

Public Robertson a Peppo defeat All-stars by 3 to 2

O'CONNOR'S STARS ARE BEATEN BY GRAY'S GRABBERS

Fury's Double Followed by Norris' Single, Gives Peppo Winning Tally in Final Inning.

FINAL COUNT IS THREE TO TWO

Gray's Grabbers, better known as the Peppo Club, hung it on Heine Schlutz and the combination of stars yesterday at Independence League Park, the District champions winning the ball game in the final session, 3 to 2.

Schlutz had the majority of the Grabbers looking like Merquette Leaguers, but in the eighth frame, Tug Fury dumped the ball over the left field fence for a two sack and Country Morris slammed to right for a single, Tug Crossing the pan with the winning run.

A couple of errors gave Peppo two runs, while one of the Stars tallies was a gift of Dick Robertson, who was taking a corker from every standpoint, and when the same club met to-morrow afternoon, a double royal should be staged.

The former standstiller showed that they have been playing in a real field, where the fence does not touch the third base line and where the ground is little even, as Handbobe allowed two balls to go through him that would have been easy picking on a good field, and Curley Brown missed a couple of fouls which would have dropped in his hip pocket if the fence had not been on the fourth line.

Good Crowd on Hand.

A good crowd turned out to witness the struggle, and it can be said that a larger crowd will be on hand to-morrow, as either Dick Robertson or Dutch Stricker will work for the Stars with Phil Buscher or Len Stanley twirling for Peppo.

Heine Schlutz was recommended to Manager Griffith by Scout Bob Doyle, of the local club, but the price set by the Peppo club was too high, and he was passed up. Heine did not work any too hard yesterday, as he had not worked out this week, but at that he had a lot of stuff on the wall. The Peppo club deserves a lot of credit for winning the ball game.

Robertson Shines.

Joe Geibel put up a nifty game behind the bat for the Stars, as did Dutch Munch for Peppo, who handled Dick Robertson and his splitter. Dutch looked pretty good, and Robertson pitched some good. Dick allowed the Stars but three hits and fanned six. His splitter was breaking a mile, and the Stars could not touch him.

Monk Walter held down right field in their next stay, taking care of his two chances with ease and beating out an infield fly. His slide home in the fourth inning was a peach. Monk hitting the dirt about a yard from the bag and evading Munch with the ball.

To-morrow's game should be hot from the start, as the Stars are after the Grabbers, and will leave no stone unturned to land the battle. Manager O'Connor is arranging a series of games for the Stars, and it can be said that he is treated to some fast ball for the next few weeks at Independence League Park.

RACING CARDS FOR TO-DAY.

Table with columns for race type (FIRST RACE, SECOND RACE, etc.), track name, and various race details.

TORONTO RESULTS.

Table showing race results for Toronto, including race numbers, names, and outcomes.

LESTINGTON.

Table showing race results for Lestington, including race numbers, names, and outcomes.

HAVRE DE GRACE.

Table showing race results for Havre de Grace, including race numbers, names, and outcomes.

BRYAN MORSE MAY COACH WESTERN FOOTBALL TEAM

Former George Washington Quarter Back Will Most Likely Instruct Red and White Gridiron Men.

OTHER FOOTBALL GOSSIP

By C. W. SWAN.

Bryan Morse, former star quarter back of George Washington University and Western High School athlete, will more than likely be chosen as the coach for the Western football team, taking the place of Curley Byrd, who goes to the Maryland Agricultural College.

Capt. Hall will issue a call for college early next week, and expects to have at least thirty-five men out before school opens. Buck will more than likely play quarterback this year, as Western's weak spot last season.

Coach Morse will take the team in charge from the start, and the Red and White aggregation promises to be a power which will be hard to beat on the gridiron this season.

Charley Donnelly, who gave Eastern such a fast little eleven year before last, has been asked to again take charge of the team, and coach the Light Blue and White eleven. Capt. Cobble will have the candidates for the team out the latter part of next week, as a thorough weeding out will start. It is planned to have two teams at Eastern this season, for the first time, and in this way give the regulars a little more practice than in the past.

Big Doleman, the lad who made good in the Teck backfield last fall only to be barred by funks, will be on hand bright and early when the Blacksmiths will kick again. Doggie says he will make the team again, and will show a few Eastern leads that he is not so slow—Go to it, Doggie.

