EXPENSE OF SPORTS IS NOW ENORMOUS

Some Idea of What Amateur Collegiate Games Cost the Institutions.

REGATTAS ALSO EXPENSIVE

Great Universities Spending Fortunes in Matter of Equipment Also.

NEW YORK, July 27.—From statistics recently gathered it would appear that the expenses attending sports of all kinds in this country are enormous. Every baseball or football game, every rowing or sailing race, and every other phase of physical achievement represents the outlay of sums which totaled would go a long way toward paying the national debt.

Winning baseball teams, racing stables and football elevens are great money-getters, but there are other branches of sport where it's "all a-goin' out and nothin' comin' in."

It is not the professional sports that cost. The colleges expend thousands of dollars each year in order that some chosen rival may be downed in football, baseball or on the water. The early games of the season are really for the purpose of getting the men in trim for the final struggle, such as the Yale-Harvard football game, the Princeton-Yale meeting on the diamond, or the intercollegiate regatta at Poughkeepsie, and each of these preliminary workouts adds to the list on the debit side of the ledger.

There is some return, it is true, but only rarely do these returns balance the expense. The big athletic clubs, too, such as the New York Athletic Club and the Irish-American Athletic Club, which maintain staffs of amateur athletes, providing athletic grounds, training tables and trainers for the men, bring up the sum of moneys expended upon athletics.

For the intercollegiate regatta on the Hudson alone the cost of sending three crews, varsity and freshmen eights and varsity fours, together with the substitutes and boat-keeper, averages about $2,000 for the crews coming from the colleges nearby. In the case of a crew coming from a long distance, the cost is correspondingly greater, and this is but an item in the yearly expense for the department of athletics.

The average annual cost of maintenance is $12,000, of which the principal items are coaching, equipment, training table and transportation. A minimum estimate of a coach's salary is $2,000, although this varies. The equipment means coaching launches and new shells, and, as several new shells are bought each year, it entails considerable outlay, which is nowhere nearly met by the sale of the old shells. The returns from this sport are but small. As an example, the report of the graduate treasurer of athletics at Harvrd shows receipts of the University Boat Club as nearly $8,000, whereas the expenditures amounted to $11,286.51. And so it runs in all the "rowing colleges."

As for football and baseball, there is, first of all, the expense of securing and maintaining a proper field to be considered. Cornell has recently provided for a new athletic field which, when completed, will represent an outlay of $350,000. Syracuse has an immense stadium nearly finished, and the other big colleges have their fields and stadiums, which must be kept in condition year in and year out. Coaching in these sports, as in running, is the next largest entry, and there are generally the services of at least four coaches and trainers to be paid during the short season from September to November for football, and from February to June for baseball. The receipts from the football games are, as a general thing, the biggest figures among the receipts, but one million dollars annually would not pay the expenses entailed by the athletic sports of the United States.

Where Cain Killed Abel.

While cycling round Kettering I was startled to see what appeared to me to be two men fighting in a field. On reaching the field I dismounted and climbed over the fence to see what it was, and discovered it was a stone statue representing Cain slaying Abel. It is unique. Cain has one knee pressing Abel to the ground, and one arm uplifted ready to strike. The status must be hundreds of years old, and is supposed to be on the exact spot where the murder was committed.—Bit-Bits.

Every Little Helps.

When a stowaway is found on an ocean steamer he is immediately set to work to pay for his passage. One such was recently discovered in the hold of a liner, and was ordered to the galley, where the cook found plenty to keep him out of mischief.

A lady on a tour of inspection paused near the stowaway as he sat busily peeling potatoes. "How soon do you think we'll reach Naples?"

"Well, madam," he replied, cheerfully, "I'm doing all I can to get her in by Tuesday!"—Modern Society.

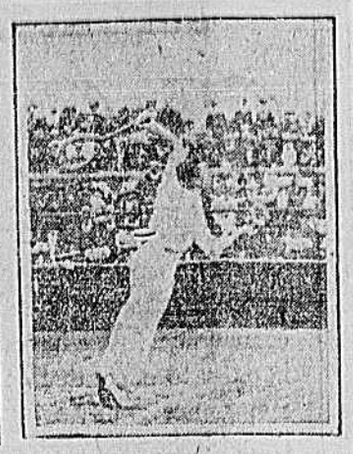
The Way that Made Milwaukee Famous.

