TIE FIVE TIMES IN THREE RACES

OLD TIMERS RECALL GREAT HARNESS RACING

TROT DEAD HEATS FIVE TIMES IN EIGHTEEN

Remarkable Turf History Recited to Refute Argument Advanced Against Old System

NEW YORK, Jan. 17.—The present day idea that it is ruinous to trotting-horse breeding industry as well as a cruelty to youngsters, also aged horses, to race them under the old and elongated system, was discussed by a group of oldtimers who happened to meet in this city the other day. They remembered three of the most bitterly contested events in turf history, and while none of the veterans appeared to be in favor of the old system, yet all talked of these special events as the most interesting speed competition ever seen or perhaps ever will be repeated in turf annals. Of the eighteen heats trotted by seven starters in three separate races, five were dead heats and each required six heats for a final decision.

"The breeder, racing man and follower of the harness turf of present day," said a turf veteran, "may talk of the cruelty of racing youngsters as well as aged trotters under the long system of racing, but few can tell from experience some of the most famous turf contests in which the winner had to win not only three heats, but five out of six.

"I remember that most gruelling contest between three 3-year-olds at Lexington twenty-three years ago, when the winner won five heats technically before he topped the race summary, while the contender placed second won three heats. The race, of course, was to high-wheel sulky and the result showed that every one of the six heats was contested closely.

"It was not for a rich futurity as we have at the present day, and although known as a 'Stallion Produce stake,' the value was only $535. It was the longest and most bitterly contested event in a field of three starters, and with the exception of one other event, was the most unique in the history of harness turf."

Had to Win Five Heats

"On October 2, 1886," added the oldtimer, "the Stallion Produce stake, now known as the Lexington, was called and only three youngsters appeared, but as all were of the best of the day, each found plenty of following. The two opening heats were as much of dead heats as any living horseman ever saw and as the third heat was won by the eventually beaten horse, the winner had to win succeeding three heats in order to get first money of the $535 purse. The summary was as follows:

Bermuda, blk. c. by Banker... 0 0 2 1 1 1
Nutbreaker, b c. by Nutwood.. 0 0 1 2 2 2
Sphinx, b h. by Electioneer.... 3 3 3 3 3 *
Time—2:24¾, 2:24½, 2:26, 2:25½, 2:26¾, 2:29.

"These look like slow times, but in those days they were equal to what now would be below the 2:10 mark, and the fact that there was only a quarter of a second difference in the two dead heats is sufficient proof that it was a great contest.

"The present day record of this trio of youngsters shows that the gruelling race did not the least impair the producing power of any of them, as at the close of the past year Bermuda is the sire of twenty-eight trotters and five pacers, has four producing sons and that many producing daughters, and Nutbreaker is credited with sixteen trotters and ten pacers, while nine of his sons and twelve of his daughters are producers.

"Before participating in this famous race, Sphinx was the best yearling and two-year-old of his day, yet today he is among noted speed sires with eighty trotters and fifty-six pacers to his credit and ranks high among the very best speed progenitors through his sons and daughters."

Another Remarkable Race

The Lexington race referred to was an exict repetition of one which took place at Buffalo four years previously or in 1882. This race was between two horses, and hence is the only one of its kind in harness turf history.

It took place on August 3, 1882, and was for a purse of $1500, the contestants being Jerome Eddy, then owned at Buffalo, and Black Cloud, the former being odds on favorite, selling as high as $50 to his opponent's $10. It was one of the most desperately contested races between two horses ever recorded, and the result was as follows:

Black Cloud, blk h. by Ashland Chief 2 1 0 0 1 1
Jerome Eddy, b h. by Louis Napoleon 1 2 0 0 2 2
Time—2:16½, 2:18½, 2:19, 2:20, 2:18½, 2:19 1-4.

Another noteworthy race between two trotters took place at Lexington later that same year, in which there was only one dead heat, yet the pair had to go six heats before the winner could be decided. The contestants were Monroe Chief and Rosa Wilkes, the defeated starter again being odds on favorite, with betting heaviest on record in a two-horse event. The pair stood tied at the finish of the fifth heat and the final result was decided by an almost heads-apart finish. The summary was:

Monroe Chief, br h. by Jim Monroe 1 2 2 0 1 1
Rosa Wilkes, b m. by George Wilkes 2 1 1 0 2 2
Time—2:19½, 2:19*, 2:19¾, 2:20, 2:21¾.

