

SATURDAY

The Star

SUPPLEMENT.

ST. JOHN, N. B., SATURDAY MARCH 30, 1907

A PAGE OF ALL THE SPORT FOR SPORTING MEN.

AQUATICS

English Oarsman Challenges George Towns

LONDON, March 30.—Ernest Barry, of Brentford, who stands as the most promising sculler in England, is out with a challenge to George Towns, of Australia, for the world's and English sculling championship. The latter carries with it the Sportsman Challenge Cup, valued at \$1,000. The stakes are to be \$1,000 to \$2,500 a side. Barry is 28 years of age, stands 6 feet and has won both Dorset's and the London Coat and Badge. He has developed a most polished style, and, being favored by speed, is thought by numerous good judges to possess a very fine chance of bringing the honor back to England. At present the Sportsman Challenge Cup is held by Towns, who by defeating W. A. Barry (a brother of the present challenger) in 1899 and James Wray (who coached the Harvard crew last year) in 1900, has won it twice. By this condition, the race has to be rowed on the Thames, the course being from the Star and Garter at Putney to a flagstaff above the ship at Mortlake, a distance of four miles and a quarter. Towns, who within the last eight months has defeated both Starbury and Durman for the world's championship, is in Australia, and according to this conditions has six weeks in which to reply.

NEW YORK, March 30.—Assurance has been received that two foreign racing motor boats will come to America next fall following the races for the International Cup in England, and will compete for an international trophy at Jamestown and on the Hudson, and to go against the world's record for mile and kilometer trials. One of them will represent the Motor Yacht Club of England and the other the French Motor Boat Club, and will be the fastest boat in its respective country. As the best American boats will race both at Jamestown and on the Hudson River, and as the motor-boating countries, with the exception of Italy, represented and a remote possibility of an Italian entrant. The Jamestown races will be started on Sept. 2 and continue through the week.

Princeton Likely to Go In for Rowing

PHILADELPHIA, Pa., March 30.—The suggestion that Princeton take up aquatics and begin the development of eight-oared rowing on the Carnegie Lake is being actively urged by oarsmen at other universities, especially by Pennsylvania, who are anxious for the return of the days when the two universities met annually on the water at Philadelphia and Saratoga for the regatta. The suggestion is being urged by the Princeton supporters of rowing to turn out a crew and enter the big regatta at Poughkeepsie, N. Y., which is being held there have been of late years at least fifteen crews and a total of over 125 oarsmen engaged. In the "Varsity" last year Cornell, Columbia, Georgetown, Pennsylvania, Syracuse, and Wisconsin contested; in the four, Cornell, Columbia, Pennsylvania, and Syracuse had crews, and the freshmen race Cornell, Columbia, Pennsylvania, Syracuse, and Wisconsin contested. Princeton is now practically the only big college that does not engage in rowing.

Even without the entry of Princeton, Yale, or Harvard, the Poughkeepsie regatta has taken rank as one of the greatest aquatic events. In the three years annually contested there have been of late years at least fifteen crews and a total of over 125 oarsmen engaged. In the "Varsity" last year Cornell, Columbia, Georgetown, Pennsylvania, Syracuse, and Wisconsin contested; in the four, Cornell, Columbia, Pennsylvania, and Syracuse had crews, and the freshmen race Cornell, Columbia, Pennsylvania, Syracuse, and Wisconsin contested. Princeton is now practically the only big college that does not engage in rowing.

Crews Being Formed for the Harlem Regatta

NEW YORK, March 30.—Last year at this time there were no local scullers, their ultimate goal. Two or three men in the Nassau crew are Columbia graduates, and as the rowing rivalry between the New York Athletics and Nassau's have been keen for years, it is expected that the senior eight race on May 30 will be warmly contested from start to finish.

Two junior eights are training on machines in the Bohemian bathhouse on the Harlem—the Atlantas and the Bohemian crews. The Atlantas have had

some experience and are an unusually heavy crew, turning the scales at an average of 184 pounds. Many of the Bohemians, of whom there are thirty, are comparatively green men who will need a lot of work to get them into any sort of shape. These are all the junior eights that have settled down to business; some talk is heard of others, and it is possible that the Union Club may get a crew together.