Nine independent breweries of St. Louis have combined with a capital stock of $8,000,000. This does not imply that beer is to go up in the Missouri metropolis; presumably it will go down in the conventional way.—Milwaukee Evening Wisconsin.

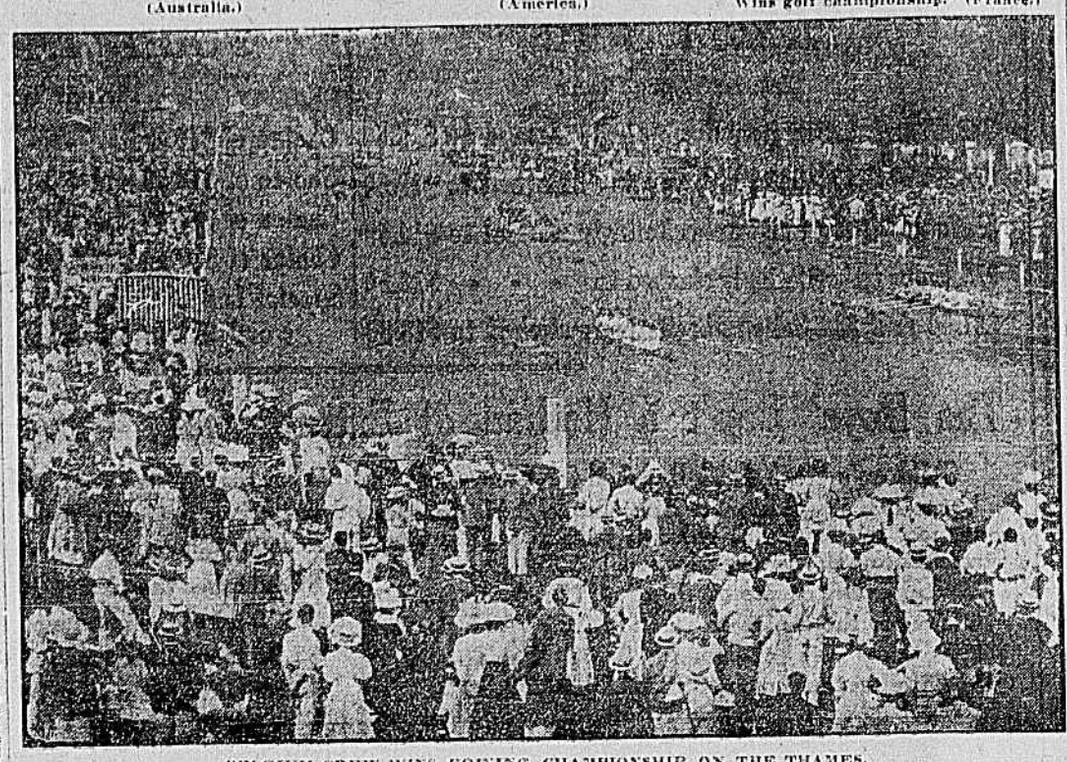
IS ENGLAND LOOSING ATHLETIC SUPREMACY?

MR. NORMON BROOKS
Wins tennis championship for men. (Australia.)

MISS MAY SUTTON
Wins tennis championship for women. (America.)



ARNAND MASSEY
Wins golf championship. (France.)



BELGIUM CREW WINS ROWING CHAMPIONSHIP ON THE THAMES.

BIG REGATTA WEEKS AT JAMESTOWN EXPO.

Chairman Tower, of Yachting Committee, Gives Detailed Plans Therefor.

TWO PRIZE CUPS FOR SLOOPS

Long-Distance Race of 100 to 150 Miles Among Those Scheduled for It.

NEW YORK, July 27.—In contravention of the stories that have been circulated that the yachting plans at Jamestown had been abandoned or seriously abridged, Chairman Charles P. Tower, of the yachting committee, announces further detailed plans for the two big regatta weeks there in September. For the motor boat carnival he announces the schedule of events as follows:

September 4th—Reliability trials, conducted on the same general lines as those annually held on the Hudson, with allowances on the point system for various attributes of reliability of a boat.

September 5th—Long-distance race, course not yet definitely fixed, to cover not less than 100 miles and not more than 150 miles.

