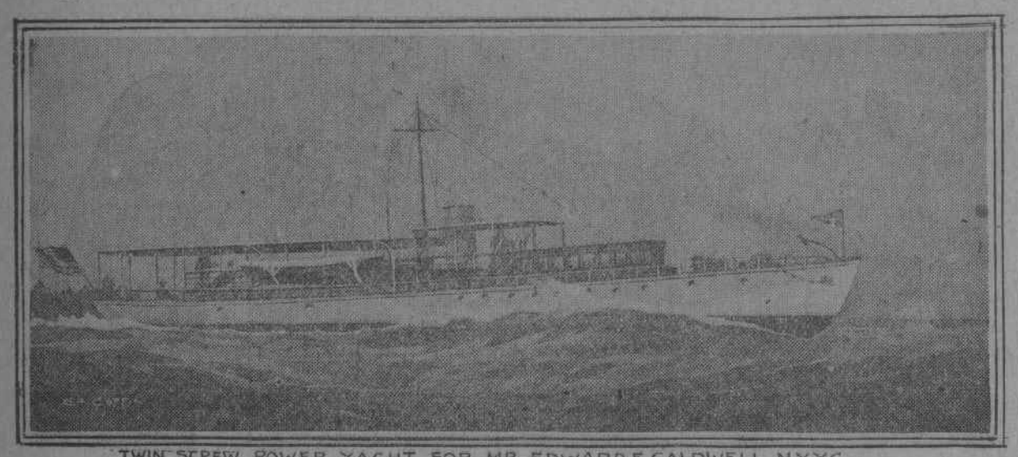
YACHTING ❋ RACING NEWS ❋ ATHLETIC GAMES ❋ AUTOMOBILING

Big Power Yacht for N.Y.Y.C. Member



TWIN SCREW POWER YACHT FOR MR. EDWARD F. CALDWELL N.Y.Y.C.

Mr. Edward F. Caldwell, of the New York and Larchmont Yacht clubs, is having built at the yard of the Eastern Shipbuilding Company, Greenport, L. I., a large twin screw power yacht, which will be used in cruising on Long Island Sound and on the coast.

The yacht was designed by Mr. Morgan Barney, of New York, who is superintending her construction. There will be spacious and comfortable quarters throughout the vessel. Her equipment will include the latest improvements on this style of craft, and her furnishings, which Mr. Caldwell is selecting, will be of the most pleasing character.

This vessel is 107 feet over all, 96 feet on the water line, 18 feet 6 inches beam and 5 feet 3 inches draught. The owner's quarters consist of a large dining saloon in the deck house, 22 feet long by 14 feet wide, from which on the port side a stairway leads below to the library. Opening off the latter are two double staterooms, each 13 feet long, and opposite the library is a spacious bathroom, which connects with each of these rooms.

A passage and stairway lead to the after deck from the owner's room, and on each side of the passage is a large single stateroom. The after deck is 18 feet long, and the top of the cabin trunk over Mr. Caldwell's quarters give a further available deck space 35 feet long by 12 feet wide.

The yacht will be steered from the bridge deck amidships. The engine room is 15 feet long and is separated from the rest of the vessel by two watertight bulkheads. The large galley and the rooms for the captain and engineer are forward. The engines to be fitted will be of the heavy duty type and will develop 90-horse power each, which will give the boat a speed of about twelve knots an hour.

The saloon and the staterooms will be finished in mahogany. Electricity will be used throughout the craft for lighting purposes. Two boats will be carried on the davits, one being a launch of eighteen feet.

Mr. Caldwell will receive his yacht in early May, and when he is not cruising she will be found at Larchmont, her home station.

'HILDRETH LIKELY TO GET LICENSE'

John S. McDonald, American Horseman, so Declares—Mr. Vanderbilt's New Stud Farm at Quesnay.

John S. McDonald, who went abroad two months ago to select brood mares for W. K. Vanderbilt at the December sales at Newmarket, returned here a few days ago. Mr. McDonald has been in close touch with the most prominent English turfmen and declares positively that S. C. Hildreth will be given a license to train, but not necessarily at Newmarket, because that famous place is already overrun with horses.

"There are any number of suitable places in England which can be leased by Charles Kohler," said Mr. McDonald yesterday. "and Hildreth could train his horses at such places if the stewards approve his application for a license. It will be no reflection on him if he is denied a license to train at Newmarket, because any number of Englishmen are in the same situation—would like to train on the historic grounds, but are denied the privilege because of overcrowding now complained of. The turf is in danger of being cut up by too many horses.

"This is why the turf training gallops at Epsom have been closed for a period of four months. It is done to give the turf a chance to grow after having been used so excessively for many years. The closing of the Epsom training grounds has made a great outcry on the part of horse owners, but the lessees of the privileges gave good reason for their conserving the grounds. It is at Epsom that Wootton, the Australian trainer, trains Lomond, the Derby favorite."

Mr. Vanderbilt's superintendent is now busy constructing a series of buildings for his employer's new stud farm at Quesnay, not far from Deauville, where the soil is rich and where other surroundings are ideal for the maintenance of his great stud. For the last fifteen years Mr. Vanderbilt's stud has been at Villebon, and a change is considered prudent. Many of the most successful English breeders believe in seeking new ground for breeding purposes, and this is why so many have settled in Ireland.

