

## American Methods Capture Prizes on German Turf

Kaiser, Crown Prince and Nobles of Fatherland Left Far Behind by Rich Bankers and Brokers Who Employ Yankee Trainers and Jockeys — New Betting Law That Is Designed to Abolish Bookmakers.

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BERLIN, June 6.—German sport is rapidly becoming Americanized. Three American athletic trainers are busy showing German athletes how to win the Olympic games of 1916, and now the Kaiser himself, the crown prince and the heads of most of the princely and grand ducal houses are complaining that American trainers and jockeys are carrying off all the big prizes of the German turf.

Of the \$750,000 in stakes offered last year on the race courses of this country only \$140,000 was won by owners of noble birth. All the rest was captured by the brand new millionaires, bankers and brokers, mostly with the assistance of American trainers and riders. One Baron von Oppenheim, of the famous Cologne banking family, with the help of Hyland, an American trainer, and Archibald, an American jockey, won more than one hundred purses of a total value of \$250,000, twice the amount won by Jack Joel, the leading winning owner of the English turf, and far in excess of any amount ever won before by a continental owner.

Despite all their efforts Germany's sporting aristocrats cannot win races. From Kaiser and crown prince down their stud farms and racing stables are failures, and the hours of thought and tons of money they squander all go for naught. Newly rich men have captured the turf, breed the best stock, keep the best trainers, jockeys and stable boys, and win the best prizes. The year 1913 saw the hopeless collapse of Germany's race colors of the Prussian royal, of other royal, grand ducal and princely stables. The Kaiser's stable, which is at Gratz, in the Prussian Province of Saxony, just won fourth place, tho it is by far the biggest in Germany.

This year things will be worse. Kaiser Wilhelm has a few really good two-year-olds, and he has a new trainer, Wette, and the young English jockey, Winter. But experts say Kaiser Wilhelm will this year come out sixth or even worse. The crown prince, together with his partner and inseparable friend, Lieut. von Zobelitz, has a dozen thoroughbreds in training. He is taking racing seriously since he was transferred here from his Danzig exile. This year the crown prince will employ professional jockeys for the first time. In the past all his horses have been ridden by officers in uniform, with doubtful results. But on the first day of Strassburg races this

### BARON ALFRED VON OPPENHEIM



THE COLOGNE BANKER WHO WON \$250,000 IN STAKES ON THE GERMAN TURF LAST YEAR.

spring he produced an unknown jockey named Wurst, which means sausage, and this redoubtable sausage rode to victory the prince's outsider, Baby, at twenty to one. The prince backed Baby for \$25 in the totalisator, and he got back \$500, which he thrust nobly into Wurst's hand. This is a good omen for the crown prince's racing season, but experts say that the prince will have no luck. They say he knows how to ride a horse, but has no idea of judging one.

The four rich men who monopolize Germany's turf and beat the imperial, royal and grand ducal horses are all

### BARON VON OPPENHEIM'S "SAPHIR"



WHOSE DESCENDANTS HAVE WON \$6,000,000 IN PRIZES.

financial or banking magnates from west or south-west Germany. They are Baron Alfred von Oppenheim, of Cologne, Herr von Weinberg of Frankfurt-on-Main, Herr R. Hamel and Herr von Schmieder. Greatest of all, in fact, Europe's most successful racing man, is Baron von Oppenheim, the Cologne multi-millionaire. Oppenheim's barony is of recent date. He is a youngish man, and a member of the enormous wealthy Cologne Jewish banking houses Salomon, Oppenheim and Company, and since his father's death, five years ago, he has owned the big stables of Schlenderhan, near Cologne, and a fortune of \$12,000,000. The Schlenderhan stud farm and stables were then among Germany's best. Oppenheim resolved to make them absolutely best, and last year he proved that he had accomplished that aim.

