, and finished a lap and ten yards in front of the second man, W. Collins, also of the Irish-American Athletic Club. J. J. Gallagher, of Philadelphia, finished third. The time was 55:16 4-5.

By winning the contest Daly proved that he is the best runner at any distance from one to ten miles in this section of the country.

MANY CARDS TURNED IN.

Members Enthusiastic Over Chevy Chase Golf Tournament.

Interest in the golf tournament for the championship of the Chevy Chase Club has in no way abated since the qualifying round last week, and although, the final matches do not have to be played off before October 26, a large number of cards have been turned in within the week.

This championship tournament, which is an inovation at the suburban club, has become popular with the members, and in all probability, it will be substituted as a regular thing for the fall open tournament.

Following are the results of last week's play:

Class A—Thompson beat Wylie and McCannon; Britton beat Wylie.

Class B—W. Tuckerman beat R. D. Dalzell; Lockett beat W. Tuckerman; Talcott beat Claytor and Reynolds.

Class C—Fuller beat Ham; Clapp beat Fuller; Oliphant beat Prescott; Prescott beat Boit.

Class D—Gates beat Whitehouse, Kauffmann, and Worthington; J. L. Newbold beat Ben Miller; Pradt beat Newbold, Whitehouse, and Kauffmann; L. Johnson beat Gates and Ben Miller; Worthington beat Pradt and Miller.

Class E—Ford beat Aspinwall; H. Wright beat Aspinwall; King beat Heap, Wright, and Jewell; Davidson beat Jewell.

Class F—Sprigg beat Callan; Hagner beat Glazebrook and Callan; Glazebrook beat Sprigg and Callan; Biddle beat Hagner and Callan; Sterrett beat Biddle and Callan; Weaver beat Sprigg, Glazebrook, and Callan.

Class G—J. Dunlop beat Bestor, Bayard, and Gray; Bestor beat Denfeld; Putnam beat Denfeld; Bayard beat Bestor.

BRITISH YACHTSMEN PLEASED.

Glad that Lipton Is to Build a Larger Boat.

London, Oct. 12.—There is reason for satisfaction in Sir Thomas Lipton's decision to build a 23-meter yacht to take part in racing in British waters next season, writes the yachting correspondent of the Yorkshire Post.

Twenty-three-meter vessels are the biggest built under the international rule, and the class this season consisted of the White Heather, the Brynhild, and the Nyria.

The vast superiority of the White Heather over her two competitors almost threatened the very existence of the class. The new boat now coming out under Sir Thomas' colors will set at rest any doubts as to the immediate future of the class, and this fact in itself will be regarded by yachtsmen throughout the country as ample recompense for any disappointment which may be felt at the failure of negotiations to bring about another contest for the America's Cup.

The design of the new craft is to be intrusted to W. Fife, and the shell is to be built at Fairlie yard, where special provision recently was made for the construction of the yacht's big dimensions.

Sir Thomas never hitherto has taken an active part in racing in this country. Although the yachting season of 1907 is only just passed, yachtsmen are looking forward to next year, and some other orders for new craft already have been placed.

OVAL TABLE POPULAR.

English Players Are Adopting the Novelty in Billiards.

Expert billiardists across the Atlantic are taking kindly to the newest thing in tables, made on the oval plan. When this novelty was introduced a few weeks ago it had the immediate effect of bringing the famous old English champion, John Roberts, back from the retirement he has remained in for over a year. After some experimental practice, the veteran decided he had found a fresh field for his skill, and a match was arranged between him and the Australian champion, F. H. Weiss.

These two clever cueists began a game of 14,000 points at the rooms of the National Sporting Club in Convent Gardens, London, on September 23. Neither man was able to put together any of the runs they had been accustomed to make on the oblong table. At the first session, Roberts made 583 to the colonial's 500, but Weiss caught up and passed him that evening.

KOREANS BALK AT REFORM.

Japan's Effort at Education and Modernization Not Appreciated.

Adache Kinnosecke, in Review of Reviews.

From the very first days when Nippon began to take an active interest in Korean reform our statesmen looked upon popular education as the basis of all reform measures. Education served us in the days of Nippon's re-birth through the sixties and early seventies as the magic wand that wrought so many wonders. Why should it not work the same gracious miracles in Korean regeneration? There was, accordingly, organized in Nippon an association called To-a Doshikai, of which the distinguished ambassador of Nippon at Washington, Viscount Aoki, was president. This organization alone, for many years raised thousands upon thousands of yen for no other purpose than to contribute to the cause of Korean education. Many thousands of yen which were raised by the association and sent to Korea, seemed to have found the same marvelous common grave of all wealth in Korea—the pockets of corrupt officials. When Prince Ito was appointed to the residency general in Korea, one of the first things that engaged his thoughts and efforts was the question of popular education in Korea. Schooling looked too much like work for easy-going Koreans and the Korean boys. The popularity of the residency general was not heightened by it.