RESULTS AT JUAREZ.

JUAREZ, Mexico, Saturday.—An ordinary card was run off at Juarez to-day, but a good crowd witnessed the races. W. G. Yankee probably will ship his stable of horses to Charleston on Monday. A. P. Yeoman, owner of the winner in the third race, Gold Finn, claimed Startler for $725.

The summaries:—

First Race.—Six furlongs. Gus Hartridge, 92 lbs. (Callahan), 15 to 1, first; Dee Allen, 110 (Boyd), 20 to 1, second; King Elk, 110 (Hill), 8 to 1, third. Time, 1:15. Florence Roberts, Irish Beauty, Crow Robb, Big Claim, Dactylis, Pacifico, King Thistle, Eldor, Brave Withers, St. Croff and Tillis also ran.

Second Race.—Five and one-half furlongs. Royal Tea, 107 lbs. (Callahan), 4 to 1, first; Free, 102 (Groth), 5 to 1, second; Manasseh, 108 (Tapim), 4 to 1, third. Time, 1:06 1-5. Mary Emily, Batwa, Racquette and Yanker also ran.

Third Race.—Six furlongs. Gold Finn, 106 lbs. (Molesworth), 8 to 5, first; Oxer, 111 (Gross), 5 to 1, second; Thistle Belle, 106 (Estep), 2 to 1, third. Time, 1:14 2-5. Lady Macy, Delaney, Startler and John Griffin II. also ran.

Fourth Race.—Seven furlongs. Zulu, 110 lbs. (Rice), 5 to 1, first; Blackmate, 110 (Gross), 5 to 1, second; Judge Walton, 108 (Hill), 8 to 1, third. Time, 127 4-5. Gelico, Sona, Chanticler, Figeot, Faneuil Hall and Braxton also ran.

Fifth Race.—Six furlongs. Bob Lynch, 110 lbs. (Gross), 5 to 2, first; J. B. Robinson, 110 (Small), 6 to 1, second; Skillute, 95 (Callahan), 15 to 1, third. Time, 1:14. Camarada, Isom, James Blackstock, Venetian, Signor, Balella, Brighton, High Street and Kuropatkin also ran.

Sixth Race.—Seven furlongs. Heretic, 107 lbs. (Taplin), 4 to 5, first; Pit a Pat, 110 (Buxton), 7 to 2, second; Mapleton, 110 (Small), 8 to 1, third. Time, 1:28. Boana, Novgorod, Annual Interest and Green Bridge also ran.

Entries for Sunday.

First Race.—Selling; six furlongs. Thistle Rose and Free Will, 90 lbs. each; *Golden Ruby, 95; Juarez, 102; Orba Smile and Emma G., 103; Sir Irenus and Tallow Dip, 105; Lemond, 108, and Waner, 115.

Second Race.—Selling; one mile and a furlong. Robert, 91 lbs.; *Bit o' Fortune, 98; Weymouth and Misprison, 101 each; *Wicket and The Peer, 103 each; Virginia Lindsay, 106; Don Diego, 108, and Setback, 111.

Third Race.—Selling; one mile and a furlong. Ace, 104 lbs.; *Round and Round and Discontent, 108 each, and Wolferton, 113.

Fourth Race.—Selling; Rio Grande Stakes, $1,000; six furlongs. Ymir, 90 lbs.; *Closer, 96; Flying Wolf, 105; Chaputepec, 105, and Sebago, 111.

Fifth Race.—Selling; six furlongs. Secrete and W. H. Ford, 90 lbs. each; Amohaiko, 95; *Chilia, 98; Bob Lynch, Lyre Knight and Eye White, 105 each; and Light Knight, 110.

Sixth Race.—Purse; six furlongs. Amon, 96 lbs.; Uncle Ben, 103; Jack Rose, 106; Harrigan and Flying Footsteps, 109 each.

*Apprentice allowance.

FOUNDATION SACRIFICE OF ANCIENTS.—There is a strange analogy between the great number of deaths that occur in the erection of modern buildings and sacrificial building rites of olden times. Thrilling story in next Sunday's NEW YORK HERALD.

To Show Turf Relics at Sportsman's Dinner

Notable Exhibition of Old Racing Trophies and Portraits of Horses and Horsemen Will Be Seen at the Waldorf-Astoria on February 18-19.

With quarters at the Waldorf-Astoria reserved for two days this year on the occasion of the second annuel sportsman's dinner, Harry W. Smith and his associates are planning to make the exhibition of turf trophies, relics and works of art much more of a feature than it was last season, when many rare old portraits, cups, books and prints relating to the horse formed an interesting but all too brief display in the Myrtle Room while the guests were assembling before dinner.

This year the exhibition will be opened on February 18 and continued on February 19, when the dinner is to be given. Important pictures and other objects of historical interest to horsemen are being solicited and searched out, and a display is promised which will be a magnet for votaries of racing, trotting, hunting, polo and horse shows from all parts of the country.

Last year the Jockey Club loaned such relics of racing as Troye's masterful portrait of Reel and a rare old steel engraving of Colonel William R. Johnson, the "Napoleon of the Turf," who backed Henry against Eclipse in the memorable match race for $20,000 a side between the North and the South at the Union Course, on Long Island, in 1823, won by Eclipse.

