RACING SEASON NEARING THE END

ASCOT MEETING BEGINS ITS FINAL MONTH

Unprecedented Attendance of Representative Horsemen and High Class Performers Contribute to Success Attained

By Jay Davidson

Sixty-three days of the winter racing season in the southwest have passed into history and in many respects the prophecy of the banner season since Ascot became an institution has been fulfilled.

Never before has there been such a large attendance of representative horsemen of America with their strings of high class performers and the race-going public has feasted upon the view presented of some of the greatest horses in training in the various stakes and purse races.

Stable room has always been at a premium since ten days before the opening and the later arrivals were forced to seek accommodations outside the park.

Among the high class thoroughbred racers stabled at Ascot may be mentioned Eugenia Burch, New Mown Hay, Sir Wilfred, Incantation, Brother Frank, Lotus, Big Ben, Charley, Col. Ruppert, Flaxman, Hermitage, Morita, Bribery, Handzarra, Masterson, Vino, Cutter and a score of others that can win in any company and anywhere.

These elements enter into the successes of the Ascot season and, with few exceptions, the consistent performances of the horses have contributed in no small degree to these successes.

One element which has been the source of much annoyance and the subject of much criticism is the rough-riding and fouling tactics indulged in by certain jockeys, but the strenuous life which Judge Hamilton has forced the riders to lead and the severe penalties which he has been forced to invoke have in a large measure done away with this objectionable feature of the sport.

Rough-riding and fouling was a feature of the races in the early weeks of the season, but, thanks to Judge Hamilton, such tactics are now infrequent and the races have been truer to form and accidents have been fewer than previously.

Before these strenuous measures were invoked by the presiding judge to prevent fouling and rough-riding, it was no uncommon occurrence for jockeys to deliberately foul horses, bump them about the track and cut off their chances of winning, and two such occasions presented the horrifying spectacle of the horses being thrown and their riders sprawled into the path of the field behind, but without serious results in either case.

Jockeys Walsh and Wiley were severely dealt with because of a disposition to indulge in this practice of rough-riding and fouling and the latter boy is now practically ruled off, being under indefinite suspension.

Miller Is Lucky

Jockey Miller, who arrived at Ascot with all the laurels of his profession or occupation which he earned by his great success on eastern tracks, is practically the only boy now riding at Ascot who has recently been guilty of rough-riding and his phenomenal luck has remained with him in that he has thus far been able to escape severe penalties.

On two occasions since Christmas Miller's mounts have bumped other horses in the drive through the stretch and in each instance the horses, Orilene and Luckett, were thrown to their knees and their riders sprawled to the track and in the path of the field behind them.

Jockey Notter, who rode Orilene on this day, was so fortunate as to escape unhurt, although his escape is yet the marvel of the thousands who witnessed his fall.

Jockey Kent, who rode Luckett on the day this horse was thrown, was not so fortunate and for a time it was believed that he had been killed, but beyond a few inconsequental bruises sustained by kicks from horses as they jumped over his prostrate body he was not seriously hurt.

About this time Judge Hamilton tired of the practice and called the jockeys into assembly in the jockey room and informed them of the consequences that would inevitably result from further indulgence of rough-riding and fouling tactics.

So pointed and forceful were the remarks of Judge Hamilton that the jockeys ceased this practice for a time and, with the exception of Miller, they have not been guilty of the offense since.

Thrice within the past week has Miller been guilty of rough-riding and fouling tactics, but his remarkable luck is yet with him and he has escaped punishment.

In a six horse race last Monday, Miller on Prince Silverwings bumped into Fisher Boy twice immediately after the barrier was sprung and jammed Fisher Boy into the rail, practically destroying whatever chances Fisher Boy ever had of winning, as he was forced to pull up last and finished next to last.

Blames Horse, Not Jockey

It was argued in defense of Miller that Prince Silverwings was unmanageable and performed the fouling operation of his own accord and Miller was unable to prevent it.

Two days later, in the baby race, Miller on Blue Bottle fouled Handmaiden in the final sighth and only the presence of mind of Jockey Aubuchon prevented an accident. Handmaiden was favorite in this race at 2s and was deemed to have an excellent chance at winning until the fouling occurred.