Koreans do not like us because we went into their country and said to them: "Work; we will give you money, we will make you wealthy." They said to us: "We do not wish for your money, we have lived comfortably without work, we do not wish to work." And when we made them work, they did not like us. We built the Seoul-Fusan and Seoul-Wiji railways, and they did not see any reason whatever why they should travel at such a mad pace. We built waterworks for them; furnished them with electric lights, and told them that their alleys, with open gutters, with their green slimes, affording such a fruitful factory for pestilence and plague, must go. They thought that we were too particular about too many things. They asked us why we never ceased bothering them. We established schools, but they did not see any reason why their children should waste their lives over books, when a fat office, which was the end and aim of all their ambition, scholarly and otherwise, could be secured—not by scholarship, but by a certain ability at negotiation in money. We found the Koreans with an endless number of strong strings laden with iron cash, and showed them the way to carry in their pockts an amount of money which would take two mules to carry in the original Korean cash. They accused us of making them so much poorer.

His Only Attachable Asset.

A Kansas City man recently wrote to a lawyer in another town of the State, asking for information touching the standing of a person there, who had owed the Kansas City individual a considerable sum of money for a long time.

"What property has he that I could attach?" was one of the questions asked.

The lawyer's reply was to the point. "The person to whom you refer," he wrote, "died a year ago. He has left nothing subject to attachment except a widow."

LATEST SOCIETY FAD

Dog Fancying Popular with American Women.

PEKINESE SPANIELS FAVORED

Society Buds and Matrons Rival Veteran Fanciers in Bench Shows and Are Carrying Off a Major Part of the Prizes—Toys Still the Most Popular Pets in Ever Changing Style.

The breeding and showing of thoroughbred dogs is a pastime that is so rapidly gaining the favor of American women that it threatens to become an obsession with them. Nearly all of the valuable prizes at the first-class dog shows are being won by women exhibitors, and these exhibitors take great pride in the fact that they breed their own show dogs.

In former years the toy dog was the favorite pet of the women, but styles change in everything that the feminine gender takes up, and just now the Pekinese spaniel is milady's favorite. This insignificant little flat-faced, bow-legged, long-bodied miniature of a dog scarcely belongs to the spaniel class, but it is accredited with being the royal sleeve dog of the Empress of China. Hence its popularity.

This breed of dog has many ardent admirers in America. Mrs. H. L. Satterlee, daughter of Pierpont Morgan, has established a large kennel for her pets, and has bred many youngsters which she will exhibit at the coming shows. Mrs. Morris Mandy, an Englishwoman, now residing near New York City, introduced the best specimens about a year ago. Her kennels contain many well-known dogs. "Tshang of Downinshire," the head of her kennels, has become an American champion. Mrs. Eve Guyer, of Philadelphia, has some fine Pekinese.

Larger Toy Dogs Imported.

The larger toy dog dealers have made several importations during the summer. The best of the breed will be on exhibition at the Toy Spaniel Club show to be held in November.

The English toy spaniels are divided into four divisions. It is hard to tell which variety has the most supporters. Nearly every promient breeder keeps several varieties. The Dreamwold Kennels, which have as their most interested owner Miss Lawson, the daughter of the Boston financier, breeds all four colors of English toys. The Misses Henderson and Parlett, the treasurer and secretary, respectively, of the Toy Club of America, have some noted winners. They have created much enthusiasm over the breed.

The improvement in these varieties has been noticeable since the beginning of the Ashton Kennels by Mrs. Raymond-Mallon. The best specimens were imported.

The influence of this new blood has made the breed a better one in this section. Dr. Sternberg and his wife became interested in Japanese spaniels while traveling on the continent, and now Mrs. Sternberg has some very good specimens of the breed.

Several years ago the Swiss Mountain Kennels were established by Mrs. Smythe, of Philadelphia. Mrs. Smythe believed in keeping only the best. Mrs. Senn, of New York, has made a business of breeding toys.

The Pomeranian is another popular dog with the ladies; at the leading shows of the fluffy "Pom" is the center of most attention. The classes at our shows have become so large that it was necessary to divide the breed into colors. The blacks lead, with the chocolate, or reds, second, and the white ones third.