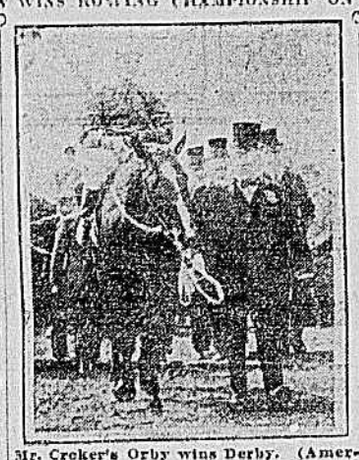
September 6th—Mile speed trials, open to all boats of all types, trial to be made with and against tide, and contest decided on the average times. If possible, five or six trials will be made of each boat, depending upon the number of competitors and the time available.

September 7th, 9th and 10th—Series races for boats of all classes. All boats racing will be classified according to over-all length, and will race with handicaps accorded in conformance with the new rating formula adopted by the Jamestown Commission and the Motor Boat Club of America.

The racing program for the sail craft has been previously announced, but there has been some uncertainty as to the exact course to be covered and the wide circulation of the report that it was impossible to get sufficient depth of water within the harbor to race the boats. This is true of the larger craft, but they will be raced on outside courses, while the little classes and the Roosevelt and King's Cups events will be decided in Hampton Roads.

Large Sloops Race for Cups.

The larger classes of sloops will race off the Hampton Roads Yacht Club dock, where they can get 18 feet of water at any point near the triangles laid off. The boats do not require more than fourteen feet at any point. The schooners, however, could not be sent with safety around any of these courses, and these will race over ocean courses, beyond the Capes. There has already developed considerable interest in the race for the Roosevelt and King's Cups. For the former there will be three Canadian boats, which will contest for the Canada Cup—the boats built by Payne, by Fife, and by Milne—and the Herreshoff and Gardner Canada Cup boats, as well as such of the 27-footers on the Sound and lower bay that may compete. For the King's Cup there will be a big representation both from Massachusetts Bay and Gravesend Bay, as well as the Dorothy and Capsicum, now racing on Long Island Sound. There will be no Canadian boats entered in the class, but there will be two boats sent over by Germany to compete.



Mr. Croker's Orby wins Derby. (America.)

ONLY 12 MEN FOR WHOLE OF AMERICA

Entries in Olympic Games Have Been Limited to This Number.

PLANS OF BIG UNIVERSITIES

All Will Have to Be Changed by This Decision of the Committee.

NEW YORK, July 27.—The latest deliberations of the committee in charge of the Olympic games in England next July mean that all American universities which have been planning to send individual teams abroad will be disappointed. It has been decided that in track and field sports no country can enter more than twelve man in a single event. Furthermore, the selection of the American team will be in the hands of the American committee, and no entries can be accepted unless they are made through the American committee. The University of Pennsylvania, as well as Harvard and Yale, had been formulating plans to send their teams to these games irrespective of the plans made by the American committee. The Pennsylvanians wanted to repeat their success of 1900, when their team won about everything on the other side. Yale and Harvard had been planning to hold a dual meet with Oxford and Cambridge previous to the Olympic games, and then to enter their teams in the Olympic meet.

The method of selecting the American team changes all this. The American committee has not announced its complete plans as yet, but from what it has announced the American team is to be picked only after an exhaustive series of elimination tests.

It is planned to hold sectional meets throughout the country, at which all bona-fide amateurs may compete, and then to have the point winners of these games meet in a national set of games, at which the whole team may be selected on a competitive basis.

After the unfortunate manner in which the American team was selected for the Athens meet last year this plan will meet with unqualified approval. In 1906 the American team was made up, for the most part, of the then A. A. U. champions, and there was no competition for the selection of other candidates. This worked a very great injustice to several American athletes who ought to have been placed on the team. One of these was Melvin Sheppard, the fastest middle-distance runner in America at the time. Of course there were hardly any college men on the team, this being due to the fact that the games were held during the college year, when it was impossible for undergraduates to get away.

The exclusion of the college men from the American team at Athens cannot, of course, be blamed upon any one. It was merely unfortunate that the games should have been scheduled at such a season of the year as April. Next season all these things will be avoided. The team will be truly representative of the full strength of this country, and the games will be held at a time of the year when all our men will be at their best.