Miller succeeded in explaining away this "incident" and again escaped punishment.

His latest "incident" occurred Saturday in the third race when he had the mount on Workman. Embarrassment and Workman were racing heads apart when Workman bumped across the path of Embarrassment and forced the Ross candidate to pull up momentarily and probably caused him to lose the race.

Embarrassment was thrown off his stride and Workman forged ahead. But the Ross horse was so much better than Workman that the disadvantage did not prevent him from beating Workman by half a length for place money.

However, the "incident" served to stir up much dissatisfaction among those who supported Embarrassment to win and it is pointed out that despite this fouling, Embarrassment was only beaten one and one-half lengths.

Whether this foul was intentional or not does not remove the blame for the deed and the right of every horse to the opportunity of running its true race without interference is one of the demands of the public which supports the game.

In this connection, another "incident" that may in some manner account for the remarkable luck which surrounds Miller in escaping punishment is appropriate.

In this column, from time to time, it has been shown that rough-riding and fouling tactics were the vogue among certain jockeys and whenever they were seen to indulge in these unfair, unsportsmanlike and dangerous tactics the "incident" has been discussed.

Twice during last week was it deemed appropriate to mention "incidents" of fouling by Miller, who seems at the present time to monopolize the entire limelight in this particular line. One of these "incidents" was that in which Fisher Boy was put out of the running at the start and the other was the fouling of Handmaiden.

The day following publication of the Handmaiden "incident" the writer was accosted in the paddock by James Woodlawn Brooks, manager of Ascot, and called upon for an explanation.

As a finale to the discussion, Brooks informed the writer that if another such story was written and printed in The Herald the penalty to follow would be an invitation to J. J. McCafferty, trainer-manager for the Wernberg stable, to pack his duds and take his horses from Ascot within twelve hours.

Just what connection McCafferty has with the sport page of The Herald was not disclosed by Brooks nor was it explained why McCafferty in Los Angeles and Wernberg in New York should be made to suffer for the acts of others with whom they have no connection.

Looks "Funny"

The connection between the threat of Brooks and the publication of criticisms of Jockey Miller in The Herald is not so dim as might at first appear.

However, it is strange that the manager of a race course should resort to intimidation and threats as the extremity of protection of a jockey against criticism when the acts of the jockey are boldly open and fully recognized by the public which supports the game and when such criticisms are made in the interest of clean sport and fair dealings with the public.

When offenses occur of the nature of which Miller is guilty the offender should be subject to discipline, and when the discipline is not forthcoming and criticism of the offender for his acts is made the basis of attempted intimidation by one in an official capacity in relation to the sport it gives a decidedly different hue to things.

The anger of Brooks, when taken in connection with the unceasing and strenuous efforts of Judge Hamilton to elevate the sport and place it on a plane where criticism would be without justification and unfair, also furnishes food for thought, as do the rumored strained relations between the presiding judge and the manager of the county course.

Selling Matinees Today

The card for today consists of two purse and four selling races, with rather ordinary fields entered to start. Large fields are the rule and the events are rather more evenly balanced than usual.

Ten platers will go for five and one-half furlongs in the opening event and the probable finish is Mazapan, Astraea, My Surprise.

Fourteen seasoned racers will line up at the post in the second race, and they may finish in this order: Water Fox, Ossian, Pinta.

Eight 3-year-old fillies are carded to go five furlongs in the third race, and the finish should be: Bribery, Silver Wedding, Lotta Gladstone.

Another large field is in the fourth race, nine starters being named. Prince Magnet should win, with Tim Hurst second and Interlude third.

Fourteen will go six furlongs for a purse in the fifth race, and the result may be: Angarola-El Rio entry, first; Miss May Bowdish, second, and Fairatene, third.

Kumiss should win the final event, with Rubinon second, Seed Cake third.

There will be no steeplechase race this week unless it is substitute for some other race on the card as an overnight event.

Cushing & Barbee have shipped their string of horses to Emeryville and Hans Wagner will not be seen by Ascot patrons again this season.

William Walker purchased George P. McNear at private sale Friday morning and the speed marvel raced in Walker's colors for the first time Saturday.

