

WOOD ANNEXES SAILING HONORS

WINS SKIPPERS' CONTEST AT SAN PEDRO

GETS TWO FIRSTS, ONE SECOND AND A THIRD

Dory Season Closes with Novel Series of Races for Glory of Being Known as the Champion Skipper of South Coast

Table with 4 columns: Skipper, Race, Points, Total. Rows include Warren Wood, F. Lambourne, Walter Folsom, and Bob Fulton.

SAN PEDRO, March 28.—Warren Wood proved himself to be the most expert skipper in the series of dory races which were held in the outer harbor here this afternoon by winning two of the races and securing one second and one third place, giving him the championship with a percentage of 81.25.

The usual preparatory gun was fired from the judges' boat at 1:25 o'clock. Haines Reed and C. J. Goodenow comprising the regatta committee in charge of the races. At 1:30 o'clock the boats crossed the line, led by Folsom in Little Mischief II. Lambourne in Chili Pepper followed. Then came Fulton in La Concha, Wood in Merryly and A. Lester Best in Kitty. Besides the skippers there were two in the crew as heretofore. The wind was brisk and held up pretty well throughout the afternoon.

In the first race before the wind fast time was made to the bell buoy, which was turned without change in the position of the boats. Just after Best had rounded the buoy, the skippers gave way and he had to give up his position in the race. Wood, Folsom and Lambourne put up a pretty fight in the series of races. Wood was the victor in the second race. Wood crossed the bows of the Mischief, but Folsom again got the lead. The finish was close. Wood crossing the line to Windward of Folsom at 2:01. Folsom finishing at 2:04:01, fouling the northernly stake flag. Lambourne in Chili Pepper finished a second later, while La Concha was so far outdistanced that Fulton did not try to finish.

In the second race Wood sailed in the Mischief, Lambourne in the Merryly, Fulton in Chili Pepper and Folsom in La Concha. The boats got away at 2:30 o'clock. Fulton in the lead, followed by Folsom, Wood and Lambourne. Wood showed speed and rounded the bell buoy at 2:41:20, followed by Folsom at 2:41:21, Wood at 2:41:22 and Fulton at 2:41:24. Lambourne took the offshore shore tack, while the others kept in for a short distance, but soon followed his lead. The Merryly continued fast under Lambourne's guidance and crossed the finishing line at 3:05:02, while Folsom finished in La Concha at 3:06:50.

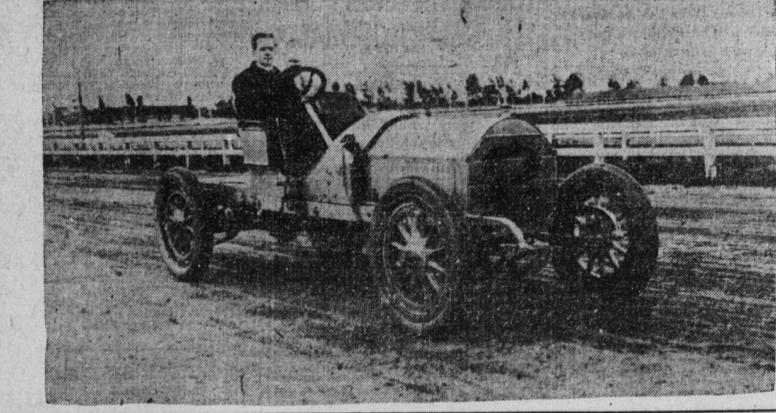
In the third race Wood in Merryly, Fulton in Chili Pepper, Lambourne in Little Mischief and Folsom in Chili Pepper. Merryly again rounded the bell buoy twenty seconds ahead of Wood at 3:40:25, the others following but a few seconds apart. Wood now took the offshore shore tack, while the others kept in. He showed his good judgment in this, for he easily outdistanced the other boats, giving to La Concha the first race by two minutes and twenty seconds and forty-four seconds. The finish was as follows: Wood-La Concha, 4:02:01; Lambourne-Merryly, 4:05:35; Fulton-Chili Pepper, 4:07:17.