Joe Geibel is back in town and may play with the Vigilant football team. Last year Joe was with the Vigilants, and should Manager Oliveri succeed in getting him back, it will be a real find. He will again go through the local football teams without a defeat, as last season.

An aggregation of former high school stars is being formed to meet the Vigilants in the opening game of the season at Union League Park, Sunday, September 23. Just who will play with the stars is not known, but it will more than likely be the same men who held the Vigilants so well last fall.

Independence League Park will more than likely be the scene of several soccer football games this fall, if the present plans do not miscarry. Capt. Jimmy Rose, of the Washington Cricket Club, is getting together a team of stars at the park, and will more than likely bring over some good teams from Baltimore and Philadelphia to meet the local team.

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World's Series Opens In New York October 8

Biggest Crowd in History of Baseball Expected at Opening Game—Washington Fans Will Be There as Guests of The Herald.

Nobody stands still in life. We either advance or go backward. The fans of the Herald's baseball contest will either advance during the closing week of the first period, which is now here, or they will find that lack of energy is their own handicap. The difference between the two is that the former gets what he earns, while the latter earns exactly what he falls to get.

To-day is not going to be wasted by the real life fans who want to see the world series games. To-morrow will be the same, and the candidates are going to bend every effort toward making a big success of the final week of this period. The Herald's contest is the necessity of turning in your subscriptions before next Tuesday, September 17, in order to secure the big votes. After that date, all votes given on subscriptions will decrease almost 50 per cent. This means that one subscription now is worth almost double what it will be worth after this period closes. NOW is the time to get every subscriber possible, and don't get discouraged by it to the World's Series Manager before 12 o'clock next Tuesday night.

At present the least number of votes you can secure on a subscription is 100 for six months, paid in advance. The most you can receive is 20,000 for a two-year subscription to the Daily and Sunday Herald, outside of the city of Washington, and 100,000 for a two-year subscription to the Sunday Herald only, in the city. Five subscriptions for two years each in the city will give you 50,000 votes. This number would place you ahead of every candidate, and you would not be discouraged by any of the five districts as they stand to-day.

Don't worry because some candidate has a larger number of votes, even if you are afraid to vote. You have equal chances of winning a trip and that you don't have to worry because you feel you cannot top the topmost. If you just edge over the line you win just the same and just as much. Don't let this make you overconfident or cause you to take it easy, because we feel that before this contest is over you will need every vote you can get.

Woodward Elliott, Woodward Agency, 423 E. E. Coleman, 128 N. St. N.W., 1555 Irving M. Gray, 253 1/2 St. N.W., 1500

DISTRICT NO. 5

Includes fans who reside outside the District of Columbia. Jesse M. Day, Gaithersburg, Md., 1035 Shaw-Thompson, Gaithersburg, Md., 1035 J. L. Miller, R.F.D. 2, Sta. A, Box 25, 1299 G. D. Bradner, Box 4, Landover, Va., 1900 M. G. Koerner, 2 Colonial Hill, Va., 1900 E. B. Burtch, Hyattsville, Md., 1256 Taber Strawn, R.F.D. 1, Landover, 1200 J. P. Kelley, Kensington, Md., 1200 J. A. Foxworth, King George, Md., 1250 J. C. Alexander, Leesville, Md., 1250 J. O. Hickey, Rockville, Md., 1250 James Krinner, Riverdale, Md., 1200 G. E. Smith, Rockville, Md., 1200 Walter Shomo, Hyattsville, Md., 1200 H. Harvey, Pat. & Cronan, Alex., 1200 H. Zimmerman, Md., 1200 Arthur E. Welch, Leesville, Md., 6,410 G. A. Brunner, Falls Church, Va., 1915 M. A. Cranshaw, E. Falls Church, Va., 1915 Louis Gott, E. Falls Church, Va., 1915 M. A. Beale, Relay, Md., 2,100 John W. Walker, III, N. Royal, Alex., 1,900 W. E. Cornell, Brentwood, Md., 1,900 J. H. Hedges, Leesville, Md., 2,250 J. P. Keith, Victoria, Va., 2,475 Thos. E. Wright, Leesville, Va., 2,475 J. H. Hedges, Leesville, Md., 2,475 Herbert Bowler, Beltsville, Md., 1,900 S. S. Hayes, Mt. Rainier, Md., 1,900 J. E. Burtch, Hyattsville, Md., 1,900 J. S. McCarty, Silver Spring, Md., 1,900 J. N. Black, Silver Spring, Md., 1,900 Wm. C. Hollis, Leesville, Md., 1,900 H. H. Adams, Capitol Hill, Md., 1,900 H. H. Adams, Capitol Hill, Md., 1,900 J. H. Hedges, Leesville, Md., 1,900 S. S. Alexander, Leesville, Md., 1,900 Chas. F. Brandt, III, S. Patrick St., 1,815 J. C. Alexander, Takoma, Md., 1,815 Earl Cornell, 122 Queen St., Alex., 1,815 J. T. Sweeney, 21 Columbia, Alex., 6,775 Chas. A. Appleby, Germantown, Md., 1,800