A Curious Dialogue.

A most bloodthirsty drama was being performed. The father of the leading woman came as usual to the stage door and asked the doorkeeper:

"Has my daughter gone out?"

"No, she is still on the stage; she will not die for some minutes."

"Will you be kind enough to tell her as soon as she is dead that I am waiting for her at the theatre cafe?"—Transatlantic Tales.

Fred B. Schaaf, one of Richmond's younger jewelers, for many years with J. J. Spilling, has associated himself with his uncle and cousin of the firm of M. Schaaf & Bro., 426 East Broad, next to corner Fifth, where he will be pleased to see his friends.

The Winning Way of the Wonderful White

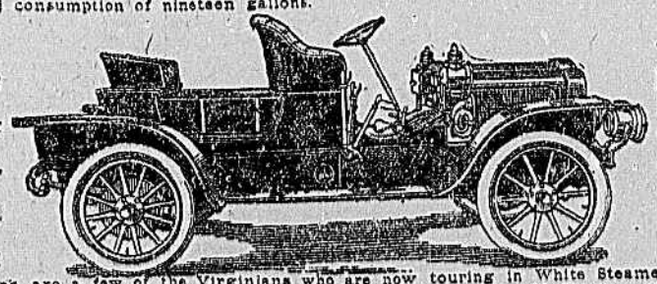
THE CAR FOR SERVICE

A Model "H" White Steamer won the Regularity Run conducted by the Quaker City Club on July 3d. The White was the only car of the forty-five which competed to make a perfect score.

In the race meet at Santa Rosa, California, on July 4th, a Model "G" White Steamer, fully equipped, won the ten-mile race for cars of 35 horsepower and under, in 12:54; and won the twenty-five mile free for all in 29:07; and was the first car starting from scratch to finish in the ten-mile handicap. The best mile was made in 1:02.

A perfect score was made by the Model "G" White Steamer in the 185-mile endurance run from Los Angeles to Lakeside on July 2d. The car carried seven passengers, with baggage, and made the mountainous trip on a fuel consumption of nineteen gallons.

The White Car is the only Car used by Virginians for touring.



The White Car has won every Hill-Climb Contest and Endurance Run it has entered this season.

The following are a few of the Virginians who are now touring in White Steamers: Col. Jos. E. Willard, Mr. Wm. B. Pizzini, Mr. J. J. Walker, Dr. Geo. M. Preston, of Lynchburg; Hon. D. C. O'Flaherty.

Those that will tour shortly are: Mr. Sam Atkinson, Mr. W. S. Forbes, Mr. J. T. Wilson, Mr. Wm. M. Habliston, Mr. Ruben Burton, Mr. H. H. Trice, Norfolk; C. F. Burroughs, Norfolk; Mr. Frederick Lewis, Norfolk; Mr. Thos. F. Jeffress and Dr. Stuart McGuire, of this city.

IF YOU WANT TO KNOW ANYTHING ABOUT THE WHITE CAR ASK AN OWNER.
THE PIONEER AUTOMOBILE DEALER IN VIRGINIA.

B. A. BLENNER, Agent in Virginia

For the White Steamer, Royal Tourist, and other gasoline and electric cars.
Automobile Tires, Sundries and Supplies always on hand.
Main Auto Garage 1607-9 West Broad St. 508 West Broad St. Phones 5237—1753.

Samuel E. Duggins,
00 Broad Street.

ClearingOutSummerClothes

Here are the final prices on every Summer Suit in the house. We have slashed the prices to cost, to clear out and to clean out in a hurry. We have cut early in order for you to get the benefit of your investment this season. Every Suit has been placed in one of five lots to make the choosing early.

Come Monday and get the pick.

PRICES THAT MAKE THE CLOTHES GO.

Every $28 and $30 Suit in the store, including serges, grays and blacks in single and double-breasted, now

$17.85

Every $22.50 Suit in the nobby patterns in stripes, plaids, grays, Sun-Tested Blue Serges, etc.,

$11.85

Every $25 and $24 Suit, including the Sun-Tested Serges and the Fancy Cheviots, now

$14.95

Your choice of every $10 and $12.50 Suit in the store. No reserve; take your choice for

$4.98

Every Suit sold for $18 and $16.50, without an equal in the city, now

$8.75

Samuel E. Duggins, 00 Broad St.