The fourth race started at 4:30 o'clock. Fulton leading off with Little Mischief II, followed by Wood in Merryly, Folsom in Chili Pepper and Lambourne in La Concha. The wind was much lighter in the last race, but the race was an exceptionally good one. The start had been made with the boats very close together, but Merryly again showed her heels and beat Chili to the bell buoy, which was rounded as follows: Folsom, 4:50:45; Fulton, 4:50:48; Lambourne, 4:50:52; Wood, 4:50:55. Folsom now kept off on the long tack out toward the breaker water and was closely followed by the others. This tack was maintained as far as possible in order to give another long tack in toward the finishing flag. Fulton lost his position, coming in over three minutes behind the others. The final race was finished as follows: Folsom-Merryly, 4:54:10; Lambourne-La Concha, 4:55:01; Wood-Chili Pepper, 4:55:25; and Fulton in Little Mischief II, 4:58:50.

The Merryly had proved the fastest boat, but her owner, Warren Wood, proved himself the most expert skipper. With his crew he had taken the La Concha over the same course and won her first race for her.

The four races today were in many respects the best and most interesting of the winter dory races, which have now closed. The wind was good, the crowd large and good work manifested by all the crews. The yachtsmen will now devote their time to getting new boats finished for the races of the larger yachts, but the dory races will be looked forward to by all, as their introduction this winter by the South Coast Yacht club has proved to have been a most successful step in providing sport for the members of the popular club.

Locomobile Wins Most Fiercely Contested 150-Mile Race Ever Driven on An Oval, Defeating Stearns by 22 Seconds, After Deducting Time for Stopping



WORLD'S RECORD FOR 150 MILES SMASHED BY LOCOMOBILE AT ASCOT

CROSSES FINISH LINE TWO MILES AHEAD OF THE STEARNS RACE

Murray Page on Locomobile Gives Most Perfect Exhibition of Driving Ever Seen on Coast, While Bert Latham, on Stearns, Proves That He Has the Nerve of Which Dare Devils Are Made—New Mark for 150 Miles Is 2:47:01 3-5—Better by Many Minutes Than Any Previous Record. 500-Mile Next—Leavitt and Gordon Willing

"It was one of the closest and most remarkable races ever run by two automobiles. You have never seen two cars run so close together without varying a perceptible inch, mile after mile, as the Locomobile and Stearns ran today. I have congratulated Latham on his driving. He did splendid work."—Statement of Murray Page after the race.

"I never was able to get the speed out of my car after we stopped for oil and gasoline that I got out of it before that period of the race. The gasoline was undoubtedly at fault to a considerable extent after that point. My wheel frame became loosened, as you see, and it made it doubly difficult to hold the car steady, especially in taking the turns. But I have no excuses to offer. The Locomobile beat us fairly and squarely and I only hope that the crowd was satisfied that the Stearns gave its competitor the fight of its life. Page drove a swell race."—Statement of Bert Latham after the race.

"I will accept a challenge from the Stearns for a return race with no restrictions as to drivers, providing it is for 500 miles. The Herald knows that I was not satisfied with a 150-mile race, because its representative has been in touch with the negotiations from the day that I told them to print my original challenge for a 500-mile race until the day he drew up the memoranda of agreement between myself and Mr. Gordon of the Stearns, but I consented to a shorter distance against my most earnest wish for a longer race. The Locomobile has proven that she is a grand old boat, and I want to show the public what she can do in a 500-mile race against the Stearns. They can have Soules or any other driver they want. Will Oldfield drive the Locomobile if we race 500 miles? Huh, Murray Page looks awfully good to me."—Statement of A. J. Leavitt, Southern California representative of the Locomobile.

"We proved one thing—that the Stearns can go 150 miles and make the Locomobile open up all the way. It was unfortunate that we had to stop for oil and gasoline, because otherwise we would have given the crowd a great deal closer finish. We know where we lost our time and we know that we didn't have to lose it because of any fault of the car. The Stearns proved herself and that was what I wanted. I have not an excuse to offer. Latham did noble work and has won my gratitude for life. We never knew that he was a world-beater, but he is one of the best drivers in this part of the country."—Statement of Huntly Gordon, Southern California representative of the Stearns.