It is practically settled that an octuple scull or eight-oared race will be rowed on Decoration Day, and the Harlem and Metropolitan Clubs have guaranteed crews, if the regatta committee will make the race in the international class. Although only two eights in a race means that the association would lose considerable money outside of entrance fees, the feeling is that it should be rowed in any case, as great interest is taken in it by the general public. There is hope, however, that an inter-city contest can be arranged between the speedy men from the clubs of this city and Philadelphia—the process of selection to be on the same basis as that of the Baltimore race in the national regatta of 1905. If these crews can be boated, the intermedial octuple race scheme would undoubtedly be dropped.

The executive committee of the National Association of Amateur Oarsmen met in this city recently and decided to hold the annual championship races on the Schuylkill River in Philadelphia on August 9 to 10, and gave the Jamestown Exposition management permission to hold the international races the following week. It was promised, on behalf of the Schuylkill River, that the rowing clubs of Philadelphia will provide boats for all skulders and crews that come from a long distance (Canada and West), thus eliminating the vexatious question of transportation of boats, and it is bound also to have the effect of bringing more entries to the regatta.

The effort is being made by prominent local oarsmen to induce Greer, the champion of 1905, to row in the Harlem Regatta on Decoration Day. He has many friends here, and it is probable that he will come, and incidentally win the senior single race in a walk.

THE TURF

American Horses for the London Show

LONDON, March 30.—Alfred Gwynn Vanderbilt hopes to challenge the horses of the world at the Olympia show in London as successfully as American athletes challenged the world at the Olympics in Greece. He has brought over twenty-seven horses in all, whose aggregate value is at least \$400,000. They include many magnificent horses, such as the heavy harness horse, King Edward, a pair of which not much has been heard, stand 16 1/2 hands, and are perfect examples of the French coach-horse. But it is the team of grey geldings, an extremely close match in size and color and feature, which will be the cynosure of the Olympia show, as they are the wonder of America. They are six in all—two Storm King, ridden behind the coach as "cork-horses," one nicknamed "Caddy," because he was picked up from a Syracuse cab, and the four V's—Venture, Viking, Vanity, and Vogue—who have so far beaten all comers. What most struck one about these beautiful beasts—which are regular heavy harness horses—is the ruggedness of the typical American trotter—was their affectionate, quiet, almost human ways. They are family pets as well as show animals. No arrangements have yet been made for any competition beyond the grand Olympia show—which is to be the greatest international show in history—that begins on June 7. But since twenty-five of the twenty-seven horses are famous prize winners, it is probable that they will be exhibited as much as possible afterwards, certainly at Richmond, and probably they will go over to the Hague in July. It is, of course, a mistake to suppose that either the Road Four of greys, or the six best famous unnamed Park Four, were bred by Mr. Vanderbilt. They were all bought fairly late in life, and may be said to represent the very cream of all American English supremacy, hitherto indisputable, is challenged as never before.

J. Ogden Armour, the Chicago, has decided to send ten horses to England this spring. They will arrive at Liverpool about the middle of April, and will be exhibited at every important show in the country. Mr. Armour's famous team of six grey draught horses, who are said to be the finest in the world, will be among those sent.

Russian Sable is a Promising Colt

NEW YORK, March 30.—Charles Littlefield, the trainer, who handles the horses that will race in the colors of J. B. Huggins this year, has a two-year-old filly in his charge, the career of which will be watched with considerable interest. This is a bay miss named Russian Sable, by Order-Victoria. A few years back, when the mighty Hamburg was at his best, a colt bred on exactly the same lines as this filly was his greatest rival. Ornament was the colt, and not a few horsemen believe that when James

Rowe, who handled him as a four-year-old, suggested a match race between Ornament and Hamburg, the latter's trainer, William Lakeland, vetoed the proposition because he felt doubtful about the outcome. Lakeland said he believed the two horses to meet in some stake for which both were eligible, but the question of supremacy was never adequately answered.

Because she is a full sister of Ornament, the name of Russian Sable appears likely to figure in some big races in the next few years. She is not of the same color as Ornament, nor is her conformation equal to his, but she is a fine, upstanding filly that should make a high-class race mare when she fills out. In her yearling trial last fall Russian Sable turned off a quarter-mile in 24 1/4 seconds without being pressed, and her way of going was reminiscent of Ornament when he was a youngster. She has wintered well, and is well engaged in stakes to be run during the coming season.