The Ascot Derby will be the week-end attraction and will attract some of the best three-year-olds on the coast. This classic will have an estimated gross value of $3400. The race will be run over the Brooks course.

"Boots" Durnell showed up at Ascot Saturday after an absence of several days. He says that he has been to Frisco and has a portion of his stable at the northern track, but retains Sir Wilfred at Ascot as his derby candidate.

H. B. Wittenberg shipped his stable to Hot Springs yesterday, including Cutter and Retropaw in the shipment. Wittenberg expects to have a prosperous season in the middle west this summer with his small, but not ordinary, string of performers.

Jockey Kent, who rode Tony Faust in the baby stake race Saturday, was set down ten days for using abusive language to other jockeys in this race and "sassing" the assistant starter. Jockey Singleton on Lady Allece in the same race was fined $50 for breaking up attempts at starts.

Gilpin is now the property of W. A. Porter, for whom Retropaw was named. If Porter's success as a turfman continues as it began he will be the sensation of the season, as his only horse won for him on its first start and beat Jerry Wernberg's $25,000 beauty, Charley.

Barney Schreiber has a great colt in Horace E, winner of the Woodlands stakes. This one has won three out of five starts and has never been out of the money. His performance Saturday, when he stepped half a hile in the mud within a quarter of a second of the track record made on the dry, is considered a remarkable one.

J. J. McCafferty has purchased the contract for the services of Jockey Royal William Armistead Walker held by H. B. Wittenberg. The contract holds for four years from April and McCafferty believes he has secured a promising boy and will take him to New York in the spring. The price paid is private, but is said to have been a "dignified sum."

The Redlands handicap, gross value $700, and the Venice handicap, of the same value, will be features of the week. The Venice handicap is at seven furlongs. It will be run off Wednesday and entries are due today, with weights and declarations due tomorrow. The Redlands handicap is at one and one-sixteenth miles and will be run off immediately after the Ascot Derby is decided Saturday. Entries are due Thursday and weights and declarations are due Friday.

"Old Eagle Eye," otherwise known as Jake Beckley, who has officiated as assistant starter since opening day, left yesterday for Hot Springs. Beckley goes to the Arkansas resort to accept a similar position and be at his favorite camp for conditioning for the baseball season. He will be captain of the St. Louis Cardinals again this season and expressed the opinion that his bunch would make a better showing in the pennant race than they did last season.

"Puddin" McDaniel won another handicap Saturday and added another reason for bestowal of the title of the "handicap rider." The little rider won the Rose selling stakes with Rubric on New Year's day and has ridden the winner of four out of five of the mid-week handicaps, in addition to winning many of the free $500 handicaps that were featured during the nine weeks of racing just past. During the earlier weeks of the meeting "Puddin" did not ride in his best form, but he has more than made up for it since the new year was ushered in and is now going at a clip which will worry some of the other jockeys who aspire to lead the bunch at the end of the meeting. He is always trying to his utmost and it is no fault of his if his mount is not first to the wire.

ONE SIDED VIEW SAYS OCCIDENTAL

COLLEGE IMBROGLIO GOES MERRILY ON

Presbyterians Claim That a List of the Competing Athletes Was Sent to Claremont

Anent the Occidental-Pomona trouble concerning the eligibility of an Occidental track man comes a reply from Occidental in answer to the article which appeared in yesterday's Herald, when A. M. Smith, chairman of the Pomona athletic association, among other statements declared that Occidental had not complied with her own rules regarding athletic relations.

The Occidental version follows:

"Mr. Smith of Pomona, in his protest against the actions of Occidental in regard to the track situation, seems to have taken a rather one-sided view of the existing conditions and to have based his statements solely upon that view.

"It is true that the eligibility rules adopted by the executive committees of the southern colleges were practically the same as those adopted by Occidental, for the government of her own athletics. Where, however, does Mr. Smith get his authority for the statement that Occidental did not live up to her own rules last fall?

"Before every football game a list of the players eligible for that game was sent to the school to be played, in order that they might enter a protest against any name on that list.

"No such protest was at any time entered against any player, each opposing school thereby giving its sanction to the playing of all men on the list. Notwithstanding all this, Mr. Smith now comes forward with a statement that Occidental did not live up to her own rules and furthermore adds that Allen Merrill was played on her team contrary to these rules.