August Belmont, chairman of the Jockey Club, contributed from his private collection Troye's portrait of Lexington. Mr. Smith sent from Worcester, Mass., the bit that held the old time American racer, Prioress, when she won the Cæsarewitch of 1857 in England, also the hoof of Flora Temple, the first trotting horse to beat 2:20.

Famous Racing Cups.

Captain E. B. Cassatt, of Philadelphia, loaned the Preakness Cup and the St. James Hotel Cup, won by his father, A. J. Cassatt, many years ago. A. Henry Higginson, of Boston, loaned the Montreal Hunt cups, won by him in 1907 and 1908, the only years they have come across the border since they were first raced for in 1857. Oakleigh Thorne's contribution to the loan collection was the International Gun Club Cup, won in England in 1892. John E. Madden's was the model for Charles Cary Rumsey's statue of Nancy Hanks, 2:04, together with several watercolors painted by Rowlanson in 1782. Rosa Bonheur's great painting of the duel between Hobgoblin and the Godolphin Arabian was loaned by Knoedler & Co., and there were numerous other pictures, books and cups which called to mind the early days and great days of racing in America and England.

When Ten Broeck Invaded England.

For this year's exhibition Mr. Smith is making an unusual effort to find some worthy relic of Richard Ten Broeck's invasion of the British turf, in 1857. Mr. Ten Broeck was the first American turfman whose runners met with any success abroad, and with so many of the best Yankee thoroughbreds now being sent to the other side, owing to hostile legislation here, it is especially desired to obtain some fitting memento of this pioneer campaign.

Unfortunately for the success of the guest, Mr. Ten Broeck's horses, Lecomte, Pryor, Prioress and Babylon, won but one race in England in their first campaign. If Gilbert Patrick, the crack American jockey of his day, had ridden Prioress according to her owner's instructions the Goodwood Cup of 1857 might have come to America and now be available for the coming exhibition, but the filly died away to a canter after running out in the lead to the last quarter and Monarque won the cup for France.

Francis Morris, father of John A. Morris, the builder of Morris Park, accompanied Mr. Ten Broeck to England and shared the expense of this campaign. In a letter from him which was published in Porter's Spirit of the Times he intimated that the famous jockey who had ridden Boston and Lexington in their best races lost the cup because he was drunk. "Gilpatrick," as everybody called him, declared that the repeated defeats of Prioress, Pryor and Lecomte were due to poor training and lack of work. Mr. Ten Broeck apparently thought there was something in both stories, for he discharged both jockey and trainer forthwith, sending them home on the next boat.

Littlefield Could Be Interesting.

Pryor was ridden at Goodwood by Charles Littlefield, who is still in the flesh, and it may be doubted whether any inanimate relic of the race could equal in interest at the sportsmen's dinner the story of the first American invasion told by the veteran turfman himself.

Though the success of his first campaign abroad was not up to expectations Mr. Ten Broeck persevered for almost a decade on the British turf, taking over fresh horses and buying English horses and racing them. In ten years his total winnings were about $200,000, of which his American bred horses won $74,125.

Mr. Ten Broeck was a native of Albany and in early days was associated with William R. Johnson, of Virginia. Just before he went to England he owned Lexington, a horse still regarded by many turfmen as the best racer America has ever produced. When the great son of Boston lowered the four mile record of 7:19¾ and then defeated Boston's other great son, Lecomte, in record time at four mile heats in 1855, his owner decided to take him abroad and match him if he could against the best of British thoroughbreds. Before his plans could be carried out, however, Lexington went blind, and was foundered besides, it was said, through accident or the carelessness of a groom, who let him get loose and gorge himself at night. After Lexington's career was thus cut short his owner arranged to take Lecomte, the only horse that ever wrested a victory from his own. By a singular coincidence both Lecomte and Prioress were out of the old gray four mile mare Reel, whose portrait by Troye came in for so much admiration at the sportsman's dinner last year. Lecomte died suddenly at Newmarket, after having started only once in England.

In the hope of obtaining some suitable trophy or relic Mr. Smith is trying to find the descendants or relations of Mr. Ten Broeck, who died in California twenty years ago, and has asked the HERALD's aid in the search.

Early Trotters in England.

There was another and an earlier invasion of England by American horses, which the trotting fraternity would like to see commemorated in some way at this year's dinner, since American harness horses are now winning victories galore in Europe and are being purchased here in large numbers and at long prices for export to nearly every civilized country of the world.

It was thirty years or thereabouts before the Ten Brorck stable went over that "Moccasin" Jackson, a local celebrity in the New York horse world, took the shaggy little pony Tom Thumb and some others over to England and threw down the gauntlet to the Norfolk trotters—now called hackneys—on their own ground. His light sulky and harness were as much of a revelation as his speed and endurance were to English horsemen, and when he beat their best trotters and their best records Tom Thumb was the talk of the day.

