

THIRTY RACE TRACKS CLOSED

Anti-Gambling Legislation Causes Discontinuance of Circuits.

MANY MILLIONS ARE LOST

Provisions went into effect last spring and affected the big tracks at Montreal, Toronto, Hamilton, Windsor and Pelee. Their receipts were greatly reduced and the fact that horsemen were forced to remain idle a week between each meeting worked as a hardship. But other small tracks in Canada will be operated under the new law this year, and in that way continuous racing will be provided.

The Canadian law permits open bookmaking inside race track enclosures, but makes it a felony to run a pool room or a hand book outside of them. Toronto has made arrangements to experiment with the pari-mutuel system, and twenty-one machines have been ordered from a Louisville manufacturer. There will be some racing and betting in British Columbia, too, but on a comparatively small scale. Meanwhile the sport will continue to enjoy wonderful prosperity in England, France, Germany, Russia, Austria, Italy and Australia, where the races are patronized and encouraged by the various governments. Many American turfmen, driven from this country, will participate in the sport on the other side and will necessarily spend much money there in keeping pace with competitors.

The New Jersey crusade was chiefly due to the indignities at Outenburg and Gloucester, where winter race meets were held in defiance of the racing law and the sure thing gambling element ruled with an iron hand. Because these tracks followed a rule of ruin policy a constitutional amendment was passed by the voters across the Hudson river which prohibited Outenburg and Gloucester tracks together with the smaller race courses at Elizabethtown, Linden and Clifton. Many thousands of dollars invested in these tracks were lost as a result and the tracks were allowed to go to wreck and ruin. Today they are dismantled and so far gone that the casual observer would never believe that thoroughbred horses ever ran over them for high stakes and purses.

Attempts fail in Chicago. In spite of powerful influences the Chicago tracks were soon put out of business. Washington Park, where the \$50,000 American derby was run; Hawthorne, which Edward Corrigan presided, Worth and Harlan, in which the blind John Condon was more than ordinarily interested, were forced to close their gates. Several attempts since have been made to revive the sport in the Windy City, but the reform element in each instance has developed sufficient power to successfully oppose favorable legislation. Corrigan and Condon, once bitter enemies, met with other reverses. When former Governor Folk conducted a winning fight against race track gambling in the state of Missouri, Corrigan was caught in the net. He was the principal owner of the track in Kansas City, which together with the fair controlled by the Celia syndicate, was forced to nail up the shutters.

Condon put nearly a million dollars into Oaklawn Park at Hot Springs, Ark., only to find that after one season the reformers held the whip hand in the legislature at Little Rock. A bill prohibiting bookmaking became a law and Oaklawn, together with another track at the Springs, became worthless. Corrigan was caught again when the Louisiana legislature closed the game at New Orleans, where it had thrived for many years. The master of Hawthorne invested a fortune in the construction of the city park track, which was run in opposition to the old fair grounds, in which Celia and Condon were said to be heavily interested. They operated on a conflicting date schedule one winter and both lost money. Then, having reached an amicable agreement, these tracks found that they had few supporters among the lawmakers at Baton Rouge and were compelled to give up the fight in spite of a storm of protests from the business men of New Orleans.

Montgomery park, Memphis, where many turf events mark its history, and the Nashville track were boarded up because of the anti-bookmaking crusade in the state of Tennessee. The merry-go-round at Rocky Hill, also fell a victim to the crusaders. Iron Hill and Alexander Island were closed before the District of Columbia put the kibosh on the Washington Jockey Club's track at Benning, which was a costly affair and was the biggest racing plant south of New York. New Hampshire made short work of the big law and the track at Keenewick in far off Seattle the lawmakers took a crack at a prosperous track and then came an unexpectedly strong fight against the turf colts in California. In 1908 the California legislature passed a measure framed on the lines of the Agnew-Hart bill, with the result that the law was not passed. In Santa Anita, near Los Angeles, threw up the sponge. Thomas H. Williams, owner of the Emeryville track, across the bay from San Francisco, tested the new law and got a decision that oral betting was legal, but this winter the California legislature made that form of speculation impossible and Emeryville shut down a short time ago rather than conduct a hopeless fight for restoration.