"However, Mr. Smith brings forward no proof of his statements, but evidently deems it sufficient proof to have simply made them. He appears to have forgotten that Pomona had every opportunity last fall to protest Merrill but took no steps whatsoever to do so, thereby showing that she considered him eligible to play.

"Merrill did not play in violation of the rules and it is hardly fair to him to bring such a charge without some definite proof to back it up.

"Occidental still claims that Chapin is eligible to compete this year, on the ground that he could compete in any of the eastern universities or in Stanford or Berkeley.

"It is only Pomona's interpretation of the rules that gives him already five years of competition, Occidental contending that he has had but three of track, in which branch he is now entered.

"Here again Pomona had a chance to protest Chapin last fall, for his name was on the football list handed them to be approved. Knowing, however, that he would in all probability be only a substitute they did not take any action in the matter, being content to wait until track season opened when they knew that he would be sure to win two events from them.

"How Chapin could be eligible for football and not for track under exactly the same rules is rather hard to see.

"Mr. Smith's last statement was that Occidental is using St. Vincent's as a club in regard to a triple meet. The fact is however, that Occidental had no right to go ahead last week and make a triple agreement with Pomona and U. S. C. while she was still bound to U. S. C. and St. Vincent's by a three-year contract.

"She does not wish nor does she intend to use St. Vincent's as a club, but she realizes that she did not treat St. Vincent's squarely in her action and is now trying to make amends to that college.

"Occidental has always stood for clean athletics and the men that she has played this year, she feels have been up to the standard of those played by any other school in the south. If however, it can be proved that any of her athletes are not playing in accordance with the adopted rules she will be more than willing to bar them from any further participation in her contests."

AUTO RACES POSTPONED

By Associated Press.

HAVANA, Feb. 11.—Owing to a hard rain that fell this morning and continued during the day the course over which the 100 and 200-mile automobile races were to have been run was spoiled for fast speeding and the events were postponed until tomorrow. Excursionists who journeyed to various points along the route to watch the contest were greatly disappointed at the postponement.

SAN PEDRO TIDE TABLE

February.	High. a.m.	High. p.m.	Low. a.m.	Low. p.m.
12	11:08	11:55	4:53	5:24
13	11:59	.....	5:44	6:07
14	12:40	12:58	6:43	6:55
15	1:34	2:28	8:06	7:54
16	2:42	4:39	9:55	9:16
17	4:01	6:21	11:29	10:48
18	5:17	7:21	.....	12:35
19	6:20	8:06	midnight	1:24
20	7:11	8:44	12:58	2:05
21	7:56	9:16	1:45	2:46
22	8:36	9:46	2:25	3:14
23	9:16	10:14	3:02	3:43
24	9:51	10:38	3:37	4:09
25	10:25	11:00	4:13	4:32
26	10:56	11:26	4:49	4:59
27	11:28	11:53	5:20	5:23
28	12:00	.....	5:59	5:42

E. M. Guthrie in San Francisco

Special to The Herald.

SAN FRANCISCO, Feb. 11.—E. M. Guthrie is up from Los Angeles for a few days and is a guest at the California.

TOD SLOAN WAS AVERSE TO WORK

DISLIKED TO TRAIN WITH OTHER JOCKEYS

Sought to Mix in Social Circles Above Him and as a Result Incurred the Displeasure of British Turfmen

Now that Tod Sloan has made his debut on the stage and appears to have won the laurels it is probable that the turf has seen the last of him.

This is the turf's loss. In all that constitutes a successful jockey, Sloan was the equal, if not the superior, of any boy that ever has ridden on American tracks. Jimmy McLaughlin was a marvel at the post and with 2-year-olds; "Snapper" Garrison could outfinish the old boy himself; Ike Murphy was a perfect judge of pace.

Sloan had all these virtues combined, and others. He won with horses that other boys could not head a cow in the lane with. Even his enemies, and he had plenty of them, unhesitatingly admitted his superior abilities in the saddle.