Invitations to the dinner will be sent out this week to members of all the leading organizations of horsemen throughout the country. Nearly two hundred were present at the first dinner, on February 15, 1911, and a much larger company is counted on this year. Among the well known horsemen who attended the opening function were G. Fred Alpers, August Belmont, James Butler, Henry L. Bell, C. A. Baltazzi, A. H. Cosden, Captain E. B. Cassatt, Elliott C. Cowdin, W. Burling Cocks, Seward Cary, William Du Pont, Preston Davis, Robert A. Fairbairn, J. G. Follansbee, W. R. Grace, H. L. Herbert, C. L. Harrison, Jr.; Major William Hendrie, S. S. Howland, Leonard Jacobs, Charles Kohler, McPherson Kennedy, René La Montagne, John E. Madden, Andrew Miller, Edgar Murphy, Julian Morris, Harry I. Nicholas, H. T. Oxnard, Harry T. Peters, H. S. Page, Thomas F. Ryan, Clarence Robbins, W. E. D. Stokes, Ackley C. Schuyler, Oakleigh Thorne, John R. Townsend, W. W. Willock, Samuel Willets and Joseph E. Widener.

TURF AND TRACK NOTES.

Horses owned by Mons. James Hennessey, noted French turfman, won the two big races at Nice, the Prix de Monte Carlo, a hurdle race, worth more than $10,000, and the Grand Prix de la Villa de Nice, a steeplechase worth more than $25,000. Ray Grass won the last named race.

James R. Keene's stallions Colin and Ballot, both at the Heath Stud Farm, near Newmarket, which is under the management of Lord Marcus Beresford, were recently inspected by a correspondent of the London Sporting Life. When the two horses were shown in the paddock some of the best judges seemed to prefer Ballot to Colin, probably because Ballot's pedigree is English, with no American crosses. It is claimed that many of America's best horses' pedigrees "run into the woods"—that is, their correctness cannot be proved. Americans, on the other hand, claim that the original native mares were just as good as the original English mares. Ballot is a rich chestnut, sixteen hands high. Colin is a rich brown horse, very shapely, showing extreme quality. He is rich in Touchstone blood. Neither Ballot nor Colin has any Galopin blood, and experts think this should get them many English mares, as so many stallions there are of the Galopin strain.

BOATS OF 20 FEET, 35 MILES AN HOUR

Will Be Among Exhibits of Motor Boat Show To Be Held in February.

With harbors frozen and towns snowed under, it seems rather untimely to think of motor boats and motor boating, but it is during the winter months that the yachtsman makes all his plans for the summer, and for about eight months he works for four months' pleasure. Just now the motor boat men are very active. Builders are busy turning out new craft, and if many more orders are placed some owners will be disappointed, because their boats will be late. During the coming season it is expected that phenomenal work will be done in the small speed classes, and several types are now being turned out which are guaranteed to make from thirty to thirty-six miles an hour. Clinton H. Crane has designed a class named Dixie, Jr., which on twenty feet length are to make thirty-five miles an hour. The Electric Launch Company is building boats less than twenty feet long, each to carry four persons, which are guaranteed to make thirty-five miles an hour.

Then James Simpson, who has owned and raced the Peter Pan family, announces that the fifth member of that family is to make its appearance this year, and Mr. Simpson hopes that it will be as successful as the older members have been. This boat will be a hydroplane embodying new features and, with a 60-horse power motor, is to make thirty-six miles an hour. The boat will be raced as often as possible, and will be pitted against any other boat known as class A. Several of these new speed boats are to be exhibited at the Motor Boat Show, which this year is being managed by the National Association of Engine and Boat Manufacturers, and will open in the Madison Square Garden on February 17 and close a week later. The show this year will be more representative than any of its predecessors, and builders are coming from all parts of the country to show their new models.

One novel feature of the motor boat show will be the establishment of a Bureau of Information. This bureau will be for the benefit of the novice particularly, but even experts and veterans will find that they can learn something there. A competent staff of experts on boats, motors and accessories will be on hand all the time to answer question and to give desired instruction. They will tell you how to handle a balky motor, what power should be used in a boat of certain dimensions, what speed can be obtained with a given power and length, plan cruising trips and give details of the canals, rivers, and lots of other things that a motor boat man wants to know. There will also be lectures on seamanship, navigation and boats and engines.

WESTERN ATHLETES WILL FLOCK EAST

Anxious to Try Their Skill Against Their Eastern Rivals in Pennsylvania's Relay Races.

PHILADELPHIA, Pa., Saturday.—Pennsylvania's relay races on April 27 will once more bring into competition practically all of the big colleges of the country. Many of them have already written to the management stating that they will be on hand, though the invitation letter will not be sent out until to-morrow.

The classification of colleges is contained in the invitation letter, and, although it follows generally the classification of the last two years, there are quite a few changes in the aggregate. Class No. 4 is a new group and should form a sort of class B championship. If this race fills, as is expected, it should furnish one of the best contests of the day. It should be second only in interest to the one mile championship itself.

Besides the class races the big events will be, as usual, the one, two and four mile college championship relay races of America, the freshman relay championship and the following individual track and field events:—100 yard dash, 120 yard high hurdle, broad jump, high jump, pole vault, shot put, hammer throw and discus. These latter individual events will, as usual, be open to all college men, graduate or undergraduate, thus affording the only chance of the year for the old stars to get back into strictly collegiate competition.