Unfortunately neither Wallace's year book nor Chester's gives the time of one heat, which is supposed to be that of the dead heat. Eighteen heats in three races with seven contenders in all and five dead heats, is a turf incident which perhaps never again will happen.

INTERSTATE RETAINS GENERAL 1909 FEATURES

Popular Car Changes to More Refined Type of Larger Wheel Base and Power

All the most important features of the 1909 Inter-State models have been retained in the 1910 models, except for a few necessary refinements of detail added to an increased wheel base and larger cylinder bore, an improved type of clutch, a three-quarter elliptic rear spring suspension and more room in all styles of bodies.

Nothing has been omitted which it was believed could give better results as to reliable running qualities, graceful appearance and economical upkeep, all features having been accepted universally as possessing exceptional merit. The bore of the cylinders is increased from 4¼ to 4½ inches, which gives the motor an increase from 35 to 40 horsepower; the carbureter is larger and an imported U & H high-tension magneto is substituted. The full elliptic rear springs previously used have been abandoned in favor of three-quarter elliptics, which are 45 inches long; the front springs have been increased in length and are now 42 inches long, and all are two inches wide.

Instead of the thirty-two alternate steel and bronze disks employed in the clutch this year an improved form of multiple-disk is now used, comprising sixty-three plates of tempered saw-blade steel running in a bath of oil in a separate compartment integral with the transmission case. The batteries and tools are now carried in one large box on the left running board instead of in separate boxes on opposite sides; the gears of the transmission are heavier and increased in width from 1¼ to 1½ inches; an oil-eight feed is fitted to the dash to show that the oil is properly circulating; oil cups are fitted to the spring shackles; the brakes have been increased in diameter, and the wheel base has been lengthened from 112 to 118 inches.

Aside from the changes above mentioned the Inter-State cars still retain many interesting details; the water pump case is cast integral with the crank case, as are also the brackets for the oil pump and magneto, and the water and oil pumps and the magneto are all accessibly located on the left side and driven by the same gear.

The crank case is a high grade aluminum casting, accurately machined by the use of various jigs, and the oil reservoir is bolted directly to the bottom of it. This is easily removed for adjustment or inspection of the cam shaft, connection rods or push rod rollers. The lubrication is accomplished by the constant level splash system with a sight-feed indicator on the dash. The level is maintained by a rotary gear oil pump, which forces the oil from the sump of the crank case through the indicator on the dash and back into the crank chamber, from which it overflows into the sump or reservoir below, to be strained and again circulated.

The side members of the frame are specially reinforced for some distance before and behind the dash, where the strain of the load is greatest, and the suspension of the power plant and transmission mechanisms has given much consideration. The motor is suspended by two legs behind to the side members of the frame, and in front it is attached through a single bolt to a cross-member, and the clutch and gearset are contained in a single compact housing, which is flexibly connected to a cross-member of the frame in front and rigidly attached to the torsion tube behind.

BY D. W. SEMPLE

Reckless Driving

In Motor Print for January is an excellent article upon the subject of "Reckless Driving," and being so full of good meat is reproduced in The Herald columns this morning. The article is given in full and will be found profitable reading.

In view of the fact that automobile legislation will soon again occupy the attention of various state legislatures throughout the country, and considering also that a special effort will be made this year to put a stop to reckless driving, it is particularly fitting that it should be known of what "recklessness" consists.

The most important business of the coming session of the New York state legislature is to enact a suitable motor vehicle law which will materially reduce the number of fatalities caused by the operation of automobiles on the city streets and public highways. Since New York state was the pioneer in the enactment of motor vehicle regulations in this country, naturally something very good in the way of legislation on the subject is to be expected. It is "reckless" driving that is sought to be eliminated, therefore we must consider what "recklessness" consists of.