His one fault, and it must be admitted that it was a serious one, in the eyes of practical horsemen, was that he objected to the drudgery of stable work. He did not want to be on hand before the sun was up to gallop horses. He did not want to sleep at the stable with the other boys.

What he did want was the bright lights of Broadway. Not as the general run of successful jockeys, pugilists and others of that ilk want them, but as the clubman. He wanted to live at the best hotels, occupying the best suites. His evening clothes came as natural to him as to those born to them. He wanted to associate with those far above him in the eyes of the world and, like a good many other Americans, he would not admit that many of them were his superiors.

And it was this, more than anything else that finally led to his being in a position that forced him to turn to some other means of livelihood than the turf.

It took Sloan some time to convince eastern horsemen that he was a jockey. When he did the money came rolling into him so fast that, literally, he did not know what to do with it. But he soon found out. His tastes developed with his money-making ability, until it is doubtful if there was a millionaire in the country that spent more on his personal needs.

Nothing Too Good for Him

Wherever he went the best was not too good for him. He even paid more for his hotel accommodations than men who could buy and sell him a dozen times over. On one occasion August Belmont's secretary was sent to Saratoga to engage hotel accommodations for his employer.

"I want them for Mr. Belmont," said the secretary, and the clerk, knowing Mr. Belmont as one of the financial powers of the country, naturally picked out the best there was in the house.

"How much will they be?" asked the secretary.

"One hundred dollars a day," was the reply.

"Oh! Mr. Belmont would never pay that; it is entirely too much."

The clerk was dumfounded, and without thinking, blurted out: "Why, that is very reasonable; we have a gentleman here, a Mr. Tod Sloan from New York, who pays $150 a day for his suite."

These figures may not be exact, but the story is a true one and illustrates the trait in Sloan's character that caused his downfall.

Having demonstrated that he was the superior of any jockey in this country, Sloan longed for new fields to conquer. His eyes rested on England and soon he was in the "tight little isle." And what a joke he was to the 'Arrys and 'Arriets and their betters. A "monkey on the stick" is what the wise sporting writers called him, because he did not ride with long stirrups, sitting upright, as the English jockeys had been doing from time immemorial.

Called "Monkey on the Stick"

Well, the "monkey on the stick" soon had the jolly Britons sitting up and taking notice. He had a knack of landing his mounts first past the finish and soon had a following that was bankrupting the bookmakers. He was recognized as the premier jockey in England, as he had been in America.

With the masses he was popular. With the classes his riding ability was in demand, but his company wasn't wanted. He was good enough to help the titled paupers land a few big bets, but he wasn't good enough to help them spend the money. This he did not care about, but he did object to being patronized by men who borrowed his money.

That they did borrow it those who were close enough to him while abroad knew well. It was only recently that one of them, with "two men" to look after his luggage, visited this country. His lordship was riding up Broadway in a cab, and passing Fortieth street spied Sloan standing on the corner with a friend. Immediately he saw something on the opposite side of the street that seemed to be vastly interesting.

"No wonder he doesn't look at me," said Sloan, "he owes me $7000 that he borrowed in England."

Beginning of the End

Sloan's love of the best soon got him disliked in England. Then came the incident that gave those who were under obligations to him a foundation to work upon. While dining with a friend he resented a waiter's insult with the first thing that came to hand, which happened to be a champagne bottle. Such things happen in London and New York, too, for that matter, a dozen times a week, and are never heard of. But Sloan's "rowdyism" was cabled to all parts of the world.

And so things went, so his enemies worked, until he was informed one winter that it would be useless for him to apply to the English Jockey club for a license to ride the next season. No charges of any kind were made against him, so far as any one had ever been able to discover. He simply practically was ruled off the turf because his personality was not pleasing.

Then followed his disbarment from French race courses because he exercised a horse that was being prepared for a race, and the race tracks of Europe were barred to him.

The racing authorities of this country followed the lead of the English. "We have nothing against you," they told Sloan, "but we can't give you a license because you are not in good standing in England."

Pure Food Laws Are Good
Burnett's Vanilla is pure. Use no other.