Champion Gelding in Good Condition

NEW YORK, March 30.—The most important boulevard stepper up to the present is Davy Johnson's gelding, Roseben, holder of the world's record for six and seven furlongs. In company with others of the string handled by Frank Weir, who includes the Gardner Handzars and Grapple, the Ben Storme sprinter has been out daily for two or three weeks, and those who have watched him move declare that there is not the least sign of the foot trouble that placed him temporarily out of commission last winter. The foot that was under suspicion appears to have grown out in first-class shape and he looks and acts like a horse that can go to the limit. He is the wonder of the track, and as far as fitness goes in the \$10,000 event at Aqueduct, Roseben would not require to be at his best to beat all victors of last year against the horses he seems likely to meet. The entries are approximately the same, from a standpoint of class, as he defeated a year ago. The seven-furlong route, however, suits him better, in the fall he has in the spring, and he has no division may spring a surprise on the opening day of the local season.

Two Fast Ones for the Eastern Circuits

WASHINGTON, D. C., March 30.—Salvatore and Demund will be two of the best three-year-olds that will be seen on the Eastern tracks this year. John Madden, who developed Salvatore, and still has him in his barn said: "My colt has shown no improvement, and I believe he will be a first-class race horse this year. But there is a horse on the grounds that I can't keep my eyes off, that is Demund. He is wonderfully improved and I am convinced that he will give Salvatore far more trouble than he did last year. I don't say he will beat Salvatore; in fact, I'm rooting that he will, but at the same time I've no foolish belief that Salvatore will be able to take any liberties with him. He was such a big, lurching colt last year, but he now shows signs of carrying his big frame. This year the public will find that he is not simply a sprinter but a high-class horse, that can travel as far as three-year-olds are asked to go."

Bud May was as enthusiastic as Madden about Demund, but he reserved his highest word of praise for Salvatore. After looking him over carefully on the track he turned to a crowd of brother trainers and said: "There's no getting away from it, you will have to hand the palm to Madden. He has a great colt in Salvatore, and, judging by the way he has improved in looks, I think he will be as good, if not better, as a three-year-old than he was at two." "You're right," spoke up Will Shields, "Salvatore shows already that he will be there with the goods this year. My advice to owners of three-year-olds is to keep an eye on that fellow Madden has in his barn."

Both horses are in rare physical shape, and it will not take a great deal of time to get them ready for their engagements.

Vanderbilt Getting New Ideas in Europe

NEW YORK, March 30.—William K. Vanderbilt, Jr., will return from Europe next month, after many conferences with his father, Mr. John D. Vanderbilt, on the subject of road-racing rules, and it is believed that while no radical changes will be made in the rules for the Vanderbilt cup race this year, there may be a more generous weight allowance.

In June—at Cleveland. From that point the motorists will travel west, going through Detroit, Toledo and Lansing to Chicago, where a stop for two or three days will be made. From Chicago the route may run south, with stops at Indianapolis, Columbus, and either down to Pittsburgh or back to Cleveland and to Buffalo, running into Pennsylvania from the latter point, going through Harrisburg and Philadelphia and then ending at New York. The entire tour will be from 1,000 to 1,500 miles, occupying the bulk of the over-Sunday stops, the daily runs will be from 100 to 125 miles.

Two or three short-distance pleasure tours are in contemplation by the association as it is desired to make more of a feature this season, if possible, of the pleasureable side of automobilism. It has been announced by the committee of the New Jersey Automobile Club that the fuel test conditions will not be embodied in the three-day endurance run to be held May 31 and June 1. It was found impossible to draw up equitable rules for touring cars and runabouts of different horse power so the competition will be based upon a strict adherence to local speed regulations and a prompt arrival at the contest. The tour of two points will be indicated for every minute that the car is too early, and one point will be the penalty for each minute too late. The system will be for American cars of all types, one a free-for-all, and another for the local club championship.

The Quaker City Motor Club of Philadelphia has perfected plans for its Memorial Day hill climb. A stretch of about a mile long in Fairmount Park has been selected and prizes have been offered for eight classes. Competitions will be for American cars of all types, one a free-for-all, and another for the local club championship.