The Texas legislature more than a year ago passed anti-racing measures which closed tracks at Dallas, Houston, San Antonio, Galveston, El Paso and other cities. In Florida a new law was passed in May, 1, which, it is said, will make further meetings at Jacksonville, Tampa and Pensacola out of the question. They tried racing and betting in Atlanta, Ga., two years ago, but the venture was abandoned upon the arrest and conviction of a layer of odds.

New York City Give Up. It is needless to record the fact that the Agnew-Perkins bills passed at Albany last year made it advisable for the owners of the Aqueduct, Jamaica, Belmont Park, Gravesend, Sheepshead Bay, Brighton, Empire City and Saratoga tracks to give up the fight temporarily at least. Keenewick Park, Buffalo, closed as soon as the Agnew-Hart bill was passed in 1908. Under the present conditions, unless some relief is obtained from the courts, few if any of these tracks will operate this year. But the Jockey club is not idle and there'll be a number of test cases very soon.

The only states in which racing and betting are now on now are Maryland, Virginia, West Virginia, Utah, Montana and Kentucky. There are tracks ready to resume business at Salt Lake City and Ogden and Butte, while Pimlico will hold a spring meeting as usual in April. It has been rumored for some time, however, that the Maryland legislature would be asked to pass a bill prohibiting bookmaking at the Baltimore track, also at the little half mile circuit located at Marlborough, which was run at a loss last fall. Jamestown, near Norfolk, will try another session this spring and open betting will not be interfered with, in view of a recent court ruling in the case of a man prosecuted for making a handbook. The legislature in West Virginia has passed what is known as the poolroom bill, and a new race track will be built at Chester, W. Va., an hour's ride from Pittsburgh.

THE EYE OF THE MOTOR CAR

Importance of Sufficient Power in the Headlight.

CARELESSNESS PROVES COSTLY

Three Principal Points to be Considered by Owners—Best Method of Lighting the Road. Few motoring experiences are more unpleasant than driving a car equipped with defective headlights along a strange road on a dark night. The imperfect illumination seems to define rather than to penetrate the surrounding blackness, and there is never absent from the motorist's mind the feeling that some unknown obstacle may be hidden in the obscurity ahead of him. While the actual danger in such a case may not be great, the annoyance and peace of property to be exposed to unnecessary risks, the motorist, if he is well advised, will not begrudge a little attention devoted to his lamps to insure that optically and in other respects they are all that they should be.

Goulding Puts the Walking Game Out of the Joke Class

Toronto Pedestrian Sets New Pace for Performers—Little Known This Side of the Border.

NEW YORK, March 18.—As a contributing factor toward the establishment of a new world record in American athletics, George H. Goulding, the Toronto exponent of the art of heel-and-toe walking, stands in a niche all by himself. Creating a furor so great as has not been equalled because of an athletic performance since the rather one-sided international games in 1886, the Canadian has lifted the walking game out of the joke class, where it had been placed through the rather frantic and foolish gyrations of the exponents of the game of late years.

Although it is two years since he made what stands as the best mark ever performed by an amateur, 6:24, at the Canadian Amateur Athletic union championship, his light has been hidden under a bushel, and he was practically unheard of on this side of the border until just about a year ago, when in a Buffalo armory, he walked a mile in 6:24, which mark has not been placed to his credit through the refusal of the people in charge of the contest to forward the credentials certifying the performance.

According to an athlete sharp, who has seen all the best of the American and English walkers, his equal has never been seen. This authority said: "There has always been a question in my mind as to the fairness of the gait of the men who shone at the game in the late seventies and the early eighties—men like Armstrong, Merrill, Mott, Raby, the Englishmen and that type. Later on, during the time of Billy Meek, he was the only one who would really pass muster as a fair walker. If 'Clinders' Murray, the holder of many records at various distances, had been closely watched, exception could easily have been taken to his peculiar lift.

"Speaking of Murray, I am reminded that Goulding's style is the prototype of the former champion's. The only difference that now appeals to me is that while Goulding was perfectly fair when I saw him move, Murray was prone to jump a bit when he got tired, being off both feet at once. To the casual observer it was heel-and-toe, but neither foot was on the ground.

"Goulding fills the eyes of close followers of the game through that perfection of style which warrants him leaning forward just enough not to have any weight to lean on. In other words, his weight is just where it belongs—in a walker—just over his power. That permits him to lock his knees as he goes forward for his next stride and dodge the stiffness when men walk according to the old army idea of shoulders back and chin up. Directly a man attempts a fast pace under the latter style he will soon be noticed jumping along flat-footed to flat-foot. I hope we will see more of Goulding."