Nearly all the baron's winnings of last year were won by the five horses: Dolomit, Czardas, Majestic, Orchidee II, and Ariel. Czardas won two \$25,000 races—the Grand Prix of Hamburg and the Austrian Derby—in one week. Oppenheim's success is due largely to his trainer, Hyland, who died at the close of the season, and to the jockey Archibald, who rode all the chief winners, and counts as the best jockey on the European continent. At Schlenderhan Oppenheim has a stud farm covering 3200 acres with the best soil, wind and water conditions. On it is the station Saphir, and the proposal is now made to abolish Gratz altogether, and to establish a new Prussian royal stud farm at Altenberg. It is 1200 feet above sea level; it is mostly on limestone and has an equable rainfall. Some experts doubt whether this change will bring Kaiser Wilhelm better luck. The Gratz Stud Farm, they say, is run on a bureaucratic line, and chiefly wants a staff who can judge a horse. "Stipendium" says that the Kaiser's Gratz stud farm is run on a cart horse, and that the best horses bred on his farm resemble thoroughbreds.

Everywhere outside Prussia the heads of the state stud farms complain that they have no money. Now they are going to get more, as the result of the imperial government's plan for tax-free betting. This is a new totalisator and bookmaking law which has just been laid before the Reichstag, with Kaiser Wilhelm's approval and against the strong opposition of Germany's chief sporting authority, the Union Club. The new law puts betting men under state control and makes them "partners" of the state, which, as payment for legalizing them, will exact a percentage of the bets.

Hitherto the only kind of betting tolerated by law in Germany has been totalisator betting. This system is almost universal in Europe. There are no fixed odds at the money bet on each race is divided between those who have backed winners in proportion to their stakes to the totalisator. It is fully legal, and a totalisator bet is a valid enforcement in court. One-sixth of the money staked is deducted before division among the successful backers; and this is divided between the imperial treasury and the racing association which owns the race-course. To make a betting book is a penal offence, but the totalisator law and the betting prohibition are ignored. Three-quarters of all German betting is done with illicit bookmakers. In Berlin there are 8000 bookmakers, and these take in wages between \$600,000 and \$750,000 a year. The state and the racing associations are the losers.

Germany's new betting bill aims at killing the illicit bookmaker; and at setting up instead lawful bookmakers who will have to contribute heavily to the cost of horse breeding. The bill reduces to twelve per cent. the state levy on totalisator bets; and provides for the operations of each bookmaker will be confined to a fixed district, and his address, and the names of all his assistants must be registered with the police. He will hand over to the state six per cent. of the money staked. Before paying out winnings he will further deduct from six to twenty per cent., according to the odds, and this money will also go to the state. The proceeds of these two taxes will be divided between imperial treasury and state treasuries, the states being under obligation to spend the money on the improvement of thoroughbred stock. As it is expected that the states will get at least \$10,000,000 for this purpose, Germany's state stud farms ought to look up; and the prize monopoly of the Oppenheims and other business millionaires ought to be broken.—G. H. Campden.

mare, "Costly Lady," for which Kaiser Wilhelm's representatives paid \$10,000, was valued at \$8000; and a daughter of this mare, bought at \$7500, was valued at \$2500. In the last sixteen years the Gratz Stud Farm has imported for breeding 120 English thoroughbred mares; and of these only fifteen have had even moderate success.

One cause of the failure of all the German royal and state stables is that three out of four of them are located in wrongly chosen places. This applies chiefly to the geological conditions. All Europe's best thoroughbreds are produced over limestone or chalk strata. The most successful English studs are on limestone and the most successful French on chalk. A temperate climate, and a considerable rainfall equally distributed over the year, are also necessary. This makes unsuitable for rearing thoroughbreds the whole of the North German plain; and other parts which have the right soil have an unsuitable climate. Such, for instance, is Silesia, which is the home of many rich sporting nobles. Kaiser Wilhelm's Gratz stud farm turns out some good horses, mostly of heavy type, but nearly all lack nerve and hardiness, and mostly have weak constitutions. Prussia's diet is continually complaining of the vast cost and bad results of the Gratz stud; and the proposal is now made to abolish Gratz altogether, and to establish a new Prussian royal stud farm at Altenberg. It is 1200 feet above sea level; it is mostly on limestone and has an equable rainfall. Some experts doubt whether this change will bring Kaiser Wilhelm better luck. The Gratz Stud Farm, they say, is run on a bureaucratic line, and chiefly wants a staff who can judge a horse. "Stipendium" says that the Kaiser's Gratz stud farm is run on a cart horse, and that the best horses bred on his farm resemble thoroughbreds.