VIRGINIANS TOURING IN AUTOMOBILES

Mr. T. J. Walker and family, who are touring Virginia in their new handsome car, are at present stopping at Waynesboro, Va. In a few days Mr. Walker will start on a long tour through Pennsylvania, New York and Maine. He expects to spend the balance of the summer in his motor car.

Colonel Joseph E. Willard and family are touring through Vermont and Maine. Mr. Willard is using two motor cars of his party. He expects to tour through Canada before he returns.

Mr. William B. Pizzini, who recently purchased a new steamer, toured in his car to New York, where Mrs. Pizzini joined him. They then went to their summer home, "The Globe Cottage," at Kennebunk Port, Maine. They will spend the summer at their cottage. Mr. Pizzini has become a great motor-car enthusiast, and reports that he is having the time of his life.

Dr. George M. Preston, of Lynchburg, leaves this week on his annual auto tour. Prior to 1904 the doctor went abroad, but since then he has been the possessor of a motor car, and each year since he has been spending his vacation in his car touring through all the neighboring States. Dr. Preston recently purchased a new car from B. A. Blenner, which is finished in white, with red upholstery. His car is a duplicate of the one owned by Dr. Stuart McGuire, of this city.

Hon. D. C. O'Flaherty left last week in his motor car for the mountains, where he expects to remain for some time.

Mr. H. H. Trice, of Norfolk, leaves in a few days with his family to repeat his tour through the Valley of Virginia and the mountains. Mr. Trice was the first owner of a motor car in Norfolk.

Mr. C. F. Burroughs, vice-president of the Royster Guano Company, of Norfolk, Va., is arranging for a long tour to some of the leading watering places of the North and the White Mountains.

Other motorists who are preparing for long tours are Mr. William Habliston, Mr. John T. Wilson, Mr. J. Scott Parrish, Mr Sam Atkinson, Mr. Thomas F. Jeffress, Mr. W. S. Forbes and Mr. E. D. Hotchkiss.

A large number of Northern tourists are passing through Richmond every day on their way to Jamestown. They report the roads in fine condition, and the garage and hotel facilities in Richmond the best in the country.

SEASON NOW ON AT ROCKBRIDGE

Riding, Driving, Tennis and Swimming Among Pleasures Enjoyed.

[Special to The Times-Dispatch.]

ROCKBRIDGE BATHS, VA., July 27.—The season at Rockbridge Baths is now on and bids fair to rival any of its predecessors in number of beautiful women and gallant men. Many and numerous are the sources of amusement and pleasure. The tennis court is quite popular and often is the scene of a spirited contest. The pool, which is as clear as crystal, was never more popular than now, and between the hours of 4 and 6 P. M. can be seen twenty or more expert lady swimmers vying with each other in many aquatic feats. Numerous are the riding and driving parties to Jump Mountain and Goshen Pass, famous for their picturesque scenery. The hotel is under the management of Mr. and Mrs. Friend, both of whom are diligent in looking after the comfort and pleasure of their guests. The breezes are delightful and the air so invigorating that every one has an appetite for the tempting fare, and many will not admit how much they have fattened. When one sits upon the cool verandas and reads of the suffocations from heat in the crowded cities he feels that the fates have been kind to permit him to spend the heated term at the Baths.

Other Arrivals.

Some of those who are contributing much to the enjoyment of the guests here are Mrs. John B. Purcell and her charming daughters, of Richmond, Va.; Mrs. F. W. James, Abilene, Texas; Mrs. C. G. Hewitt, Montgomery, Ala.; Misses Douthst, Danville, Va. These have won for themselves many friends.