Automobile Club is arranging a series of tours and tests for the year. The two-day economy run to Southampton, England, and the endurance test of the island will probably be repeated. In order to meet the demand for reliable and efficient chauffeurs, the educational work adopted for this purpose in many special schools throughout the country is now being supplemented by a number of manufacturers who will be giving practical training schools in their own factories. An eight-months' course of instruction has been instituted by the Franklin car factory at Syracuse, and a number of young men anxious to learn the complete details of motor-car construction are taking the course.

Motor Caddies in England

LONDON, March 30.—The "motor-caddy" is the latest innovation of the British Automobile Association. Many motorists doing powerful cars in the country are frequently puzzled in approaching a large town to know which of perhaps four roads to take, and on entering the town a still greater difficulty presents itself in the matter of getting out again. The "motor-caddy" will pilot the puzzled driver through the town, attend to his wants, and see him safely out again.

The idea was suggested by a motorist who declared that he had four ways of entering one town and about a dozen exits. Stenson Cooke, secretary of the association, said yesterday: "A great deal of time is wasted in 'asking the way' on tours. Our intention is to provide guides, who shall be on duty in the outskirts of every important town. In every large centre the association has an agent, who is a first-class motor engineer, with premises close which petrol and accessories are sold and repairs executed. Each one of these agents will be on busy or important days be empowered to employ youths up to the number of six, who will be given yellow metal badges bearing the words 'A. Guide.' These youths will be on duty in the outskirts of the town, and, if hailed by one of our members, will jump on the footboard and pilot the driver through the town, attend to his wants, and see him safely out again."

Highway from Boston to New York

BOSTON, March 30.—A project for an automobile highway running over private lands from Boston to New York is before the Massachusetts legislature. The estimated cost is \$700,000 a mile, the length of the proposed automobile road is 172 miles, and the total cost of construction will be between \$12,500,000 and \$15,000,000. The projectors propose to charge toll of five cents a mile for a large car and two cents a mile for a small car, or the gross toll of practically 75cts. for the entire distance for a large car. That would pay the interest. It is calculated that there would be at least 500 cars on the highway between Boston and New York daily running both ways.

The Glidden Cup Contest

NEW YORK, March 30.—A two weeks' competition for the Glidden Cup, to be conducted for the third time this year as the annual tour of the American Automobile Association has been decided upon. The tour will start in the west early in the summer—probably

AERONAUTICS

Balloon Competition at Jamestown Exposition

NORFOLK, Va., March 30.—The managers of the Jamestown Exposition have arranged an elaborate schedule of aeronautical competitions to be held during the summer. The programme provides for twenty-five competitions and more are expected. The dates are as follows:—

Dirigible balloon competition, June 1. Competition of balloons for duration, August 3. Competition of balloons for objective point, September 7. Competition of balloons for altitude, November 16. Competition of balloons in pursuit of pilot balloon, August 17. Competition of carrier pigeons, flight from Aeronaught Concourse, Exposition Grounds, May 18.

Simultaneous release of large number of small balloons carrying messages, May 18. Bolloons—red & red & STAR—Flying devices heavier than air, most active point or target, August 24. Flying machine models without motor, and carrying operator, Sept. 14. Kites for altitudes, November 2. Kites for steepest angle of flight, November 9. Kites carrying operators, November 16.

Registration of balloons July 13. Competition of balloons and automobiles May 25. Competition of photographs taken from balloons or kites, October 12. Competition of photographs of meteorological phenomena, September 14. Hot air balloon competition, October 5.

Dropping (harmless) shells nearest selected objective point or target, August 24. Competition for longest trip, open during Exposition.

Johannesburg Man Has a New Device

JOHANNESBURG, March 30.—P. J. Esser, of Johannesburg, is exhibiting a model of a machine which he calls the "air-circulator." He hopes to compete for the "Daily Mail" \$50,000 prize with a full-sized machine, and is trying to float a syndicate to take up his invention. He claims that his invention is a great improvement on the aeroplane and will have a speed of one hundred miles an hour. A full-sized machine has not yet been built, but he has, therefore, made no actual attempts to fly.