These individual events have attracted great attention to themselves the last five years, as this is the only opportunity that the Eastern and Western college athletes have a chance to engage in competition, and by the public at large they are considered as deciding the All-American intercollegiate championship of the respective events.

Judging by queries from the West, that section of the country will be even better represented than in former years, while, as usual, the Eastern colleges will attend almost in a body. The managers are now busy getting ready the classes for the schools, and they will be given out in a few days.

Classification of Colleges.

The classification of colleges by classes is as follows:—

No. 1—Yale, Harvard, Princeton, Cornell, Michigan, Chicago, Illinois, Pennsylvania.

No. 2—Leland Stanford, California, Wisconsin, Minnesota, Missouri, Kansas, Toronto, McGill.

No. 3—Notre Dame, Northwestern, Iowa, Drake, Nebraska, Texas, Washburn, Purdue, Washington.

No. 4—Columbia, Syracuse, Dartmouth, Amherst, Williams, Brown, Wesleyan, Massachusetts Institute of Technology, Carlisle.

No. 5—Swarthmore, Lafayette, State, Rutgers, Georgetown, Virginia, Ohio State, Michigan Agricultural.

No. 6—Fordham, New York University, Pratt, Johns Hopkins, Haverford, Western Maryland, University of North Carolina, Ohio Wesleyan, Massachusetts Agricultural.

No. 7—Sewanee, Georgia, Nashville, Vanderbilt, Knox, Oberlin, Western Reserve, Cincinnati.

No. 8—Westminster, Allegheny, Geneva, Wooster, Kentucky, the Catholic University, New York Law, St. John's College (Brooklyn).

No. 9—Dickinson, Lehigh, Bucknell, Ursinus, College of City of New York, Maryland Agricultural, Washington and Jefferson, Pittsburg, Carnegie Technology.

No. 10—Delaware, Muhlenberg, Juniata, Susquehanna, Washington, Denison, St. John's College (Annapolis), Gallaudet.

No. 11—Brooklyn Law, Brooklyn Polytechnic, Brooklyn College, Manhattan, St. Francis Xavier, Franklin and Marshall, Gettysburg.

No. 12—Trinity, Bowdoin, Boston College, Boston University, Worcester Polytechnic, Holy Cross, Vermont, Maine.

No. 13—State Normal Class, Indiana Normal, Millersville, West Chester, Stroudsburg, Mansfield, Shippensburg, Bloomsburg, Eutztown, Trenton.

No. 14—Colgate, Union, Tufts, Rochester, Hamilton, Hobart, Colby, Buffalo.

No. 15—Drexel, Jefferson Medical, Hahnemann Medico, Chicago, Philadelphia Dental, Philadelphia College of Pharmacy, Art and Textile, Temple, Philadelphia College of Osteopathy, School of Pedagogy.

No. 16—West Point, Annapolis.

OLYMPIC EVENTS IN ARMORY MEET

Every Race in Metres at Loughlin Lyceum Games—"Pete Soutar Comes Back."

There was an Olympic flavor about the games of the Loughlin Lyceum, in the Forty-seventh Regiment Armory, Brooklyn, last night. Everybody talked metres instead of yards, the events having been arranged according to the classic scale of distances. From a standpoint of entries, the meet was one of the largest of the indoor season, near four hundred performers being listed.

Handicaps that ran up to seventy yards proved too much for Abel Kiviat, the national mile champion, to overcome in the 1,500 metre event and he finished fourth. "Pete" Soutar, who half a dozen years ago was the Pastime Club's best miler gave the "can't come back" theory a hard jolt by winning a fine race.

One Hundred Metre Dash, Handicap (1,093 yards), A.A.U.—Won by Charles Mundt, St. Bartholomew (5½ yards); second, H. Holland, Xavier A.A. (2 yards); third, L. B. Dorland, unattached (2½ yards). Time, 11s.

One Hundred Metre Dash (Handicap).—Catholic Athletic League. Final heat won by C. G. Doetz, St. Ann's A.C. (7 yards); second, R. C. Robin, St. Ann's A.C. (7½ yards); third, J. Robertson, Gymnasium A.A. (8 yards). Time, 11s.

Fifteen Hundred Metre Run (Handicap), A.A.U.—Won by P. Soutar, Pastime A.C. (58 metres); second, J. F. O'Connor, Morris A.A. (60 yards); third, M. A. Devanney, unattached (55 yards). Time 4m. 5 2-5s.

Fourteen Hundred Metre Race.—Family relay; three men running 200, 400 and 800 metres respectively. Won by James, Thomas and Joseph Dolan; Benjamin, Harry and Howard Garing, second; William, John and Frank Riley, third. Time, 3:23 1-5.

Eight Hundred Metre Run.—Novice; A.A.U. Won by W. C. Anderson, unattached; F. R. Stanforth, unattached, second; Frank Sweeney, Pastime A.C., third. Time, 2:11 2-5.

SCHOOL GYMANSTS COMPETE

Gymnastics received a beneficial impetus last night at the open meet of the Jersey City High School in the gymnasium at Palisade and Newark avenues, Jersey City. Manhattan high schools were well represented.

