

AUTOMOBILES.

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DARRACQ

Motor Car Company

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ACTIVITY IN LIGHT HARNESS HORSE CIRCLES

By L. D. Sale.

With the coming of the rains and balmy weather local horsemen are beginning to sit up and take notice. The large influx of running horsemen to the city during the week has also contributed a good share to activity in local light harness circles, as every well-to-do running horseman manages to own a low record trotter, and sometimes several, which he drives to meet from tracks and on speedways when not otherwise engaged.

to team on the grand circuit; dam, a mare of Hambletonian blood, Mabel Squirrel won the blue ribbon at the Norfolk fair in thirty-six seconds a quarter at the pace of Vivian Hannis is a good-sized two-year-old that looks like a trotter and that has a most enticing way of going at the trot.

Dr. D. D. Carter, formerly a resident of Washington, and at present a resident of Woodstock, Va., writes to The Star that he and his neighbors in the valley are greatly interested in the light harness articles published from time to time in the Sunday Star. Dr. Carter says that the breeding of trotters in his ballwick is extending rapidly. Jackson, farther up the valley, is another great breeding center, the largest breeder there being James Cox, owner of Kelly, 2:27. Dr. Carter still pins his faith on Onycha Wilkes, 2:24, which he purchased in Kentucky in his yearling form. Onycha Wilkes has numerous sons and daughters in this city and most of them seem to be threatened with speed. For many years the black son of Longward held the record, 1:08, for a half a mile over Brightwood, and the day he got his present mark could have shaved 2:20 put considerably had been driven out by Trainer Bedford. Dr. Carter writes that Onycha Wilkes is in fine shape and largely patronized in the valley. Other horses that the doctor owns and prizes highly, are Imperial Ray, bred by Red Wilkes, dam, the dam of Miss Lida, 2:10; Supremacy Bell, by Supremacy, 2:27, and Mr. Nibble, a brother in blood to Major Delmar, 1:50.

W. E. Miller of Southwest Washington, a comparatively newcomer to light-harness ranks, brought to the city Monday last his latest purchase, Kushan, 2:18, which for the past two months has been interned at the farm of Hall & Son in Fauquier county, Va. The son of Kremlin, 2:07, and Kusaka, is in fine shape since his winter's let-up and will be sent to Brightwood some time during the week and placed in the hands of Alonzo Corbin, the man who piloted him to eight straight victories last season. Kushan will not be raced until late in the season, and when started will be driven to the lowest record he is capable of getting.

Speaking of Major Delmar, conqueror of Lou Dillon, 1:54, there is a rumor afloat that the gelding's owner, Mr. Billings, is not at all averse to the proposition recently put forward that he try conclusions with Sweet Marie, 2:02, probably the greatest race mare the world has yet seen that was bred in this city. The daughter of Philadelphia, present owner of the great daughter of McKinney, will not, he says, object to making a match with Mr. Billings if the latter is agreeable. But whether the match is made or not, Sweet Marie will be seen at nearly all the big fairs to be held this year and on such tracks as owners or managers thereof are able to offer the proper inducements. The mare is already in the hands of Billy Andrews, and she is now occupying the stall formerly occupied by Mambino King at Aurora, near Buffalo, N. Y.

Intelligence from Tennessee is to the effect that Geers is busy at Memphis get-

ting his charges in shape for fast work. The climate down there is such in winter that horses are always a few weeks more forward in preparing to be fit for campaign purposes. He never takes to the races a horse that has not shown him, when fit, that he can turn the trick when asked. He does not seem to be as particular as the best horses have their good and bad days; besides, Mr. Geers cannot expect to train a horse to be fit for campaign in the country, or there would be no racing.