Running the last twenty miles of the most famous 150-mile match race ever driven by any automobile, with no lubricating oil in her tank and with only such oil remaining in her engine as had worked itself through its mechanism, the Locomobile yesterday afternoon at Ascot park, before an audience of 10,000 wildly excited and cheering spectators, crossed the finish tape a winner over her sturdy opponent, the Stearns, in world's record time, negotiating the distance in 2 hours, 47 minutes and 1.5 seconds—minutes faster than any records ever before made on an oval track in actual competition between two automobiles.

Two minutes and sixteen seconds later the Stearns crossed the finish line, it, too, succeeding in establishing

test made by any zealous Stearns admirer. The fault was with them, admitted Manager Gordon, and they would take their medicine, only it was regrettable because of the disparity it caused at the finish.

Twenty Miles Without Oil As it was, even with its extra oil capacity, the Locomobile was compelled to run the last twenty miles of the race with its oil tank empty, and this, too, would have been compelled to stop and a fresh supply had the distance been much greater. The fact that it could run these twenty miles, under such a grueling pace, with only such oil as the engine as had worked through, is a remarkable demonstration of the purity of the Valvoline oil with which the Locomobile was equipped. Why the machinery did not overheat and "set" under this condition is a marvel that excited no little comment at the conclusion of the race and could only be accounted for by the fact that the lubricant was of such a quality as to harden, without burning. In such parts where the hard wear came and thus allow the engine to run on indefinitely without a new supply.

Fully 10,000 gaily dressed men and women filled the stands and paddocks to overflowing, gay with streamers, while immense lines bordered the course along either fence for a considerable distance around the track. The inside, or pole, fence being fringed closely with hundreds of automobiles filled with cheering spectators.

Bert Latham, the junior of Page by many years, and a local man, drove the Stearns and captured the admiration of all fair-minded spectators by his splendid work at the wheel, giving battle to the full extent of human capacity when his car was threatened by its successful opponent and holding its head up to its desperate work with a skill and nerve that few amateurs, and even professionals, could excel.

A Race for the Bards It was a race of which poets might write and bards might sing. The entire field of automobile industry has never produced two cars that have given so perfect a demonstration of the speed and endurance capacity of the automobile expert's genius, and it would rack the brain of any spectator at yesterday's race to conjure up the name of any two cars whose name-plates are on the world's markets who could hope to go out and give so perfect an exhibition with such clean scores.

And with the Locomobile crowned the winner and the possessor of the handsome trophy presented it by the committee from the local lodge of Elks, under whose auspices the race was run, the fortunes of battle serve to place that car on a pedestal as a type of speed and endurance superior to that of any other contender until such a contender has proven its ability in actual contest to go out and cut out such a terrific pace and finish with such perfect scores. It is a triumph for the American-built automobile and it is a triumph for the Locomobile which may be jealously begrudged it in some quarters, but which all fair-minded, sport-loving people, who witnessed the race will be willing to concede it.

Stearns' Heroic Showing And great as the victory was and significant as it is to the Locomobile makers, it is equally as much a victory for the Stearns car that it was able to make the heroic showing that it did against so formidable an opponent, finishing, it is calculated, but twenty-two seconds slower than the Locomobile. If actual time lost in the unfortunate stop that the Stearns was compelled to stop at the end of the eighth mile, when it was compelled to stop for oil and gasoline. At that time Latham was turning an occasional mile in the neighborhood of 1:13. Murray Page never allowed the Locomobile to do better than 1:06 or 1:07, riding the entire race, except the last few miles, inside of these two marks with marvelous regularity.

The last five miles were the most exciting of the entire race, and adherents of both cars called wildly for the Stearns to take on a new supply of these very important essentials. The Locomobile was equipped with extra capacity tanks for both oil and gasoline and was never compelled to stop during the entire race. The Stearns people gamely swallowed the disadvantage under which this absence of extra oil and gasoline placed them and waved away any suggestion of a pro-

One Scar of Race The one scar on the entire race was the result of a misunderstanding on the part of the Stearns managers, who entered the race without oil and gasoline tank equipment, compelling the Stearns to stop at the end of the eighth mile to take on a new supply of these very important essentials. The Locomobile was equipped with extra capacity tanks for both oil and gasoline and was never compelled to stop during the entire race. The Stearns people gamely swallowed the disadvantage under which this absence of extra oil and gasoline placed them and waved away any suggestion of a pro-

Table with 3 columns: Miles, Time, and another column. Rows show time for every mile from 1 to 150.