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# D. Morrison

## The Credit Clothier

### 318 QUEEN WEST

STORE OPEN EVENINGS MAIN 4677

CHARGE ACCOUNTS

**\$1 \$2 \$3**

**WEEKLY**

NO CASH PAID IN

30 DAYS

**MEN'S**

SUITS  
OVERCOATS  
RAINCOATS  
HATS  
BOOTS AND SHOES  
BOYS' SUITS  
OVERCOATS  
BOOTS AND SHOES

**WOMEN'S**

SUITS  
COATS  
RAINCOATS  
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WAISTS  
BOOTS AND SHOES  
GIRLS' COATS & SUITS

**CUSTOM TAILORING**

EASY TERMS ARRANGED

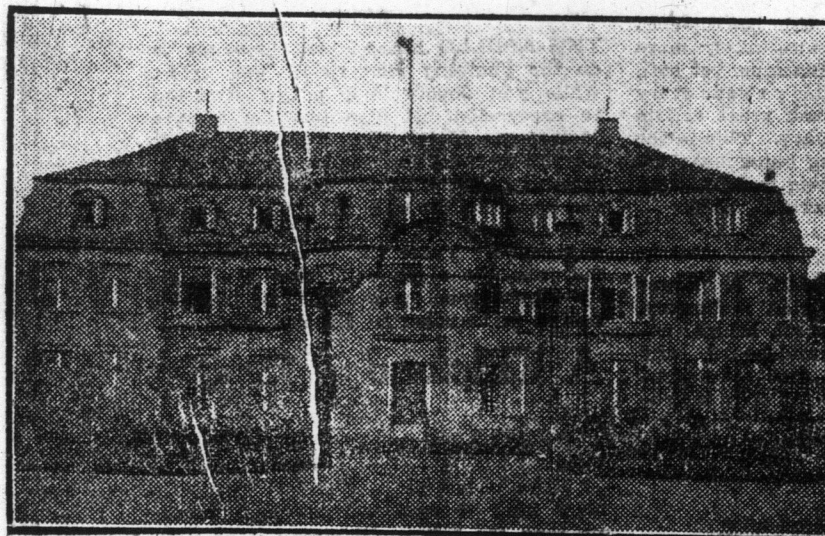
### Summer Clothes for Men and Women on Credit

Select what you need for this summer from the large stock of Men's and Women's Clothing at this store. Open a credit account and learn how easy and simple it is to pay in the Morrison way. Boys' suits, girls' coats and dresses. Custom tailoring by experts—easy terms arranged.

**Ask About Our Special Coupon Offer**

**This Store is Open Evenings**

### BARON VON OPPENHEIM'S HOUSE AT HIS STUD FARM NEAR COLOGNE



## SAFETY CITY NEWS

### Safety First!

The chauffeurs and drivers of vehicles of all kinds should be most careful when crossing car tracks. If they are due regard for their own safety, they will not take any chances cutting across the tracks in front of moving street cars. Nor will they continue to drive on the tracks in front of cars after the first warning clanging of the bell.

### Master of the Road.

The only real anti-skid.

66 Cubic Inches larger.

Never did Rim-Cut.

"Most envied Tire in all America."

# The Battle Cry is on!

All over the country the people are of one voice in the fight for "Safety First."

More than two years ago we were telling motorists that Safety was the First Consideration in buying tires. We knew then, as we know now, that Dunlop Traction Tread is the one tire which ensures Safety in automobilizing.

Dunlop Traction Tread having settled the point of the motorist's Safety, the battle cry is now tending to the Safety of "the man on the street." But Dunlop Traction Tread while protecting the motorist in his car also protects the pedestrian, even if he is negligent in his own regard, because perfect control of the car means perfect control of the situation. The Master Tire is always master of events.