The most closely contested competition was that at the parallel bars. H. Horowitz, one of the home lads, carried off first honors, but had only one-quarter of a point advantage over J. E. Noll, of Stuyvesant. A pleasing feature was a series of fancy folk dances by Jersey City High School girls.

The summaries:—

Club Swinging.—Won by "Fred" Clark, Jersey City, with 9½ points; A. Wilson, Jersey City, second, with 8; J. Obendorf, Jersey City, third, with 6.

Parallel Bars.—Won by H. Horowitz, Jersey City, with 27 points; J. E. Noll, Stuyvesant, second, with 26¾; J. Obendorf, Jersey City, third, with 25.

Side Horse.—Won by J. Joslin, Jersey City, with 27¾ points; F. Clark, Jersey City, second, with 27; T. Horry, De Witt Clinton, and J. Sadlo, Stuyvesant, tied for third, with 26¼ each.

NOTES OF THE DIAMOND.

August Herrmann, president of the Cincinnati club, received the signed contracts of three prospective Cincinnati players yesterday from Murphy, catcher, of the Texas League; Shinners, pitcher, of the Wisconsin-Illinois League, and Arthur Phelan, third baseman, of the Southern League.

"Ty" Cobb probably will not join the Detroits until they start North from Monroe, La.

The Binghamton franchise has been offered for sale and the club may be moved to Lestershire, a suburb of Binghamton. It is expected that George F. Johnson, the shoe manufacturer, will buy the franchise and make Harry Lumley manager.

Edward Ashenbach, last year's manager of the Syracuse team and at one time manager of the St. Paul (Minn.) nine, was committed to a detention hospital by Probate Judge Lueders in Cincinnati yesterday. Ashenbach returned to Cincinnati at the end of last season and acted as scout for the Reds. He had come to suffer the hallucination that he is constantly at a ball game, and continually cheers for the home team and coaches the players.

Dates were selected yesterday for the spring series of games between the National and American League teams of St. Louis, as follows:—March 23, 24, 30 and 31, and April 6 and 7. The first game will be played on the National League Club's ground.

John Ganzel, manager of the Rochester team of the International League, announces the receipt of the contracts of "Ed" Klepfer, pitcher, of Warren, Pa., and "Pat" Flaherty, last year with the Boston Nationals; Walter Blair, catcher, last year with the Yankees, and John Ward, infielder, and Emil Batch, of the 1911 champions.

MAY PLAY BALL IN SUMMER TIME

But Students of the Western Conference Universities Will Be Under Certain Restrictions.

CHICAGO, Ill., Saturday.—Students of the Western conference universities hereafter may play summer baseball with teams not under the national agreement or members of "outlaw" leagues provided they do not receive directly or indirectly salary or gifts for their services. This was decided to-day at a conference of representatives of the big schools. Students may obtain before the close of the 1912 college year absolution for past minor violations of the strict amateur rules upon application to their faculties, it was decided.

"Flagrant" infractions of the rules, such aas participation in professional baseball games or engaging in athletics under assumed names will not be condoned. No other athletic contests than the baseball specified may be engaged in where a prize of any sort is offered, regardless of its disposition.

A committee consisting of Professors T. F. Moran, of Purdue, and G. A. Goodenough, of Illinois, will recommend action on the Ohio State's petition for admission to the conference. Michigan will remain a stranger to the "big eight." A majority instead of a two-thirds vote hereafter will decide questions of policy in the conference.

Intersectional athletics will be permitted again after a year's suspension. Students may represent other organizations than their universities in purely amateur events without procuring permission. They may not, however, represent an athletic club.

These changes in the athletic code must be approved by the universities represented. A protest within sixty days may open a question for decision at a future meeting.

BALL LEAGUES IN HARMONY

CLEVELAND, Ohio, Saturday.—Both the new baseball leagues that are proposed for the big cities the coming season have an eye on Cleveland to support a team. J. T. Powers, of Chicago, who is seeking to organize the Columbian League, and A. S. Wittman, of Reading, promoting the United States League, have arrived here to look the field over.

The visitors got together to-day and agreed that only one should place a team in Cleveland. It is said it was not decided, however, which one that should be. Powers, it is understood, has engaged a team backer and grounds. Wittman, too, consulted with local men whom he sought to interest.

BENEFIT FOR "JOE" M'GINN

Prominent boxers in pugilism will compete at the benefit to be tendered "Joe" McGinn, the well known sporting writer, who is seriously ill in a Brooklyn hospital, at the Fairmount Athletic Club, on Wednesday night. The list includes Carl Morris, "Al" Palzer, "Knockout" Brown, "Mike" Gibbons, "Willie" Lewis, "Joe" Jeannette and "Tom" Kennedy. Brown will box three or four boys in three or four round bouts.

Chance. A third instalment of Joseph Conrad's fine story of the sea will appear, illustrated, in next Sunday's NEW YORK HERALD. A synopsis of what has gone before accompanies it, but you can't afford to miss a chapter.

MOTOR CAR SHOW OPENS IN CHICAGO

Crowd of Enthusiasts Out Despite Snow—Finds Few Radical Changes in Machines.

[SPECIAL DESPATCH TO THE HERALD.]