DISTRICT NO. 3

Includes fans who reside in Northwest Washington from Fourth to Fourteenth Streets. E. Fungler, 194 8th St. N.W., 1,000 Ed. E. Gasler, 714 9th St. N.W., 1,000 Mrs. L. A. Foster, 522 Vermont, 1,000 W. H. Wanner, 1200 Madison, N.W., 1,000 Geo. W. Keane, 1227 19th St. N.W., 2,815 J. F. Schirmer, Dewey, L. St. N.W., 1,000 Edward Saxon, 405 E. St. N.W., 1,000 W. E. Fooks, 423 9th St. N.W., 1,000 Allen M. Ergood, 623 9th St. N.W., 1,000 Dr. J. J. Mattinyak, Tak Park, 1,915 John H. Nored, 513 19th St. N.W., 1,000 Mrs. L. A. Foster, 522 Vermont, 1,000 David Rosenthal, 121 19th St. N.W., 1,140 John F. Willig, 1906 K St. N.W., 1,000 L. Bondhusen, 903 7th St. N.W., 1,000 Lloyd G. Pray, 1213 O St. N.W., 1,000 Herbert Sauer, 48 1/2 Ave. N.W., 2,100 Eugene A. Barry, 545 12th St. N.W., 1,000 Geo. W. Keane, 1227 19th St. N.W., 2,815 Ben Hoffman, care Kaufmann's, 1,000 L. P. Mead, 121 1/2 St. N.W., 2,615 Arthur J. Koenig, 111 1/2 St. N.W., 1,430 R. E. Coleman, 403 1/2 Ave. N.W., 1,000 Joe Beppetti, 100 Pa. Ave. N.W., 1,000 Wm. Alvey, 513 7th St. N.W., 1,000 J. E. Terrell, 200 K St. N.W., 1,000 Ralph Werner, 1129 7th St. N.W., 1,000 Leo C. Terry, 1919 Lamont St. N.W., 4,530 Frank McCann, 407 1/2 St. N.W., 1,000 Harry Marlow, 1467 Monroe, N.W., 1,000 Joseph Wilmer, 411 G St. N.W., 1,000 Geo. Marshall, 4 Grand Place, 1,000 H. W. Williams, 1467 Monroe, N.W., 1,000 Harry Arthur, 45 1/2 St. N.W., 1,000 Fred C. Lottus, 104 8th St. N.W., 1,200 J. E. Terrell, 200 K St. N.W., 1,000 Wm. G. Walker, 228 Warder, N.W., 14,000 T. O. Thompson, 533 New Hamp. St. N.W., 1,000 C. E. Simmons, 125 Irving St. N.W., 1,905 M. B. Brotsky, 611 P St. N.W., 2,905 J. E. Terrell, 200 K St. N.W., 1,000 Wm. A. Short, 100 M St. N.W., 1,000 Wm. H. Beach, Takoma Park, 4,215 J. E. Terrell, 200 K St. N.W., 1,000 A. Lohpold, 1000 1/2 Woodward, 3,190 Albert Robinson, 114 Girard, N.W., 5,290 H. W. Williams, 1467 Monroe, N.W., 1,000 William Green, Soldier's Home, 6,005 John Kessell, 704 Quincy St. N.W., 2,140 G. E. Walters, 328 Warder, N.W., 14,750 Arthur Langley, 134 R St. N.W., 12,670 John J. Demovian, 528 Q St. N.W., 11,240 Sammie C. Williams, 1000 1/2 Woodward, 1,000 R. J. Stewart, 1903 Park Rd. N.W., 11,120 S. S. Smart, 75 Park Rd. N.W., 3,150 Harry Roman, 925 St. N.W., 2,905 J. E. Terrell, 200 K St. N.W., 1,000 Arthur Langley, 134 R St. N.W., 12,670 J. P. Shorter, 410 N. H. Ave. N.W., 6,215 Harry H. Fones, 206 14th St. N.W., 12,425 R. E. Coleman, 403 1/2 Ave. N.W., 1,000 W. A. Whitaker, 5621 Colo. Ave. N.W., 1,000 P. Harrison, 1502 7th St. N.W., 1,000 J. E. Terrell, 200 K St. N.W., 1,000 L. A. Berlinsky, 994 Fla. Ave. N.W., 1,015 B. Farrington, Brightwood, 1,000