T.100

### MONDAY IS CIRCUS DAY.

On Monday arrives the first big circus of the season. Robinson's Famous Shows will arrive from Dunnville early Sunday morning and will pitch their many tents in Dufferin Park. The train carrying the circus paraphernalia will be the first to arrive in the Grand Trunk Railroad yards. This train carries the dining tents, horse stables, blacksmith shop and the big menagerie tent. The second section arrives one hour after. Attached to this are the sleeping and dining cars, which feed and sleep two hundred and eighty performers and musicians, also the two herds of performing elephants, beautiful ring and hippodrome horses and Robinson's famous zoo, thirty cages of rare wild animals. Many of them will appear in the various trained groups in the ring and stages. Everything is new and bright. The canopy is all brand new, cars and cages freshly decorated, while the horses are sleek and well groomed. The grand spectacular street parade will be on the principal streets Monday at 10.30 sharp with noise and glittering armor, spangled costumes, beautiful women,

glided dens, prancing steeds, mythical flowers and various bands of music. There will be two performances, afternoon and night, at Dufferin Park. Doors open at 1 and 7 p.m.; performance one hour later.

### GERMAN CHAUFFEURS HAVE HARD TIME TO GET LICENSE

But—the Accident Percentage in Berlin is Only Half That of London.

LONDON, June 6.—It is an astonishing fact that a blind man may drive a motor car in the United Kingdom. Anyone who has a driving license, which can be obtained on the payment of 5s. without any test of qualification, is entitled to drive a car whether he is able to do so or not.

The German method is in stronger contrast to that of this country. If a German wishes to drive a motor car he must first take out a one-month's tuition license, which permits him to learn to drive. At the end of the

month he is taken into the heart of a large city, and with an official by his side, is made to drive in and out of the traffic.

One little slip, a slight hesitation in slowing up, and back he is put on another month's tuition. There are many cases in which even three months' tuition is insisted on, and there are others in which licenses are refused altogether. The result of this is that the accident percentage in Berlin is only half that of London.

### SPEAKS AT Y.M.C.A. HALL.

Members of the General Ministerial Association will gather at Central Y.M.C.A. Hall Sunday evening at 7.30 to hear the Rev. Dr. E. E. Carr of Chicago, secretary of the Christian Socialist Fellowship of North America, speak on the work of that association. At present Dr. Carr is lecturing in the churches in the western part of Toronto.

Hotel Krausmann, Ladies' and Gentlemen's grill, with music. Imported German Beers, Plans, Steak & Krausmann. Open till 12 p.m. Corner CP. Rd.

# Mitchell

## The Original Mitchell Engineer

Again at the head of the Mitchell-Lewis Motor Company—a matchless line for 1914

The Mitchell 1914 Line is being produced by Engineer John W. Bate, the man who created the Mitchell car, and the famous Mitchell Baby Six. After a year's rest he returns to Racine to place the Mitchell in a stronger position than it has ever occupied.

**This Means for the Mitchell Car for 1914**

### Quality—Efficiency—Long Life

Eighty years of faithful service to the American public is the Company's Guarantee

The Mitchell Little Six is the most logical value on the market. It is a six-cylinder car of scientific design. It has fifty horse power, 132 inch wheel-base, five passenger capacity. It has a long, low, racy streamline body, is luxuriously upholstered, is equipped with \$2450

The Mitchell Big Six is very much the same design as the Little Six. It has sixty horse-power, 144 inch wheel-base and seats seven passengers. It has big tires and the same splendid finish throughout as the Little Six. \$3,000

The Mitchell Four has 120 inch wheel-base, forty horse-power and seats five passengers. It is a splendid family car for little money. It is equipped \$2,000

No matter which one of the Mitchell cars you select, you will make an investment behind it is as sure as your own pocket. We are going to make you like the car, year and you will love

**The Car You Ought to Have at the Price You Ought to Pay**

**Mitchell-Lewis Motor Co.**  
Racine, Wis., U.S.A.

Prices F. O. B. Racine  
DUTY PAID

The Mitchell-Lewis Motor Company, with unlimited capital at its command, has surrounded Mr. Bate with the best facilities and the finest factory that it is possible to build. It will back the car with the most liberal service. Policy for car owners that the business mind can conceive.

### Features of 1914 Mitchell

Let Head Drive  
Center Control  
Torque Steel Valve  
T-Head Fully Enclosed  
Long Stroke Motor  
Rayfield Carburetor  
Rear Wheel Bearings  
Rear Wheel Bearings  
Full Flaring Rear Axle  
Big Tire  
Luxurious Upholstering  
Nickel Trimmed  
Removable Run  
Jiffy Quick-Action Side

Prices F. O. B. Racine  
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