Some of those registered here are J. J. Hotchkiss, Baltimore, Md.; Miss Louise D. Shields, Lexington, Va.; Claud P. Light, Martinsburg, W. Va.; M. F. Cockrell, Dallas, Texas; G. B. Ward, St. Louis, Mo.; J. G. Childress, Jr., Temple, Texas; M. Browne, Lagrange, Texas; Mr. and Mrs. C. E. Stafford, Goshen, Va.; Miss Elizabeth Stafford, Franklin A. Stafford, Goshen, Va.; Mrs. A. D. Campbell, Lexington, Va.; Mr. and Mrs. B. C. Heyward, Clarksville, Ga.; A. M. Cole, Norfolk, Va.; T. C. Roller, Staunton, Va.; F. M. Baker, Baltimore, Md.; Campbell Pancake, Romney, W. Va.; James H. Wells, Baltimore, Md.; Van Eason, Vicksburg, Miss.; Mrs. F. W. James, Abilene, Texas; E. A. Sale, wife and children, Lexington, Va.; P. E. Hackney, Lynchburg; John Webber, Lynchburg, Va.; Mrs. H. C. Green, Richmond, Va.; O. B. Pearson, Richmond, Va.; Mrs. C. G. Hewitt, Montgomery, Ala.; C. P. Harman, Staunton, Va.; F. J. Falkenbach, A. J. Mackay, Roanoke, Va.; Mrs. John R. Purcell, Miss Martha W. Purcell, Miss Louisa G. Purcell, Miss Anna B. Purcell, Richmond, Va.; Mrs. M. C. Goodrell and Truxton Goodrell, Lexington, Va.; J. W. Dickson, Dallas, Texas; Mr. and Mrs. Ed. D. V. Invilliers and children, Miss Cochran, Philadelphia; A. R. Roop and family, Bristol, Tenn.; Miss Berta E. Williams, Manchester, Va.; George H. Denny, Washington and Lee University; H. C. Ford, Virginia Military Institute; Miss Dunlap, Miss Brown, W. J. Lauck, Lexington, Va.; M. S. Newcomer and wife, Goshen, Va.; Thomas P. Grasty, Staunton, Va.; Misses J. I. Champs, Willis Douthat, Danville, Va.; Mrs. Bettie Williamson, Richmond, Va.; E. A. Stafford, Endicott, N. Y., and J. P. Clarke, Gordonsville, Va.

GERMANY'S NEW CANAL.

The Telton, 23 Miles Long, Diverts an Enormous Traffic.

The greatest recent canal project in Germany is the Telton Canal, near Berlin. The immense river traffic on the Havel and the Spree has been much hampered by being obliged to follow these streams through the city. The Telton Canal permits this traffic to be diverted.

The canal is only twenty-three miles long, and there is a saving in distance of only twenty miles in the main river route. But the gain is in the time formerly necessary to get through the city. The total expense of construction, including buildings, harbors and electric works, was about $11,500,000.

The channel, says the World To-Day, is 20 metres broad at the bottom and from 2 to 2:50 metres deep, with a towpath 2 metres broad.

There is only one lock, with a fall of water of 2.7 metres. In its construction the latest and most improved system has been employed. Its gates, etc., are worked by electricity supplied by the canal's own electric works, the towing also being mainly done by electric locomotives. Fifty-five bridges had to be built, but the expenditure is fully justified by the enormous traffic through Berlin, which amounted in 1905 to nearly 12,000,000 tons.

Spoke at Last.

A well-known humorist was at a dinner party, and the lady he took down promised herself an immense treat.

She said: "I have met him at last. He is the funniest actor in London. And he is going to talk to me for at least an hour and a half. Oh, what a lucky girl I am!"

They took their seats at the board, and the funniest man in London calmly ate his dinner. Not a word did he utter till his eye fell on his wife, who sat opposite. Then he turned to his companion.

"It has been a long time coming," she thought, "but it has come." And she prepared to receive the joke.

"Do you see that dress my wife has on?" asked the comedian.

"Yes."

"Well, it cost nine pounds." And not another syllable was heard.—London Paper.

Schools.

College of Physicians and Surgeons
OF BALTIMORE, MARYLAND.
36th Annual Session Begins October 1st.
New building; modern equipment; unsurpassed laboratories; large and independent Lying-in Asylum for practical Obstetrics; department for prevention of hydrophobia and many hospitals for clinical work present to the medical student every advantage. For catalogue and other information apply to
CHARLES F. BEVAN, M. D., Dean,
Cor. Calvert & Saratoga Sts., Baltimore, Md.

Pegram's School
Mrs. C. M. Eddington announces the opening of her school
SEPTEMBER 16, 1907.
School limited to ten pupils. Special courses planned to meet the requirements of each student.
Terms—$10.00 per month.
1803 W. MAIN STREET.