UNIMPORTANT, IF TRUE CHICAGO, March 28.—Unless James J. Jeffries gives Jack Johnson a definite answer within ten days as to whether he will fight the negro champion will give James J. Corbett a chance for a bout. This was announced today during a conference between Johnson and Corbett just before Johnson left for New York.

PLAY TO TIE IN SIXTEEN INNINGS

FIRST GAME OF SEASON TO GO THIS DISTANCE

FAST AND SNAPPY FIELDING WAS FEATURE

Suburban Players Shy One Man, Center Fielder Also Covering Left Garden, but They Prove Their Class

The first sixteen-inning game of the season was played on the Dolgevill diamond yesterday afternoon between the Dolgevill and the Woodill-Hulse teams, the score being 2 to 2 when the game was called on account of darkness. The features of the game were the two-base hits of Bonnie Smith and his fine fielding, catching several line drives which seemed good for runs. The fielding of Sawyer of the Woodill-Hulse team was good and also that of Gilbert Dear of the Dolgevill club in covering left field and center field at one time on account of Bland being sick. Early in the game he fell, and it is feared he hurt himself internally. The pitching of Ruhling, for Dolgevill, was of high class, allowing only seven hits and fanning sixteen of the Woodill-Hulse members. Miller, pitcher for the Los Angeles team, was found freely, allowing the Dolgevill team to get fifteen hits and striking out twelve of his opponents. Ray Wessel was seen in the uniform of the felt workers' team, playing behind the bat for the first time in nine months, and he caught good ball. Hoff, who caught for the Woodill-Hulse, was in good form, only one man stealing on him. The Dear family was out in full force and two-base hits were made by Bland, returned from a Los Angeles hospital, was a spectator at the game. Following is the score:

Table with 10 columns: Player, AB, R, H, SB, PO, A, E. Rows include G. Dear, J. Dear, Metz, Blundell, Bielande, Wessel, Smith, Ruhlin, Miller, Nelson.

Other Events

The first event was a five-mile exhibition by Barney Oldfield, who negotiated five miles in a very interesting race. Others fell under his observation, including Leavitt, the chief Locomobile porter, whose powerful frame and stolid face under his goggles and visor seemed to challenge Russ for the most stinging sarcasm. The crowd laughed and the victims of his witticisms laughed, too, and the crowd remained good-natured.

Main Event Comes On

When the main event, the Locomobile-Stearns race, was called all voices were hushed and a hush fell over the scene. The eyes of the thousands were riveted on the two racers as they went around and around the mile course until the end was reached. Page was a handsome wait, but no one left until the end. The Stearns took the lead and kept it, being perhaps a half-mile ahead at the end of the eighth mile, when it was compelled to stop for oil and gasoline. At that time Latham was turning an occasional mile in the neighborhood of 1:13. Murray Page never allowed the Locomobile to do better than 1:06 or 1:07, riding the entire race, except the last few miles, inside of these two marks with marvelous regularity.

Race by Five Miles

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STOCKTON DEFEATS FRESNO STOCKTON, March 28.—Although outbatted all the way, Stockton defeated Fresno 5 to 4 today, scoring the winning run in the ninth with two men down. Score: Stockton 5, hits 7, errors 3. Fresno 4, hits 10, errors 1. Batteries—Clark and Frambles; Smith and Davis.

WELLINGTON WINS IN WELL PLAYED CONTEST

THE WELLINGTONS AND THE CUBAN BLUES BASEBALL CLUBS MET ON THE BOYLE HEIGHTS ATHLETIC PARK DIAMOND YESTERDAY AFTERNOON IN ONE OF THE FASTEST EXHIBITIONS OF THE NATIONAL GAME EVER WITNESSED AT THAT PARK, THE WELLINGTONS WINNING BY THE SCORE OF 4 TO 2.