Meaning of "Recklessness"—"Recklessness" is synonymous with "heedlessness" and "indifference," as, for example, a chauffeur who drives his automobile across the streets of a large city, with indifference as to whether a party may be injured or not. See Lake Shore & M. S. R. Co. vs. Bodemer, 29 N. E. 692, 697; 139 Ill. 596, 32 Am. St. Rep. 218.

The term is somewhat indefinite in its meaning. McDonald vs. International & G. N. Ry. Co., 22 S. W. 939, 949; 86 Tex. 1; 40 Am. St. Rep. 803. "Recklessness," in a moral sense, means a certain state of consciousness with reference to the consequence of one's acts. No matter whether defined as indifference to what those consequences may be, or as a failure to consider their nature or probability as fully as the party might and ought to have done, it is understood to depend on the actual condition of the individual's mind with regard to consequences, as distinguished from mere knowledge of present or past facts or circumstances from which some one, of everybody else, might be led to anticipate or apprehend them if the supposed act were done. Comm. vs. Pierce, 138 Mass. 165; 52 Am. Rep. 264. The word does not mean intentional and is not equivalent thereto. Kansas City, M. & B. R. Co. vs. Crocker, 11 South, 262, 269, 95 Ala. 412.

Stronger Term Than "Negligence"—"Recklessness" must be distinguished from "negligence." It is a stronger term and implies the doing of an act with indifference. Kansas Pac. Ry. Co. vs. Whipple, 18. Pac. 730, 735; 39 Kan. 531. Louisville & N. R. Co. vs. Anchors, 22 South. 279, 281; 114 Ala. 492; 62 Am. St. Rep. 116. Louisville & N. R. Co. vs. Orr, 26 South. 35, 41.; 121 Ala. 489. Highland Ave. & B. R. Co. vs. Robinson, 28 South. 28, 30; 125 Ala 483.

As Meaning "Wantonness"—In one case it is said that "reckless" does not import wantonness. Richmond & D. R. Co. vs. Farmer, 12 South. 86; 88; 97 Ala. 141. But in Times Pub. Co. vs. Carlisle, 94 Fed. Rep. 762, 773, it is said that "recklessly" signifies with a wanton disregard of all consequences and hence the violation of all rights. The term does not imply willfulness, however. Cleveland etc. R. Co. vs. Tartt, 64 Fed. Rep. 823, 825. Johnson vs. State, 9 South. 539, 540; 92 Ala. 82. Dull vs. Cleveland etc. R. Co., 52 N. E. 1013, 1015; 21 Ind. App. 571.

We will now turn to a consideration of dangerous driving generally.

"What Is Dangerous Driving?—Conduct may be dangerous or not, according to the persons considering it and sitting in judgment. A woman may be afraid of a mouse, yet it is not dangerous. Walking along an electric railroad near a deadly third rail may not be dangerous to the electrical engineer employed by the road. So it may be on the public highways; conduct which is dangerous to some persons may not be dangerous to others. That which would be dangerous to an inexperienced traveler on the public thoroughfares may not be dangerous to the expert automobile driver who has been accustomed to driving through traffic and congested districts.

"Dangerous automobile driving can only be determined to be such by reference to the common law as announced by the decision of the courts. What the automobile driver should or should not do under certain circumstances can only be ascertained from decisions of the courts of America and England as to what the driver of a vehicle should or should not have done under similar circumstances, or by asking if in the particular case the driver acted as a reasonable man would act under like conditions.

"Negligence vs. Dangerous Driving—At the outset let it be said that dangerous driving is negligent driving, and vice versa; but dangerous driving may be something more than negligence. Negligence may be defined to be the omission of something which a reasonable man would not do; in either case causing mischief or apprehension to a third party, not intentionally, for if there is an intentional wrong then it is not negligence. Intentional dangerous automobile driving is something more than neglect or the failure to exercise due care, and this is of vast importance for the automobilist to keep constantly in mind.