But he always puts up a brave showing, and notwithstanding that he was second good stable out and doing business in 1906, Geers' stable was the champion of the turf, gathering in with only three horses in simoleons the handsome sum of \$26,015. But at that his expenses were well on to \$15,000, and perhaps a trifle more. Just what the net result of the season's stable were no one but those intimately interested knows. Ardelle, 2:04, the fastest green pacing mare of the year; Goldsmith, 2:07, the fastest green pacing mare in the country, 2:03, will go down the big line again, according to the latest reports.

DOUBLET.

Five-year-old Doublet. Doubt, now a five-year-old, is the property of Gen. J. A. Smith of Philadelphia, a gentleman well known in this city, who he formerly resided for many years. Many local horsemen will remember that fifteen years ago the general was the owner of a very fast bay mare called Josie S., by Cuy-Kentucky Prince and dam of Kinister, 1:14. In course of time the general con-

ceived the idea (a rather novel one), of breeding Josie S. to Kinister, her half brother. Doublet, a beautiful 15.5-hand bay, is the result of the experiment. He is a stallion until his four-year-old form, but as he did not race satisfactorily he was made a gelding and will this year be given a chance to gain a reputation as a race horse. That he has the necessary speed is conceded by every one who has seen him step. Doublet is at present in the hands of Mr. Charles C. Waters, Pleasant Fields Stock Farm, Germantown, Md.

When James Doy Tapped Racetrack Took Day's Gate Receipts at Kansas City Fair Grounds. People Were Watching Ed Corrigan Land a Big Coup With Huckleberry.

WHEN JAMES DOY TAPPED RACETRACK

Took Day's Gate Receipts at Kansas City Fair Grounds. People Were Watching Ed Corrigan Land a Big Coup With Huckleberry.

By C. C. Pettus.

The announcement from the land office last week that Frank James, the former "knight of the road," had purchased several thousand acres of land in Oklahoma territory, recalls the strenuous life of the James brothers, especially an incident in their whirlwind career when they "annexed" the entire box office receipts at the Kansas City fair grounds. A race was in progress and 30,000 people were within easy hail of the paralyzed box clerks and gatemen.

It was in September, 1876, and the state fair was being held at the old exposition grounds on 12th street, Kansas City, the site of which would now be in the heart of the city. But at that time, thirty-one years ago, the grounds were on the outskirts of town and beyond an almost clear range of wild country in the direction of Independence, Mo., and the closely wooded bottoms of the Missouri river.

It was the last day of the fair, and as an amateur of the game, I was a trot for the free-for-all race, including some of the best trotters in the west, a very large crowd was in attendance. People came from miles around and many very well-known turfmen were on hand from neighboring cities.

In the free-for-all trot were such fast harness performers of that day as the black mare Cozette, Red Cloud, Little Fred, C. Early Alice, 2:07, and Custer, 2:08; Mack Mack, 2:08; Lady Mowry, 2:09; Mail, 2:09; Solon Grattan, 2:09; The President, 2:07; and W. J. Lewis, 2:03. The racing stars of that evening were mentioned, were Alfalfa, 2:05; Alpha W., 2:04; The Broncho, 2:04; Angus Pointer, 2:02; Argot Boy, 2:03; Castlewood, 2:04; The Loomis, 2:05; and Custer, 2:08; lock M., 2:04; Lady May, 2:04; and Vest-to-Boy, 2:03.

The performances of the younger brigade were simply dazzling. Mr. Madden's good trotter, Moko, 2:14, quit the season the winner of \$10,300 and proved himself to be one of the greatest stake colts ever bred. Then, too, there was the great Billy Bear, 2:08, by the same horse; Blue Hill (2), 2:13; Cochocho (2), 2:14; Gay Bingen (3), 2:14; Lightning (3), 2:14; and the 2:10; Kentucky Todd (2), 2:14; and Senator Bailey's Lucille Marlow (2), 2:17, that beat Todd late in the season. Surely this was a brilliant trotting card.

HIGH SCHOOL ROWING

PROPOSED ORGANIZATION OF A "TECH." CREW.