Goulding holds all the Canadian records from one mile to ten, with the exception of the three-mile mark, which was made in Montreal by Billy Meek in 1884, after which he went to England, winning the seven-mile walk in 6:12.

Athletic Cost is Heavy at Harvard and Also at Old Eli

Enormous Expense Per Capita of the Men Who Get Into the Contests.

CAMBRIDGE, Mass., March 18.—A comparison of the cost of athletics of both Harvard and Yale is interesting. Last year it cost the Cambridge University \$127,846 to run athletics, or about \$25 a year for the ten months through which the college season lasts. The foot ball expenditures were approximately \$1,000, an average cost of about \$1,000 a man to the squad of thirty-one players. Track athletics cost \$29,000, base ball \$11,171 and crew \$1,000. At Yale the approximate for maintaining foot ball was \$6,000. It meant for every man who got in a "championship" game, as the contests with Harvard and Princeton at New Haven are called, \$2,000 was expended. On base ball, which returned a net profit of \$1,700, Yale put out a total of \$2,000, while track athletics, with a total income of only \$2,311, cost \$1,800. Rowing is practically a flat financial loss, since no admission can be charged, and more than \$20,000 is appropriated every year for it.

BROWN FOOT BALL SCHEDULE

Manager of the Providence Team Announces His Games. PROVIDENCE, R. I., March 18.—Manager George S. Burgess of the Brown foot ball team announced the following schedule for next fall: September 20, New Hampshire college at Providence; October 4, Rhode Island State at Providence; October 17, Massachusetts Agricultural college at Providence; October 14, Bowdoin at Providence; October 21, Pennsylvania at Philadelphia; October 28, Harvard at Cambridge; November 4, Tufts college at Providence; November 11, Yale at New Haven; November 18, Vermont at Providence; November 25, Trinity at Providence; November 26, Carleton at Providence.

Seaflower Philosophy.

It is dangerous to compliment cheap people. Memory ought to be hell enough for some persons. You can't beat the fellow who works when you are asleep. All that seems to be expected of a young girl is that she give a married man a real live dog ought to be hugged around by a lady. And sometimes the dog does feel that way about it. A dog can't choose its own transportation method.—Athletic Globe.

IS HOOSIER RACE TOO LONG?

Experts of Opinion that Drivers Will Not Stand Strain.

POINT TO PREVIOUS FAILURES

Occasion When Machines Left the Track Under Weakened Control of Pilots Used as Horrible Example. NEW YORK, March 18.—The importance that the Indianapolis speedway's 500-mile race has attained is causing motorists to figure out its every angle. Indisputably it will be the big event of the pre-autumn season. It will attract the fastest cars in this country and many foreign machines; it will carry the highest prize money that has ever been offered for an automobile race meet and it will be the longest contest of its kind ever attempted on a speedway. It is in this latter phase that has caused lively discussion among racing folks for the last few days.

The general opinion appears to be that the promoters have made the distance too long; that it is too great a strain on man and machine. It is doubted if either will be able to stand up under the terrific racking of 500 miles at faster than a mile to the minute. The American Automobile Club's association is considering the danger to drivers, the manufacturers to their cars.

WON'T SPLIT MONEY.

Last year there was a rule to the effect that a driver could not be at the wheel longer than five hours at a time. Estimates place the running time of the 500-mile race at seven hours. In compliance with the requests of drivers that they be allowed to keep their seats from start to finish, it is this latter phase that the American Automobile Club's association is considering the danger to drivers, the manufacturers to their cars.

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The avoidance of rim cutting, under average conditions, saves 25 per cent on tire bills. For rim cutting ruins more motor car tires than any other single cause. You can't rim-cut a Goodyear No-Rim-Cut tire. We have run them deflated in a hundred tests—as far as 20 miles. Over 500,000 of these tires have been sold. In all this experience there has never been a single instance of rim cutting.

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AMERICANS TO INVAD

Old England's Courts

Tennis Players Will Play for International Cup—Australian Golfers to United States.

NEW YORK, March 18.—News was received from London that American lawn tennis players will invade the English courts this season. Besides the Americans, the English, the South African challengers for the Dwight F. David international cup, are scheduled for the All England championship at Wimbledon next June.