"It would perhaps seem at first thought that an automobile could only be driven dangerously in case there are other persons besides the driver of the motor vehicle upon the highway, toward whom danger must be directed, or that there must be somebody's property subjected to danger. In other words, can there be dangerous driving unless there be either person or property subjected to hazard? Undoubtedly there may be. If, for example, an automobilist should drive through the streets of a city in a congested district at midnight, the mere fact that there are no people on the highway at the time would not make his driving lawful. The liability of people being there, or suddenly appearing, would be sufficient to make the driving dangerous, within the meaning of the law. Then, again, the question of speed might not have anything to do with the question whether automobile driving is dangerous. A person who drives an automobile carelessly, although going at a rate of speed of three miles an hour, for instance, may be guilty of dangerous driving; or, if the driver is intoxicated, the driving might be said to be dangerous per se. It may be that it would constitute dangerous driving for an automobile to stand absolutely still on the highway under circumstances which would require its driver, as a prudent man, to drive ahead. Such conduct would not, perhaps, come technically within the term 'driving,' and would be included more properly under the designation of management of the machine. However, it has been held that a person riding in a carriage may be said to be 'driving' the vehicle, within the meaning of our automobile laws. (See State v. Goodwin, 82 N. E. Rep. 459.) Right here it may be suggested that it would be well if automobile legislation would use the term 'management' in connection with the word 'driving,' so that the stopping of a machine, or leaving it on the highway for meddlers to interfere with it, would be included.

"Criminal Aspect of Dangerous Driving—Shocking as the statement may seem, it is, nevertheless, the old common law that if a man drives, recklessly, a powerful vehicle into a crowd and kills a person, it may constitute murder, for if the person driving saw or had timely notice of the mischief likely to ensue, and yet willfully drove on, his offense would be something more than mere manslaughter. In such a case the presumption of malice arises from the doing of a dangerous act intentionally, and 'there is the heart regardless of social duty.' This may be said to be the most serious and atrocious aspect of 'dangerous automobile driving,' which may exist under very peculiar circumstances. What comes nearest to it is the conduct of an automobile driver hastening away after killing a victim without stopping to investigate the result of his act. Also engaging in racing on the public highways which results in death has a similar aspect, since killing is done while in the performance of an illegal act." See Huddy, Law of Automobiles (2d Ed.) pp. 182, 183.

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EXHIBIT BAD TIME TO BUY MACHINE

NOVICES ATTRACTED BY THE GLARE OF TRIMMINGS

Expert from Moline Factory Gives Timely Advice to Prospective Purchasers of Automobiles

No possible buyer is in an enviable position at any automobile show. Some intending buyers go to the shows with plenty of experience and capital behind them. They have had personal experience with half a dozen cars, they have watched twenty or thirty more behaving well or ill in the hands of close personal acquaintances near their homes, yet the list of cars they have to select from is by no means so long and bulky as the catalogue which records the names of the exhibitors. Moreover, should they in the exhilaration of show week make a blunder and buy a car which does not live up to their ideals, they can afford to drop five hundred or so in transferring their volatile affections later on, says a correspondent in Motor Print.

It is far otherwise with the small car buyer. He may know that two or three cars which have been on the market for a decade are good stuff all through, but these are times of transition and rapid development. These very cars may be the last he wishes to buy, because he fancies that more revolutionary makers can offer him equal material and workmanship dispersed over a bigger chassis and a more generous specification at the same or even at a lower price.

Of actual merit he knows very little; his acquaintance with mechanics is just sufficient to make the confident statements of the wildcat manufacturer seem plausible and sound to him; he feels a dim reverence for the "expert" who engages him in pleasant conversation as he peeps timidly at a weird gear box never inspected before save in black and white section. In a word, he is easily duped, and he cannot afford to be duped. From a motoring standpoint, it is life and death to him that his car shall be not only good but, if possible, the best at the price. Hence it is proposed to offer one or two pieces of very commonplace advice—counsels known to all who own a car, but oft forgotten by the novice when he is intoxicated by vistas of white staff decorations and the steely glitter of naked mechanism. The entire atmosphere of an automobile exhibition is hypnotic to the novice already losing mental balance in pleasurable anticipations.