CHICAGO, Saturday.—Snow proved no deterrent to motor enthusiasts to-day, and when the doors of the Coliseum and First Regiment Armory were thrown open in the afternoon for the twelfth annual show of the National Association of Automobile Manufacturers hundreds of persons seized the opportunity to get an early view of the exhibits.

Those who attended the show expecting to find radical changes in machines for 1912 were woefully disappointed, for the machines were much the same as those of last season. There were changes in the designing and equipment of the bodies of the cars, but few important innovations in the engines themselves.

There was no dearth of variety in the cars offered for sale, for in the four hundred exhibits of pleasure cars were machines ranging in price from $400 to $8,000.

BROOKLYN TO HAVE MOTOR CAR SHOW

Seventy-Four Different Makes Are Already Entered for Exhibition Beginning February 24.

Members of the Brooklyn Motor Vehicle Dealers' Association are preparing for the most comprehensive exhibition they have ever held. The show managers say that the forthcoming affair will be better from every viewpoint than their first effort. There will be more exhibitors and a larger variety in both cars and accessories.

Already seventy-four different makes of cars are entered for the exhibition, which is to be held in the Twenty-third Regiment Armory from February 24 to March 2, inclusive. C. H. Green, manager of the show, is besieged daily for more space by car exhibitors, and although there is available more floor space for motor cars than at Madison Square Garden, it is impossible to comply with the requests of exhibitors. The bulk of the exhibitors of the Madison Square Garden and Grand Central Palace shows will have their machines on display. Several new exhibitors of both pleasure cars and business wagons were added to the list during the last week.

One of the features of the 1911 show was the beautiful decorations. The armory affords ample opportunity for the artist's and designer's work, and the decorative scheme promises to surpass former achievements.

Because of its accessibility to every section of Long Island, with its hundreds of homes of wealthy people and its ideal touring conditions, Brooklyn is considered an important automobile selling point by the manufacturers. The Brooklyn exhibition is primarily a buyers' show. This was no better demonstrated than by the results of last season's Brooklyn show, when a remarkable number of sales was reported.

AUTOMOBILES.

Sacrifice Prices.
For Sale,
Town Cars, Touring Cars, Roadsters.
ROSKAM-SCOTT CO.
1912 HUDSON, 35, toy tonneau, fore door.
1911 FIAT, 35, Poughkeepsie, limousine and touring.
1911 BUICK, 40, limousine, perfect, complete.
1911 S. G. V., with new limousine body.
1911 CHALMERS, 30, limousine, perfect.
1911 NATIONAL, roadster, complete, bargain.
1910 RENAULT, 25-35, with Demarest limousine.
1910 FIAT, limousine car, 18, limousine, complete.
1910 CHALMERS, 40, limousine, overhauled.
1910 PIERCE ARROW, 48, 5 passenger, touring.
LANCIA, 6 cylinder, new landaulet, town car.
LANCIA, landaulet, 12-18, perfect.
RENAULT, 12-20, landaulet, $1,000.
1910 MERCEDES, 20, with Brewster limousine.
SIMPLEX, 50, limousine, perfect.
NAGANT TOWN CAR, landaulet, complete.
1909 PEERLESS, limousine, 7 passenger.
1909 SULTAN, landaulet, overhauled, repainted, $750.
1909 STUDEBAKER, landaulet, overhauled, repainted.
1909 LOZIER, limousine, overhauled, repainted.
BERLIN LIMOUSINE BODY, practically new.
RAINIER, landaulet, town car, $850.
1912 CHALMERS, 40, toy tonneau, fore door.
1912 CHALMERS, roadster, 30, fore door.
1911 VELIE, roadster, practically new.
1911 LOCOMOBILE, 30, shaft drive, torpedo.
1911 LANCIA, 25, toy tonneau, perfect.
1911 PACKARD, 30, roadster, perfect.
1911 NATIONAL, 40, toy tonneau, brand new.
1911 MARMON, toy tonneau, fore door.
1911 STODDARD-DAYTON, roadster, 50, two passenger.
1911 S. G. V., toy tonneau, fully equipped.
1911 ITALA, 20, toy tonneau, delivered October.
1911 CHALMERS, 30, fore door, two passenger.
SIMPLEX, 50, 1912 motor, seats four.
1910 ALTER, type "6," 7 passenger.
1910 STEARNS, 15-30, toy tonneau.
1910 LANCIA, 20, toy tonneau, perfect.
1909 FIAT, chassis, 45, overhauled, perfect.
1909 LANCIA, 12-18, chassis, bargain price.
1909 MERCEDES, 35, 2 passenger, $750.
1911 MOON, 40, fore door, 7 passenger.
1910 CHALMERS, 40, 7 passenger, fully equipped.
1910 THOMAS, 45, 5 passenger, fully equipped.
1910 RENAULT, 25-35, with Demarest touring.
1910 PALMER & SINGER, 6 cyl., 5 passenger.
1909 SIMPLEX, 50, 7 passenger, touring.
1909 RENAULT, 30, 7 passenger, touring.
1909 PEERLESS, 30, 7 passenger, fully equipped.
1909 STEARNS, 30-60, 7 passenger.
1908 STEARNS, 30-60, 5 passenger.
HOTCHKISS, 24, 5 passenger, $750.
LIMOUSINE BODIES FOR SALE.
Numerous other makes late models.
Finest exhibition in the United States.
1764 Broadway - DEMAREST BLDG.