FAST AND SNAPPY FIELDING WAS FEATURE

Suburban Players Shy One Man, Center Fielder Also Covering Left Garden, but They Prove Their Class

The Wellingtons and the Cuban Blues baseball clubs met on the Boyle Heights Athletic park diamond yesterday afternoon in one of the fastest exhibitions of the national game ever witnessed at that park, the Wellingtons winning by the score of 4 to 2. The features of the game were Drow's good twirling, the catching of Lehr and in winning them to the different bases and the large number of bases stolen off the Cubans. The Wellingtons showed considerable improvement over their previous game. Center Fielder Macarier of the Wellington club played the same position for the Edison aggregation in the second game with the Giants, the former winning by the score of 6 to 2. Macarier made two hits and reached the keystone sack twice out of three times at bat. The score:

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STATE LEAGUE

SAN FRANCISCO, March 28.—Oakland took two games from San Francisco today in the State league series. Score, first game: Oakland 2, hits 8, errors 1. San Francisco 1, hits 3, errors 2. Batteries—Bloomfield and Hoag; Cates and Bliss.

SANTA MONICA WINS FROM WELLS-FARGO

Large Crowd of Fans Witnesses Exciting Game of Ball at Beach. Town—Score 7 to 6

SANTA MONICA, March 28.—A large crowd of fans witnessed one of the most exciting games of ball played here this season between the Wells-Fargo team of Los Angeles and the Santa Monica Stars. The local team won by a score of 7 to 6.

The Tufts-Lyons were scheduled to play, but being unable to fill the engagement the express company boys were taken on instead. Both teams batted well, placing a number of long hits. Pete Garcia, the local captain, distinguished himself by making three two-baggers and one three-base hit. Russell for the Stars fanned nine men and Smith for the visitors caused the downfall of the hopes of six.

The teams lined up as follows: WELLS-FARGO. Riehmart, c.; Cameron, p.; Smith, 1b.; Forney, 2b.; McElroy, 3b.; Garcia, 4b.; Cameron, 5b.; Dixon, 6b.; Marquet, 7b.; Hart, 8b.; Sier, 9b.; Miller, 10b.; Walverto, 11b.; Lemina, 12b.; Bryant, 13b.; Young, 14b.; Hoyt, 15b.; sub., 16b.; Rose, 17b.; Umpire, H. L. Johnson.

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AMATEURS BREAK WORLD'S RECORD

TEDDY BEARS GIVE WHITE CITIES BAD BEATING

ARCADE RACE TRACK PLAYERS GET ONE HIT AND NO SCORES, AND RETIRE IN DISGUST BEFORE GAME IS ENDED

What some persons had the nerve to advertise as a game of baseball was played at the White City yesterday afternoon between eighteen men in uniforms, for it would be a perversion of the English language to state that the nine men representing the White City team were baseball players, at least yesterday.

The Teddy Bears played at and also with the White City team, and after 130 minutes of what looked more like a Marathon run than anything else the teams retired from the field and the score boy hung up this sign: "Teddy Bears, 32; White City, 0."

It was not a track meet, as the score would indicate, but a parody on the American game. Only one man on the White City team made a hit in the game, and he also had the distinction of being the only one to reach first base, while the Teddy Bears ran around the bases thirty-two times, which is pretty near the speed limit for 130 minutes.

Table with 10 columns: Player, AB, R, H, SB, PO, A, E. Rows include F. Cowan, W. Shead, J. Wilson, O. Starr, C. Pedrotti, J. Stadle, S. Colbath, J. Derenia, A. Stadler.

SCORE BY INNINGS

Table with 10 columns: Inning, White City, Teddy Bears. Rows show scores for each inning and totals.

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Advertisement for Maxwell cars: "Cars make good every claim we make for them. MAXWELL BRISCOE LOS ANGELES CO. 1325 So. MAIN ST. L.A."

Advertisement for Pierce: "IT IS HERE 1909 White Steam Car CALL AND HAVE US DEMONSTRATE WHITE GARAGE 712 S. Broadway. Phone 8. Ex. 75A."

Large advertisement for Valvoline Oil: "The Winners! LOCOMOBILE WITH VALVOLINE OIL Perfect Lubrication Means World's Records The wonderful race of the Locomobile yesterday was a thorough demonstration that VALVOLINE OIL Is the Most Perfect Motor Lubricant Manufactured by the Valvoline Oil Co., New York, U. S. A. 136-146 So. Central Avenue"