TENPINS ROLLED LAST WEEK

Santa Monicas Will Play Brunswick-Balke-Collender Trio—Mills and Rohr Want Game

Following are the high ten pin scores rolled on Morley's alleys of 200 or better the past week:

Borelli, 208-203-202-204; Payne, 229-214; Jennings, 201; Arnold, 215; F. H. Pearne, 217; De Moulin, 213-215; Struby, 211-203; Vance, 203-225-215-205; Thorkildson, 210-205-209-201-205-206-221-213-205-212-266-243-217-258-210-258-243-200-214-239-242-214-204; Bain, 212; Quinn, 214-219-203; Dugan, 213-225-204-216-213-221; Peck, 225-225; Heibash, 204; Hanson, 202; J. Casey, 205; Phillips, 211; Wilson, 219-214-218-203; Kohler, 236-201-205-203-257-213-214-210-218-210-224-212-215-222-201-208-236-203-202-203-206; Roberts, 220-214-228-204-205; Scarich, 209; Novacovich, 205; Muaggenberg, 202; Conery, 202-205; Bulson, 209; Fowler, 206-240; Mills, 207; Lacey, 207; Knowlton, 219; Crocker, 202; Denny, 203; Colburn, 207.

Tuesday night on Morley's alleys the Santa Monico trio will play the third series of five games each with the Brunswick-Balke-Collender company's trio. The B.-B.-C. Co. hope to gain back all or the greater part of two hundred odd pins from the Santa Monicas, but the latter will try to make it three straight series.

E. L. Mills and Rohr would like a match with Ferd Owen and Morley on the latter's alleys this week.

AUTO USED FOR VARIED PURPOSOS

COSMOPOLITAN NATURE OF SELF MOVERS

The Farmer Has Recourse to Auto-Agricultural Machines in the Form of Threshers—Make Excellent Lawn Mowers

Of what use is the automobile? Rather, what use cannot be made of it, for its aid to man is incalculable? Besides the familiar adaptations in vehicles for pleasure and commercial uses, the self-propelled machine is becoming of increasingly greater use in other lines.

The warrior and man of army tactics has imagined the automobile as playing a most important part in warfare, and there are many schemes to utilize it as a movable fort, which, properly protected, can advance or retreat at the will of the operator, while the men behind the guns deal death and destruction to the enemy.

For Country Use

The automobile has a distinct advantage over the horse, in that it cannot be killed, and with armor thick enough to deflect shot and shell, it certainly is destined to play a most important part in warfare. It is susceptible to the slightest touch of the man at the lever and obeys his slightest wish far better than the best-trained horse. It does not have to be whipped, and, under the proper guidance, does anything and everything that is asked of it, going wherever a horse can go and never tiring.

On the farm, too, the automobile is having greater and greater chances for use. The farmer has been having his country roads rolled and his threshing machine operated these many years by automobiles—only the machines have been called steam engines and steam rollers. They are self-propelled machines, and hence automobiles nevertheless.

Self-Propelled Lawn Mowers

Now country clubs and the parks are having their lawns cut and rolled by self-propelled lawn mowers. It is only a question of time, the sanguine manufacturers believe, before most of the heavy and light work on the farm will be done by self-propelled vehicles, and the horse, man's aid on the farm from time immemorial, will be relegated to idleness.

In the city, aside from the usual commercial uses, there are ambulances, swifter flying than the horses; hearses, somber, rubber tired, and moving without the noisy clatter of horses' hoofs; omnibuses, fire engines, chemical engines and patrol wagons. To all of these uses are automobiles put, and it is believed they will be employed in increasing numbers as time goes on. Certainly the field is broad, and the industry has but just begun.

The latest scheme for the automobile is the adaptation of its power to sledges to carry explorers to the south pole. Even the lowly dog is to be relegated to the rear by the all-ambitious automobile.

ASCOT ENTRIES

FIRST RACE—Selling; 5½ furlongs.

1017	Dan Collins	107
1034	My Surprise	107
1034	Miss Affable	102
——	Happy Lad	100
956	Astraea	95
950	Leonado	107
986	Vincedo	104
1029	Shannonside	102
959	Mazapan	95
1027	Lady Travers	95

SECOND RACE—Selling; 1 mile.