The Balloon Race for the Gordon Bennett Cup

ST. LOUIS, Mo., March 30.—Late news in making entries will bar Italian aeronauts from participation in the International balloon race for the Gordon-Bennett Cup, to be held here in October. This is the decision of the International Aeronaught Federation, which has had the case under advisement. Plans are moving rapidly for the big race. The Aero Club of France has cut the ground from under the feet of M. Santos Dumont by making the first flight in the year 1907. This event took place on the lawn at Bagatelle, where M. Vuia accomplished a flight of some fifteen yards, which is a triumph for his machine, inasmuch as it is the only aeroplane, other than that of Santos Dumont, which has made an actual and authentic record flight. M. Vuia is a young man, who possesses all the skill, inventive talent, and sang-froid necessary in this sport, and seems to have a great future before him. He has been at work on the aeroplane problem steadily for the past three years, and constructed a successful model, and has a second and improved one on hand, which he thinks will do still better. In shape it looks totally different from Santos Dumont's Bird of Prey. While the latter, looks like a three-cornered combination of box kites, the former strongly resembles an immense white bat with big outstretched wings. To an outsider it appears at first sight a far

more workable design than that of the box kite. In practice, too, it has proved its superior lifting quality by the mere fact that it was able to carry a Serpillet carbonic acid gas-motor, which is heavier, comparatively speaking, than the Antoinette motor used by Santos Dumont. Vuia's motor develops only 12 h. p., while that of Santos Dumont is supposed to be capable of producing 30 h. p. Yet, despite this difference, Vuia has succeeded in raising himself and his flyer from the ground and making two clear flights, one of ten, and the other of five metres, without accident to machine or motor. Vuia declared it was not his intention to attempt a prolonged flight. He was merely going to convince himself, and those who still doubted, that the aeroplane was not too heavy, and that it would rise by its own motive power from the ground. The principle of his aeroplane was proved to be good, and he was warmly cheered and complimented by all who witnessed the performance.

The success of Vuia has stimulated Santos Dumont to new activity.

YACHTING

Long Distance Race for Ocean Going Yachts

NEW YORK, March 30.—The next ocean race of four hundred miles for the challenge cup offered by the Brooklyn Yacht Club, which is now held by the Y. M. C. A., will be started on July 4 at ten o'clock in the morning, from a point off the Harlem Yacht Club's house at City Island. The course is to be around Montauk Point, thence to and around Northeast End Lightship, off Cape May, and thence to finish line off the Brooklyn Yacht Club's house at Gravesend Bay. A special prize will be given to the winner and other prizes to the second and third boats.

Schedule for the Long Island Sound Series

NEW YORK, March 30.—A tentative schedule for racing has been arranged by the executive committee of the Yacht Racing Association of Long Island Sound, as follows:— May 25—New Rochelle Yacht Club; May 30—Harlem Yacht Club, Bridgeport Yacht Club, Indian Harbor Yacht Club; June 1—Knickerbocker Yacht Club; June 8—Manhasset Bay Yacht Club; June 15—Yarmouth Yacht Club; June 25—New Rochelle Yacht Club; July 3—American Yacht Club; July 4—Larchmont Yacht Club; Huntington Yacht Club; July 6—Riverside Yacht Club; July 13—Indian Harbor Yacht Club; July 20—Larchmont Yacht Club; Huntington Yacht Club; July 27—Larchmont Yacht Club; July 28—Larchmont Yacht Club; August 3—Horseshoe Harbor Yacht Club; Corinthian Yacht Club of Hartford; Aug. 10—Hingham Yacht Club; Bridgeport Yacht Club, Northport Yacht Club; Aug. 17—Stamford Yacht Club; Hartford Yacht Club; Aug. 24—American Yacht Club, Northport Yacht Club; Aug. 31—Huntington Yacht Club, Seawanhaka-Corinthian Yacht Club; September 2—Larchmont Yacht Club; Norwalk Yacht Club, Sachem's Head Yacht Club; September 7—Larchmont Yacht Club, Indian Harbor Yacht Club; September 14—Manhasset Bay Yacht Club; September 21—American Yacht Club.