Cownes Home School
FOR GIRLS.
Enters upon its 13th session September 10, 1907. Address Mrs. B. D. MONCURE, or Mrs. ELLIA D. WEATHERS, Aylett, Va.

Meetings.

THE REGULAR ANNUAL MEETING of the stockholders of the Bryant Fertilizer Company for the election of officers for the ensuing year, and for the transaction of such business as may properly come before said meeting, will be held at the office of the company, 117 King Street, in the city of Alexandria, Va., on TUESDAY, August 13, 1907, at 2 o'clock P. M.

WM. BRYANT, Secretary.

THE ANNUAL MEETING OF THE stockholders of the Watkins-Cottrell Company will be held in the office of the company, 1311 East Main Street, Richmond, Va., on AUGUST 13, 1907, at 12 o'clock noon.

C. S. FENSOM,
Secretary and Treasurer.

Notices.

Commissioner's Office,
July 18, 1907.

To the Creditors of John A. Gills, dec'd:

In pursuance of a decree entered at the May term, 1907, of Amelia Circuit Court in a certain cause therein pending under the style of McArthur, who sues for etc., vs. Gills, Jno. A.'s, administrator, being required by said decree, the undersigned commissioner will take the following accounts, to-wit: 1st, Whether or not the personal estate of John A. Gills, deceased, is sufficient to pay off and discharge his debt. 2d, What real estate the said John A. Gills died seized and possessed of, and whether it will be necessary to sell any of it to pay his debts, and, if any, what part thereof. 3d, Any other matter deemed pertinent by the commissioner or any party interested; and, 4th, To convene all the creditors of the said John A. Gills, deceased. All parties and creditors are therefore hereby notified that the undersigned commissioner will, on the

9TH DAY OF SEPTEMBER, 1907,

at his office, at Amelia Courthouse, Va., take the above accounts, at which time and place you are hereby required to present your claims against the estate of John A. Gills, deceased, for adjudication, together with such books, papers, vouchers and other evidences as will enable me to comply with the said order of court.

J. MARSHALL TURNER,
Commissioner in Chancery for Amelia Circuit Court.

Church Notices.

BAPTIST

FIRST BAPTIST CHURCH (CORNER Twelfth and Broad Streets)—Rev. R. J. WILLINGHAM, D. D., will preach at 11 A. M. and 8:15 P. M.

Notice to Conductors and Motormen:

With the view of encouraging travel upon the street cars of the city, and inconveniencing the public as little as possible in the enforcement of the law regarding the separation of the races—

1. Passengers are earnestly requested on entering the car to occupy the portion of the car allotted to the respective races—that is to say, the whites to take seats in the forward part, and the colored in the rear part of the car; and it shall be the duty of conductors as far as possible to inform passengers upon boarding the car of the portion of the car thus set apart for the respective races.

2. Where a passenger fails to take a proper seat, and it becomes necessary for the convenience of passengers to move, with a view of preventing the races from sitting side by side, or occupying contiguous seats, the conductor will politely request such passenger to change his or her seat or location on the car. Upon the failure or refusal of the passenger to move, a polite request shall be made to leave the car, which shall be stopped at a safe place to allow the passenger to alight.

3. Failure to observe a direction from the conductor subjects the passenger to the forfeiture of his fare, and, upon conviction, to a fine of from $5.00 to $25.00.

4. Upon such passenger's refusal to leave the car after being thus afforded an opportunity, THE CONDUCTOR WILL WARN THE PASSENGER THAT CONTINUED REFUSAL TO MOVE OR LEAVE THE CAR WILL BE CAUSE FOR ARREST, and if after such warning such passenger will neither move nor leave the car, the conductor will place such passenger under arrest until he can be delivered to a proper police officer.

5. Hereafter smoking on the cars, except upon the rear platform, will be discontinued, it being impracticable to allow smoking in the cars under the law.

6. Conductors and motormen are urged, in dealing with the public, and especially passengers, to act with the utmost courtesy and consideration, treating the passengers of both races alike.

7. These rules are to supersede all heretofore issued on this subject, and become effective August 1, 1907.

By direction of the court:

WM. NORTHROP,
H. T. WICKHAM,
Receivers.