In the larger cities the educational authorities here to add rowing to the school curriculum. The idea is being pushed by the promoters at first dreamed possible.

The board of stewards of the "American Henley," to assist the movement to bring about rowing in the high and preparatory schools, has made the intercollegiate event a feature of its program. It has received encouraging reports from rowing centers, where good school crews have been materialized for several years; Boston High, the St. Alphonse School of Boston, the Cornell prep, Belmont prep, and the Philadelphia High and the Georgetown prep.

The idea is an attempt at that system of rowing prevalent today in the United States, which has held sway there for sixty years of supremacy on the water. There the development of the younger generation of rowers has been admirably adapted to the work and fit to step right into coveted positions in the college crews at Oxford or Cambridge.

There is in Washington the proposition to form crews from the high schools has been given publicity through The Star from time to time, but the matter has never been a subject of serious consideration. It was suggested by some of the advocates of high school rowing that playgrounds could be taken, with which a small bathhouse could be built on the tidal basin—but these suggestions were not taken into consideration and the matter was abandoned.

There is a decided leaning toward things in the sport that is as many as the next, as rowing by the water, and the dangers of the foot ball field. Parents with a desire for their sons' athletic vigor feel more at ease in knowing that the sport is a healthy, vigorous, masculine sport and are not exposed to the danger of injuries incident to other athletic contests.

The District Commissioners are heartily in favor of the high schools taking up rowing—that is, they as citizens, express themselves as interested in the proposition, but cannot speak officially, as they say that the matter comes more properly in the jurisdiction of the board of education. Commissioner Macfarland in a letter to President Jno. Hadley Boyle of the Potomac says: "As you know, I think that the Potomac river ought to be used by our people a hundred times more than it is. I believe that no sports are better for the community than rowing. It is worth thousands of our young men were on the river in the season. Personally I should heartily approve the proposition to interest the high schools in water athletics."

Commissioner West writes in the same vein: "I agree with you in the value of rowing as an athletic exercise, but do not see exactly how it can be made a part of the physical training in the high schools, although there is no question as to the benefits to be derived from it. I would advise you to get the board of education interested."

Superintendent W. E. Chancellor in writing on this subject says: "I, myself, am very fond of aquatic sports and am a believer in them. Anything can do to encourage the boys in these sports will be very glad to do so."

The board of education may take some action some time in the future. Admiral Baird at its head and Capt. James Oyster, an old Columbia Athletic Club man, as assistant, there is hope. But in order to get the matter going properly it is proposed to organize a crew from the McKinley Manual Training School under faculty supervision and with Mr. C. A. Moore, a prominent local oarsman, to personally direct their endeavors. In this way the scheme can get underway immediately, and with the Georgetown prep could be had in preparation for the sending of a crew to the American Henley.

It is proposed that an amount sufficient to cover all the expenses be raised by the students, the oarsmen to affiliate with one of the local clubs, and the boat, thus saving the expense of buying a shell, and to train under their professor, Mr. Hecox, who is undoubtedly one of the best oarsmen and rowers in the vicinity. The crew does well at Philadelphia it will serve as an incentive for the other large schools, although there is no question as to the benefits to be derived from it. I would advise you to get the board of education interested.

The St. John's College second team has reorganized, and would like to hear from any team in or out of the city averaging fifteen. Address all challenges to Charles H. Clark, Jr., St. John's College.

Ed Corrigan as a Driver. The floating trot house has been towed up the river and every day since has been able to get a daily spin. The threatening reports of freshet and flood from the upper Potomac are discouraging, but it is hoped that with the strong prevailing northerly winds the surplus will pass out quickly.

AT WORK IN THE BOATS

GEORGETOWN OARSMEN GETTING PRACTICE WITH THE SWEEPS.

The Georgetown "varsity" and prep oarsmen made their first appearance on the water last Monday and every day since have been able to get a daily spin. The threatening reports of freshet and flood from the upper Potomac are discouraging, but it is hoped that with the strong prevailing northerly winds the surplus will pass out quickly.