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GASOLINE GOSSIP

What to Take on a Trip Often Puzzles Motorists

Automobile touring is becoming more and more popular with the automobile owner, as each season comes around, encouraged by the active interest which is being taken in road improvement. Automobile touring has also been greatly aided this season by the reliability of the various makes of automobiles and the reasonable certainties which an automobile owner can have that his car will take him over a long journey and bring him back again. The automobile owner has also become more familiar with the inner workings of his car and is in a position as a usual rule to make the ordinary repairs, instead of having made the original cost of the machine consumed by the repair bills along the way.

The average automobile owner has not made a sufficient number of tours in his machine to know by experience just what equipment and supplies to take along with him for use in case of a small accident or adjustment. How to prepare for a trip has probably prevented many a motorist from taking a trip with his family to visit relatives or friends in some distant place. He tells his friends that he would like to take a trip, and they give various and sundry pieces of advice, but he does not expect a great variety that it would be bewildering to any one but a mechanic who might be able to sift out the necessary things from the list.

An auto enthusiast who has been engaged in the automobile business for the past ten years, and who is a thoroughly experienced mechanic, has compiled a list of the necessities for a long tour from actual experience. Each item is the result of a long tour, and he had made ample preparations, only to find that he had need of some little supply which he had not taken with him. He made a list of these articles, and it is the result of his experience, with the exception of extra castings and inner tubes which any automobile

tourist would take with him. The list of necessities, some of which the tourist would probably not have for, yet ought to be taken as a matter of precaution, is as follows: One assortment of nuts and bolts. Two porcelain. One set of valves and valve springs. One set of brasses for connecting rods in engine. One full of insulated wire. Spanner wrenches to fit all nuts and bolts. One Stillson wrench. One monkey wrench. One set of washers for running board. One kit of tools, including file, chisel, punch, hammer, screwdriver, cold chisel, pair of pliers. One small box of Cutter pins. One soldering outfit. One roll of copper wire. One roll of steel wire. Small amount of copper tubing for gas and gasoline lines. One set of washers to fit exhaust and intake manifolds. One small roll of asbestos cord. One pound of water pipe hose for water connections, with couple of extra heavy clamp. One tin of paraffin oil. Ten pounds of carbide for Presto tank. One good tire pump and jack. One roll of tape. One forty-foot rope with blocks. One gallon extra cylinder oil. One can of cup grease. Two cases. About four inner tubes. Inside axle hub patch and boot. Patches and cement. One pair tire chains. Tourist trunk and hamper.

In addition to these necessities, the owner of the car can procure a large number of articles which will add to the comfort and pleasure of the trip, such as Thermos bottles, etc., which can be used for all of the local drinks, in accordance with the taste of the members of the party who make the tour.

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Ford Motor Company Has Made One Style Car Since the Fall of 1908.

Now when the automobile world is agog awaiting the 1913 announcements of the various manufacturers, the fact that the largest automobile builder of them all long ago abandoned the yearly announcement plan because its product had become standardized, is brought home with renewed force to the trade. The Ford Motor Company has manufactured its one-style car, the famous Model T, since the fall of 1908. It is one of the nervous times of the year for the entire automobile world, both with the prospective customer who dreads not buy for fear there will be change in price or construction that will leave him with an out of date car on his hands, and with the salesman, though he knows what his company intends to do in the future, dreads not to let the cat out of the bag, and who is in a state of partial collapse all the time for fear his competitor is going to "tip something over on him."

But Ford owners and Ford salesmen go serenely on their way. They have no such yearly shifting of standardization to fear. They know that the Ford Motor Company has not changed the model of its car to stay up under the service test it is then embodied in the construction of the Model T, but the fact that some slight improvement has been made is not heralded from one part of the country to another. The new addition simply becomes part and parcel of

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