848	Benroe	113
1033	Tattenham	110
975	J. W. Dahney	110
968	Bailey	107
1035	Avantellus	103
775	Water Fox	100
1018	Adalmo	98
1040	Stone Arabia	110
960	Young Marlow	110
999	La Taranta	107
1039	Col. B. Palmer	103
1012	Ossian	100
1027	Salina	98
1024	Pinta	*94

THIRD RACE—Purse; fillies; 3-year-olds; 5 furlongs.

1018	Lady King	112
1027	Silver Wedding	102
1021	Starling	102
——	My Choice	102
1018	Bribery	102
1031	Lotta Gladstone	102
713	Turkey Foot	102
——	Bourne S	102

FOURTH RACE—Selling; 5½ furlongs.

(1017)	Huachuca	107
1029	Prince Magnet	107
1021	Sun Mark	102
1000	Peggy O'Neal	102
1029	Smithy Kane	*99
(1029)	Tim Hurst	107
——	The Roustabout	104
1015	Interlude	*102
850	Montanus	100

FIFTH RACE—Purse; 6 furlangs.

1017	W. P. Palmer	104
1027	Alma Gardia	100
1044	Wrenne	100
1045	Sand Storm	100
1032	Miss M. Bradish	97
1035	Fairatene	95
1035	Elevation	92
1017	Babe B	90
1013	Capitanazo**	104
1017	El Bernardo**	99
821	Luckett	99
1034	Conde	97
925	Sir Brinkley**	95
1027	Neatness***	90

SIXTH RACE—Selling; 1 mile.

1032	Preservator	112
843	Golden Light	110
(1035)	Red Tape	108
1040	Katie Crews	105
1045	Col. Bronston	103
1039	Kumiss	98
1035	Rubinon	*95
1040	Bill Curtis	*110
993	Pettijohn	110
1032	Mi Reina	*108
1040	Tangible	*103
1020	Mr. Budd	100
1039	Seed Cake	98

*Apprentice allowance.
**E. J. Baldwin entry.
***Angarola-El Rio entry.

WILL HOLD HORSE SHOW MEETING

OPEN AIR MEETING MAY BE ANNUAL EVENT

Business Men Confer Tomorrow Regarding the Feasibility of a Proposition to Exhibit Fine Stock

Invitations have been issued to a number of Los Angeles business men requesting their presence at the horse show meeting that is to be held in the office of Byron Erkenbrecher, 203 Braly building, tomorrow afternoon at 4 p. m. The proposal involving an open air horse show for Los Angeles was published exclusively in the Herald of Friday last.

Whether Los Angeles is to unite with New York, Chicago and other cities in making the horse show a prominent factor of the social and business world of the city will largely depend upon the outcome of tomorrow's conference, at which time the feasibility of the proposal will be discussed from both a standpoint of amusement and municipal value.

A. E. Ashbrooke of Kansas City, who has successfully launched many of the greatest equine shows of the country, arrived but recently in Los Angeles for the purpose of fostering the growth of an enterprise which he believes will meet with approval and success in Southern California.

Mr. Ashbrooke's interest in the possibilities of a Los Angeles exhibition was awakened two years ago at the instigation of Ferd K. Rule; treasurer of the San Pedro, Los Angeles and Salt Lake Railway company.

When seen last night Mr. Ashbrooke said that so far as he could prophesy the meeting of tomorrow would be productive of a sentiment favoring the proposition.

"There is absolutely no reason so far as I am able to judge," said Mr. Ashbrooke, "why Los Angeles would not prove an ideal place for such an exhibit. Climatic conditions could not be improved upon and the proposed show would be held out of doors. During my brief sojourn so far I have been attracted by any number of pairs which would look well in any horse show, and I see no reason for entering other than Southern California horses, beyond the eastern flesh which owners have shipped west for the winter."

When questioned as to the first steps that will be taken, should the movement on foot find adoption at tomorrow's meeting, Mr. Ashbrooke said that a temporary organization, preceding a permanent one, election of officers and incorporation would ensue. The arrangement for entries and prizes will be the initial work of the committees.

Mr. Ashbrooke has already looked into the situation involving a suitable site for the exhibit and, although reticent as to naming the location, says that he has found a most desirable place for holding a show in the event of the proposition becoming a reality.