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What becomes of all the old automobiles? It is said to be useless to ask of the men in the trade. Whether they know or not, it seems natural that they should know, and some sort of a bluff has to be put up for reply, so—don't put them to the necessity of bluffing—keep your eyes open.

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A recent trip through the garden spot of Philadelphia, where the farmers have nothing but money and ideas on tariff revision—cast a bit of light on the subject as interesting as it is peculiar.

The observer, a traveling salesman, found that the old autos did not disappear after the fashion of flies in winter and plus the year "round, though previous belief, if he had any, would have hinted at some equally vague destination.

He was not looking for old autos, but after a few had been called to his attention his auto vision became clear, as it were, and none escaped him.

The first that fixed itself within his consciousness was one of the familiar curved-cab Oldsmobile runabouts, bounding along a country road that paralleled the track over which, in the caboose of a way-freight, the observer, with more noise than speed, was "making the next town."

The chauffeur was an apple-cheeked, bare-headed country boy of fifteen years or so, who was lumped over in his seat in truly professional style. He was racing with the train, and thanks to the long string of cars behind the little old engine, was holding his own.

"Me for the country—where my kids can run autos over country roads, barfooted and hatless, with nothing on but tan, a pair of overalls and a hickory shirt."

This soliloquy was recalled at the hotel after the morning. My cousin Bob Crane, the clerk, observation No. 1 was recorded. "Jim? Oh, he's Jim Haskins' boy. His old man used that car eight years and then he bought a bigger one. He traded the little one to the kids for two calves, and they're in the morning."

"I dunno," replied the clerk, "but you might catch him at the post office now." Young Jim was "caught" at the post office and a bargain struck for the trip to Scott City.

Two customers seen, two simple cases and a grip thrown aboard the little car, and away went the boy and the observer down the village street.

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NEWS OF INTEREST TO THE AUTOMOBILISTS. Many automobilists have expressed satisfaction in the effort being made by the legislative board of the American Automobile Association to insure the passage of a federal act providing for the regulation, identification and registration of motor vehicles engaged in interstate travel.

The executive committee of the American Automobile Association has suggested to the legislative board of the American Automobile Association that the 1907 tour of the Golden and other trophies begin at Chicago or some point west of that city, and run through Indiana, Ohio, Pennsylvania and Maryland.

The youngest chauffeur in the world is a New York infant, who is just three and one-half years old. His father had built for him a petrol motor of one and a quarter horsepower and limited to speed to seven miles an hour. The child operates the motor with his father accompanying him on a bicycle.

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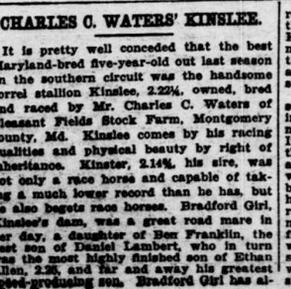
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CHARLES C. WATERS' KINSLEE. It is pretty well conceded that the best Maryland-bred five-year-old last season was the handsome, owned, bred sorrel stallion Kinslee, 2:22. C. Waters of Pleasant Fields Stock Farm, Montgomery county, Md. Kinslee comes by his racing qualities and physical beauty by right of inheritance. Kinister, 2:14, his sire, was not only a race horse and capable of taking a much longer record than he has, but he also begot race horses. Bradford Girl, Kinister's dam, was a great road mare in her day; a daughter of Ben Franklin's, she was the mother of Daniel Lambert, who in turn was the most highly finished son of Ethan Allen, 2:24, and far and away his greatest speed-producing son. Bradford Girl has already earned the honor of membership in the list of great brood mares by producing Kinister, 2:09, and Kinslee, 2:22. And more of her sons and daughters are well on the way to the achievement of turf honors, as will be disclosed before the racing season is over.