ATTENTION! ATTENTION!
Panhard, 24 h. p. Chassis, 1907.
Panhard, 35 h. p. Landaulet Body.
Mercedes, 45 h. p. Chassis, 1907.
Lot of Delivery Body.
Limousine, Landaulet, Touring Bodies; all bargain prices.
HEALEY, 9 W. 100th. Telephone, 3380—River.
BENZ, 1910, "30" Landaulette, at bargain; fine condition. E. T. SCUDDER CO., 1,777 Broadway.
DELIVERY Car with open or closed body; overhauled, repainted; make offer. 225 West 45th.
FOR SALE—30 h. p. Locomobile Limousine; cheap. JOHN R. JOHNSTON, Lincoln Square Garage, N. Y.
FOR sale cheap, Abbott-Detroit Savannah Racer, Vanderbilt Grand Prix contestant November, 1911. Seen at 1,886 Broadway. Inquire L. A. MITCHELL.
FOR hire, my Packard Landaulet, in fine condition; demonstration. ARTHUR FILLION, 203 East 80th st.
FOR Sale—Slightly used K. W. high and low tension Magnetos, also Coils, cheap, at GREEN'S, 1,690 Broadway.
FIAT Landaulet Town Car, for hire by month. GEORGE LAURY, Times Building, room 406.
HAVE made $850 deposit on $3,000 limousine, not yet delivered, which I will sacrifice $200. HILL, 794 East 13th st., Flatbush.
HUDSON 1911, fore door; elaborate equipment; bargain. E. T. SCUDDER CO., 1,777 Broadway.
LANDAULET CAR OR TAXICAB.
OVERHAULED, REPAINTED, CAPACITY FIVE INSIDE. FOR SALE CHEAP OR EXCHANGE FOR RUNABOUT. 121 WEST 45TH ST.
LANDAULET BODY, EXTENSION FRONT, capacity five inside; good condition; for sale; make offer. 121 West 45th st.
MERCEDES 1907, landaulette; bargain; $1,000. E. T. SCUDDER CO., 1,777 Broadway.
ON account of death will rent my Fiat Limousine; monthly contract only. A. G. T., 27 West 124th st.
PACKARD, 1912, Phaeton "30"; fine condition; equipped. E. T. SCUDDER CO., 1,777 Broadway.
PACKARD Landaulet to hire, first class, by day, week or month, with or without chauffeur. SIMOS, 2,148 Broadway. 3729—Schuyler.
RENAULT inside drive Coupe, swell, perfect condition, for sale very cheap or trade for Packard or good six cylinder standard make car. LURIE, 1,550 Minford place.
STEARNS, 30-60 h. p.; bought July last; fully equipped, from demountable rims to top; sold to settle an estate; make offer. HILL TOP GARAGE, 453 West 155th.
SELDEN Touring Car, perfect condition; will demonstrate; $1,000. STEINHARDT, 993 Tremont av.
WE WANT SEVERAL HIGH CLASS CARS AT ONCE; HAVE CUSTOMERS WAITING. DEALERS' AUTO EXCHANGE, 1,780 Broadway. Phone, 1941—Columbus.
WANTED—Five passenger Touring, 1910 or 1911; any good make; give full particulars, stating lowest cash price. M. K., 116 Herald Brooklyn.
1910 Stearns, "30-60" Toy Tonneau; completely equipped. E. T. SCUDER CO., 1,777 Broadway.
1910, 6, 30, Pierce Limousine; A1 shape; $2,100. Address P. L., 519 Herald.

For other advertisements under this heading see Directory, Sec. 1, P. 2.

HORSES, CARRIAGES, &C.
BREWSTER & CO. BROUGHAM; also VICTORIA; rubber tired; scarcely soiled; QUARTER VALUE. PRIVATE STABLE, 148 East 50th.
FOR SALE OR HIRE.
Horses, suitable carriage and light business; also Carriages and Harness of all kinds. LIVERY STABLE, 121 West 45th st.
FINE team of Kentucky Mules for sale. MONAHAN EXPRESS CO., 11th st., 7th av.
ON account of putting on auto trucks will sell several Express Wagons; good as new. MONAHAN EXPRESS CO., 11th st., 7th av.
Wagons, Trucks & Vans.
300 new, second hand. 558 West 214t.

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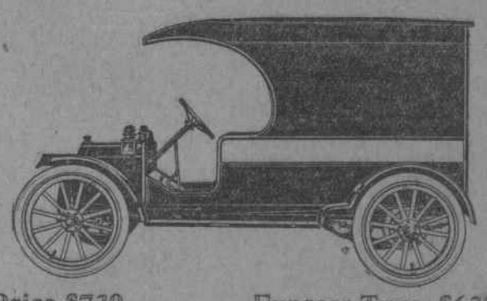
AUTOMOBILES. AUTOMOBILES.

MOTOR WAGON DETROIT



Price $730. Express Type, $630.

This excellent motor wagon is not an expense, but a real economy. Delivers your merchandise for less than your present horse equipment costs—and does double the work in less time. Strong, sturdy construction