Mrs. J. H. Brookfield, of New York, has several specimens of each color. Her champion, Beautiful Billy, and his son, Billy, are great blacks. Miss Anna Sands, of Newport, R. I., has some clever specimens. Miss Sturgis has a few runners. Mrs. Champion and her daughters, of Staten Island, have been successful with the breed.

Pomeranians Good Lap Dogs.

Fifty per cent of all the lap dogs now carried by society women are of Pomeranian breeding. The famous Mills sisters, of Newport, were the first to introduce the breed at the noted seaside resort. Since then the ladies have taken up nearly all breeds of toys, while many have established kennels for the breeding of dogs.

No breed seems too large now. The late Miss A. A. Marks always had a half-dozen or more big St. Bernards as companions. The Alta Kennels, of Toledo, were owned by a charming young matron, and only St. Bernards were kept.

While the collie is supposed to be a great farm dog, it has few equals as a true companion and protector. Mrs. C. M. Lunt established the Alstead Collie Kennels several years ago. Two years ago a consolidation was made with Miss M. Bullock. At every important show the Alstead collies defeated the inmates of Morgan's and Untermyer's kennels with surprising regularity.

Mrs. M. B. Stelle became interested in bull terriers early in the '90's. When her dogs were benched the old breeders always had to look out for their laurels.

In no other breeds of canines have the women such a lead as in French poodles. The Red Brook Kennels, owned by Miss Lucile Alger and Miss Louise Grace, now lead the country. Mrs. Moulton, of New England, also has a fine collection of this breed.

Mrs. Hasting Arnold, jr., has been successful with the coach dog, now known as Dalmatian. Miss M. G. Bourne has divided her attention between Dalmatian and Russian wolfhounds. Mrs. Percy Duny, of Boston, has been successful with Dalmatians. Mrs. O. H. P. Belmont has been collecting a kennel of white French bulldogs. At the last ladies' show her pets won many prizes.

Mrs. Reginald Vanderbilt attended many shows in order to exhibit her French bulldogs. Only the unfortunate loss of the principal dogs caused Mrs. Vanderbilt to temporarily retire. Mrs. Richard Hunt and Mrs. William Lennox have now some of the best French bulls. Mrs. W. A. Smythe, of Boston, wins the leading prizes at many of the shows with her bat-eared bulldogs.

Western Women in Athletics.

That athletics among women in the West have become popular is demonstrated by the elaborate programme arranged by the women of the University of California. They do not intend to be outdone by the men attending the university and have prepared to participate in all kinds of sport during the coming season. They have begun active training and before a month elapses expect to be in shape for a hard campaign. The sports they will indulge in are running, jumping, skating, basket-ball, tennis, rowing, and golf.

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BALLOON RACE AT ST. LOUIS

Contests Under Auspices of International Aero Federation.

United States, France, Germany, Italy, England, and Spain Will Compete.

St. Louis, Oct. 12.—The eyes of the entire aeronautic world are now turned toward St. Louis, where international balloon contests will be held this month. From present indications the competitions, which will be held there during the week of October 21, will be the greatest ever held in this or any other country. People from every corner of the globe interested in aerial flight will witness the events.

The principal event will be the contest for the James Gordon Bennett Cup. This cup is emblematic of what might be termed the balloon racing championship of the world. It is valued at $2,500 and will be competed for under the auspices of the International Aeronautic Federation, which is composed of aero clubs representing nearly every country in the universe. In order to become the permanent property of any one club, the cup must be successfully defended for five consecutive years against all challenges received from the aero clubs of other nations.

The Aero Club of America is now in possession of the trophy. Lieut. Frank P. Lahm, of the United States army, won it in France last year and brought it to this country, where it will remain until won by some other nation in a competition on American soil.

Challenges have already been received from the aero clubs representing France, Germany, the United Kingdom, Spain, and Italy. No country is allowed to have more than three contestants in the race, and each of these five nations has made three entries. The Italian entries were received too late and were protested, but an effort is being made to have the protest waived. Should this be done, there will be eighteen competitors, including the American team.

Lieut. Lahm, who won the cup, will again be one of the representatives of the United States, the other two being J. G. McCoy, a retired capitalist of this city, and A. R. Hawley, a Wall street broker. Some of the European entrants are noblemen.

St. Louis was selected as the site for the contest because of its excellent geographical position, it being far from the ocean, mountains and large bodies of water. In addition to the cup, which goes to the club the winner represents, a cash prize of $2,500 will be awarded to the winner himself. The second man will get $1,000, the third $750, the fourth $500, and the fifth $250.

Besides the contest for the coveted trophy, two other competitions will be held. One will be for dirigible balloons and the other for aeroplanes and other heavier-than-air flying machines. In order to create more interest in these events, the Aero Club of St. Louis will distribute $5,000 in prizes.