Let Designers Experiment

To begin with, don't experiment. Some designers do their own experimenting. They personally spend months on the road manhandling a new design, trying to smash it up by every species of misuse. That is why their cars are so small and so dear. Other makers apparently prefer to have the experimenting done for them by purchasers. That is why their cars are so large and so cheap. At every show new cars of very taking aspect will be seen—a show polish covereth a multitude of mechanical errors. Their sellers are, perhaps, making their first bow to the public. It may be a very creditable bow, but—are you the man to decide whether the bow is a deceitful smirk or the conscientious humility of good work well done?

Just as one must not buy a car because it is new, so one must not buy a car because it is cheap.' If a firm that already possesses a wide reputation offers a car that is appreciably cheaper than its rivals, the buyer may don his thinking cap. He will probably find still cheaper and bigger cars tucked away in holes and corners below electric lighted signs bearing weird and unknown names. Leave these to rich philanthropists, anxious to encourage experiments.

Don't buy a car because it is big, as the following story from Motor Print illustrates:

"I had a dream the other night. I went to a show and the first person I met was Mr. ——. He said, 'Have you seen our new six-cylinder at $1000?' I tore my check book in my haste to buy one, but when I woke I fell into a cold perspiration to think I was saddled with a six-cylinder, and was glad when I had my bath, and knew that I had been dreaming. Why? Because I cannot afford to run eighteen miles to the gallon and wear out 120 mm. tires. I want thirty miles to the gallon, and for me, back tires must be small and last a year. So, although I could afford to buy that six-cylinder at $1000, the prince of salesmen should not make me do so, for I could not afford to run it. The poor man should be content with the lowest-powered and lightest car of decent quality that will do his work efficiently.

Many Details Necessary

"There are several details which you can, and should, insist upon in any car, however modest. Two ignitions, for a start; thermo-siphon cooling system—the water pump is going out of date, though it may be pardoned on a costly multi-cylinder chassis; three speeds forward, and, if you can get them, four; a clutch that can be dismounted without interfering with the body or the back axle at any rate, not to speak of the engine and gear box (don't be afraid of the leather clutch); internal rear brakes; detachable wheels or rims—the fixed wheel with fixed rim is fast fading into the prehistoric mist; control mounted above the steering wheel, not below it; automatic lubrication of a simple character, with a dash indicator, suited for reading by day or night; accessible valves, carburettor, magneto and contact breaker; a simple form of change speed quadrant; a dashboard which affords some slight protection against weather; leather upholstery, a decent ratio of toll and luggage capacity, and so forth.

"I think it excellent practice for the man who is resolved to purchase to postpone decision till he has got back home, and had a quiet think. Coolness and judgment are not at their summit when a fluent salesman is raining plausible arguments into one's ear amidst the ceaseless bustle and blare of an automobile show."

ABOLISH AUTO SMOKE NUISANCE, SAYS LELAND

"I am thoroughly in sympathy with the efforts being made by the authorities in many cities to abolish the automobile smoke nuisance," says W. C. Leland, general manager of the Cadillac Motor Car company.

"But the city authorities, no matter how vigilant they may be nor how strongly backed by law and ordinance, cannot put an end to the nuisance. Nor can the driver of the car in the majority of cases. The motor car manufacturers are the ones responsible for the cars which cough smoke with each piston stroke of the engine.

"The fault, ninety-nine times in a hundred, is with the car's oiling system. It is caused by one of two things. Either the ill-fitting parts of the engine require an excessive amount of lubricant, which is burned with each explosion of gas, or the system is faulty in that the operator is powerless to regulate the flow of oil to his cylinders and crank case. In either case the result is the same—a smoking exhaust.

"For years we have used an engine oiling system which has found favor with other manufacturers—the splash system. The result is that there is no reason for our cars smoking. The oil is fed into the crank case through a sight feed, and the operator's control is absolute.

"As each cylinder is fired, the splasher on the lower end of the connecting rod dips down into the oil supply in the crank case and splashes it over the bearings, up into the cylinder—over all moving parts. No oil penetrates into the firing chamber of the cylinder except that actually needed for lubrication and carried there by the piston. It will be readily seen that there is no chance for the exploding gas to burn the oil and produce smoke; also that the operator of the car has his oil supply under complete control at all times."

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