William A. Larned, the national champion; Maurice F. McLoughlin, Thomas C. Bundy and M. H. Long, will make up the American forces, according to these reports. In mentioning the invasion of foreign players the official publication of the English National Lawn Tennis association says: "R. W. Heath, the brilliant Australian player, whose prowess has recently been the talk of the antipodes, sailed from Melbourne for Europe on the P. & O. steamship Malwa on February 14. He expects to arrive in time to compete in the French covered courts championships and after that at Queen's, remaining in England until after the outdoor championships."

Little Willie Again.

"Pa!" came little Willie's voice from the darkened nursery. Pa gave a bad imitation of a snore. He was tired and did not wish to be disturbed. "Pa!" came the little voice again. "What is it, Willie?" replied his father, sleepily. "I'm in here. I want to ask you something," said the little voice. So Pa rose up from his couch and, putting on his bathrobe and slippers, marched into the nursery.

Question of Eye Strain.

"Why are drivers unable to complete long distances on a speedway when they are in road contests? That seems hard, but it's an easy one to answer. Imagine you are a driver. You let out your car in a long race on the speedway. For a time everything goes well. Your car is whirling round and round and the scenery sweeps past in a monotonous blur. At 200 miles this blur commences to affect you. There is nothing for the eye but the band of track, rimmed by the monotonous blur of white. Gradually this affects the eyes. The car commences to streak erratically from its course. More attention is demanded on the steering wheel. Later the mind becomes dazed and the sight dulled. The steady whirl has caused it. There are only two ways for your semi-consciousness to be relieved. Either the car will shoot off the track or the referee will stop your race by stopping the contest. This is what happened to most of the drivers who tried to finish the last long race at Indianapolis. What will occur if they try to force themselves through 500 miles on Memorial day is not pleasant to think of. In road racing it is different; the scenery is constantly changing. That race will have to be driven with two driving tricks, as is the case in the twenty-four-hour races, or there will be another hue and cry about the 'Hoosier Slaughter Pan,' such as arose after Burke's death in 1907."

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This year—at an equal price—64 leading motor car makers have contracted for Goodyear No-Rim-Cut tires. The demand is six times greater than for our clincher tires.

You should know these modern tires. It is explained in our Tire Book—ask for it. It is the only way known to make a practical tire which won't rim cut. It's the only way to get rid of this worry and cost.

25% Saved Here

We add 25 per cent to the average tire mileage by making these tires 10 per cent oversize. The form of construction allows that.

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To avoid this overloading—by this 10 per cent oversize—add 25 per cent to the average tire mileage. It adds nothing at all to your cost. Goodyear No-Rim-Cut tires now cost the same as standard clincher tires.

Our Tire Book explains these points fully. It gives complete information on tires. It points out the way to cut upkeep cost to the minimum. If you own a car we want you to have this book. Please write us now to send it.

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Large advertisement for Goodyear No-Rim-Cut tires, detailing benefits like 25% savings and avoidance of rim cutting and overloading. Includes contact information for The Goodyear Tire & Rubber Company.

Advertisement for Spalding's Base Ball Uniforms, highlighting their long-standing reputation and professional standard.

Advertisement for W. A. (Pa) Rourke, featuring a directory of Omaha-based automobile businesses such as Rambler Motor Co., Franklin Guy L. Smith, Baker Electric, Vette Motor Cars, Stearns, Brush Runabout, H.E. Fredrickson, Nebraska Buick Auto Company, The Lexington, Van Brunt Automobile Co., and Traynor Automobile Co.

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That Spring is the most trying season on the health is a fact well known to every one. It is the time of year when our constitutions are required to stand the greatest strain, and unless the system receives the proper amount of blood nutriment the health is bound to be affected. The general bodily weakness, tired, worn-out feeling, fickle appetite, poor digestion, etc., come directly as a result of weak, watery blood.

If you need a tonic, you need a medicine that has real blood purifying properties. A great many so-called tonics are mere nerve stimulants, often producing instantaneous exhilarating effect, but acting with decided injury on the system. If your system is weak and run-down you can only tone it up by supplying an increased amount of blood nutriment, and this can come only through pure, rich blood. Any tonic which does not purify the blood is dangerous, because it leaves the impurities in the circulation to constantly prey upon the health.

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