INDIAN PRINCE REAL TOURIST.

Does Europe in Twenty Days and Is Bound for Washington.

From the New York Telegraph.

When the American Line steamer St. Louis docked, an East Indian prince and his princess were among the first to go ashore, attracting much attention by their garb and their strongly cast features. They are traveling incog., being listed on the vessel's passenger list merely as Mr. and Mrs. Sinha.

The prince said that his name is Mahander Berdah Sinha, and that his home is in Brindadia, India. He said he is in his twenties, but he looks much older. He wore an American frock suit, but a turban surmounted his head. His jet black beard was parted in the middle.

The princess is slight in build with fine features. She wore the "sari" garb, a costume in which the waist and head covering are in one piece. It was a delicate pink, showing in real Oriental contrast to a green waist with filigree sleeves. She had six earrings in one ear and seven in the other, and a golden nose ornament.

The prince said he left Bombay for a trip around the world. He hustled through Europe in twenty days. He will be here about four days, and then go to Washington. He asked where he could find a hotel in this city where he can be up very, very high. He was told the Belmont might accommodate him, and said he would go there and get the highest price suite he can.

BIGGER GAME THAN BEARS.

President Can Hunt Outlaws for a Change, If He Likes.

If the President is in search of novelty he is likely to find other things in Madison Parish besides big game to interest him. For a good many years this part of Louisiana has been the haunt of as remarkable a colony of outlaws as ever sought refuge from justice, says the Louisville Courier-Journal. "They are mostly men who have had trouble" is a little euphemism commonly used in that part of the South in referring to homicide. When a man got into "trouble" in Western Mississippi he would cross the big river and "hide out" in the swamps of Madison Parish until the excitement blew over. Sometimes it did not blow over, and the result has been that these bayou-crossed, cypress fastnesses to-day harbor a few men on whose head a price has been set by the sovereign State of Mississippi. The governor of Louisiana is willing to sign requisition papers, but no sheriff cares to go down into the jungle to effect the arrests.

These outlaws for the most part are a good lot, as outlaws go. They bother no one who does not bother them, and they are grateful in the extreme for any kindness shown them. Only a favored few know where they live. One old man whose "trouble" occurred more than twenty years ago, has settled down in the jungle and raised a large family. He is known as "Uncle Tom." A more genial old chap would be hard to find, once he is certain that you have not come to molest him. But any self-sufficient official who strayed into the wilderness would find him as full of fight as a barrel of wildcats.

WATERWAYS TASK IMMENSE.

New Commission's Undertaking a Colossus of the Ages.

The new National Waterways Commission has before it the largest task in international improvements and material development ever undertaken in any country or any age, declares the St. Louis Globe-Democrat. Deepening the channels of the rivers so that they will be permanently navigable at all seasons is but one branch of the general subject they are to study, and on which they are to prepare thorough and scientific reports for the use of the authorities at Washington.

In addition to the making of channels in the interest of transportation is the reclaiming of humid lands by means of which tens of thousands of square miles of rich soil can be opened for agriculture. Distribution of power generated by water is another matter to be examined by the commission, and it will also look into the requirements for the control of floods and the extension of irrigation. Its field of work is by no means confined to the Mississippi Valley, though this most fertile of the regions of the earth exceeds in area and productive resources any other in the country.

Traffic is growing faster than railroad facilities, and already the railroads are pushed to the limit in carrying the freight offered and delivering it on time. Current figures show that railroad building cannot proceed fast enough to keep pace with the demands of farms, factories, and mines. Improved water transportation is the only relief in sight.

PREDICTS PETROL FAMINE.

British Motorists' Committee Looks to Alcohol as Fuel of Future.

The London Times, referring to the report of the committee appointed for the Motor Union of Great Britain and Ireland, to inquire into the price of petrol and to suggest what steps, if any, can be taken to protect the interests of the private consumer, says that the report represents a large number of sittings of the committee, examination of witnesses, experts, &c., and from information thus obtained the committee finds that a petrol famine is certain to occur sooner or later.

It asserts that while this shortage of petrol is a certainty, the fact is not apparently appreciated by the manufacturers of motors. It sets out a list of fuels other than petrol, and of the six named, but one—"alcohol"—is unlimited in amount. Of the remaining five, those capable of easy handling must all sooner or later come to an end. The committee believes that alcohol will necessarily be used for motor power in the future.

Largest Morning Circulation.

All advertising contracts made by The Washington Herald are based upon its sworn circulation—a circulation in Washington larger by thousands than was ever before attained by any morning newspaper at the Capital. Its books are open.