NEXT CARD WILL BE HEAVYWEIGHTS

BURNS AND HART TRAINING FOR BATTLE

Tommy Ryan to Commence Boxing With the Kentuckian Today and Indications Are for Fast Contest When the Men Meet

The next attraction in the continuance fistic matinees of Tom McCarey will be the heavyweight battle between Marvin Hart, the Kentucky thoroughbred, and Tommy Burns of Detroit.

Hart established training quarters at Santa Monica three weeks ago and has since settled down to the preparatory work. When he arrived in Los Angeles he appeared in good condition and has already played havoc with fifteen pounds of blue grass flesh.

Dave Barry, the sturdy boxer, who gave Al Kaufmann such a gruelling struggle a few weeks ago, has been working with Hart, and today Tommy Ryan will commence sparring with the big fellow and from now until the day of the bout will box from four to ten rounds with the big fellow.

Ryan's knowledge of the finer points of the game is inferior to none and will be of great assistance to the heavyweight, whose hitting powers are sadly in need of the added footwork and coolness which goes with the top-notch boxer.

Burns, who is training at the Lewis gymnasium, will appear much heavier than ever before, and with the added weight should stand a great chance with Hart, whom he over-tops in the way of cleverness. He has been training for weeks, and with the assistance of Jack "Twin" Sullivan and several minor lights is rapidly rounding to the best trim of which he is capable.

If Burns fails to get the decision in the coming contest with Hart there is small chance of his ever reaching the top of the heavyweight division.

Al Kaufmann, who has been promised a go with the winner, is a daily spectator at Burn's quarters and is taking a deep interest in the outcome of the pending battle.

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NEW AUTO GEAR IS MOST SIMPLE

TRANSMISSION DEVICE FINDS FAVOR

Every Effort Being Made to Reduce Intricateness of Machine Manufacture—Belden Apparatus May Be Used in Future

Constant striving for simplicity in automobile construction in response to the public demand for a less complicated machine has resulted in the production of a transmission gear by the Belden Automobile Transmission company of Pittsburg, which, on account of the long stride it makes toward the extreme of simplicity, is one of the features of the Chicago auto show for those who understand the importance of transmission in the automobile. The Belden system uses only two gears, and they are not even "in mesh" when running at high speed.

It is said that from 35 to 40 per cent of the power is lost in transmission when sliding gears are used, as from four to eight gears are always in mesh. The loss when the planetary system is used is much greater except on the high speed, and the loss in friction drive transmissions is so great that they are used only on low power runabouts. The claim of the makers of the Belden gear is that it reduces the loss to 8 per cent. The device attracted unusual attention at the recent New York auto show.

The importance of perfect transmission has been recognized by automobile makers since the industry was in its infancy, and for this reason the new gear has been greeted as one of the inventions which will constitute a big advance in the work of simplifying the automobile.

The Belden has a positive gear drive which delivers 92 per cent of the power of the motor to the rear wheels, this result being obtained by a rolling contact between the two gears which form the principal part of the transmission. One consists of a two-pitch gear and the other two concentric rows of pins which provide for three forward speeds and one reverse. The drive is always direct and positive, and there is no slippage at the time of explosion. The Belden gear is noiseless and without friction, thereby insuring a perfectly smooth running car, while the positive direct drive transmission, light weight, simplicity of construction and operation, efficiency on all speeds and strength to stand the rough usage of inexperienced operators, solves one of the perplexing problems of auto construction.

The device is the product of the efforts of E. H. Belden with Julian Kennedy, a well-known mechanical engineer.

At the New York automobile show it attracted extraordinary attention, partly because it was the only exhibit of the kind in the show and partly because it relates to a feature of auto construction of vital interest to every owner and maker. For the same reasons the Belden exhibit in the Coliseum has drawn a large crowd since the opening of the show. Other gears in use are applications of mechanical principles well established even before automobile construction began. It is said that enough of the largest motor car manufacturers have contracted for the Belden gear to establish it as the gear of the future and to mark it as the longest step toward the solution of the transmission problem in automobile history. The Pittsburg plant of the company is developing with a rapidity proportionate to the eager reception the product has met in the auto world.

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