ATHLETICS

The Longboat Incident and Its Effect on Sport

NEW YORK, Mar. 30.—The interests of amateur sport will suffer if the Longboat incident should lead to split between the Amateur Athletic Union of this country and Canada. It is hardly likely that the breaking point will be reached, in spite of the fact that the New York Athletic Club, and incidentally the union here, seem to have a just grievance against the Amateur Athletic Union of Canada for its action in suspending Longboat, the Indian runner, on the eve of the New York Athletic Club games, when the special match race between him and Frank Neblich, the national cross-country champion, had been widely advertised. The Canadian Union cannot be criticized for suspending Longboat. If there was any question concerning his amateur standing, but many athletes here think it was hardly fair or sportsmanlike to delay the action to the night before he was to run, particularly as his standing had been under question for some time. It is farcical that allied bodies should conduct their affairs on principles so inconsiderate, when the aim of both is primarily the same. Friendliness and harmony should be the keynote of their alliance, and the action of the Canadian Union was not considered friendly, to say the least, and intensified by the uncalculated statement of the secretary that the

union did not propose to be dictated by the Amateur Athletic Union of the United States. It looks almost as if the Canadian body was piqued, and then suspended Longboat, for cause, no doubt, in order to make its position tenable. It would be well for President Sullivan to have an understanding with the Canadian body, to the end that incident of the same kind could not occur again.

The New York Athletic Club games were the most successful held here in years, and indicated clearly that track and field athletics are growing in popular favor. When Madison Square Garden is not big enough to accommodate those who want to attend, there can be no question about general interest. Harry Hoffman and J. H. Taylor are two of the greatest middle distance runners ever developed in this country. Each has beaten the other by the narrowest margin this winter, and another meeting between them would be decidedly interesting.

Thomas MacFarlane, who says he has seen Longboat run ten miles in 54 minutes over an ordinary road, has forwarded a statement in regard to the controversy made by Harry Rosenthal, the Indian's manager, who Rosenthal claims that the Indian is decidedly unsteady in his habits, requiring a close-watching manager, and would soon go wrong were he allowed the freedom allowed to an ordinary athlete. Rosenthal declares that he never made a cent out of the selling of the Indian and even paid his own expenses while taking Longboat on trips so as to give the Canadian A. A. U. no chance to criticize him. Rosenthal's views are in line with the opinion of Secretary Crow of the Canadian A. A. U., and although Rosenthal is not exactly approved of in local athletic circles, his views are worth considering. Here they are:—

"I am willing to leave Longboat to the Y. M. C. A., but if in any way I find that Longboat has looped the loop don't blame me. He is a restless fellow, and does not take to regular habits, but for all that I have an interest in him as a member of the West End Y. N. C. A. I am willing to obey the C. A. A. U. in all things pertaining to Longboat, but I will expect them to at least be reasonable in their demands. If the C. A. A. U. keeps bothering Longboat I don't need a pair of field glasses to see what the result will be. I want to say that Mr. Crow is the man who has made the ever run across. Longboat has the stuff in him to win out at the Olympic games, and it would be a shame to see anything happen to him."

The young Indian has nothing to say because he cannot speak English, and probably is half-witted, but he is probably one of the greatest athletes the world ever knew. If Longboat transgressed the rules of amateurism he probably did not know any better, and the Canadians, instead of throwing him out, should take charge of Longboat. What they did for Will Sherring after his crash, in the Marathon race at Athens they could easily repeat in Longboat's case and reap the benefits at the next Grecian games.

THE RING

SAN FRANCISCO, Cal., March 30.—According to Eddie Gran Jim Jeffries will never fight again, and Granby offers \$50,000 to the proposer. Granby recently spent a whole week with Jeffries. He says: "Why should Jeff fight again? He has all the money he will ever need. These days fighters fight for money and not for glory. As he has plenty of the ring, why is it that he is worth a million? Years ago he bought some real estate in the city limits and is worth ten times what he paid for it. Jeff's mother does not want him to fight, nor does his father, and he is very fond of both of them. Jeff can have everything his mother has got, but he is quite independent of her. That Atlanta ranch which he bought is trebled in value, but he is not living on it. He moved into Los Angeles, where he made a nice home. Just now he is not doing anything, though I think he will go into business. Jeff is looking fine. He could fit himself for a fight without much effort."

"Then you talked with him about his future?" "Yes, he had quite a chat," retorted Eddie. "Jim is not a fellow who will talk to Tom, Dick and Harry, but he listened up to me. In so many words he said he was through. He mentioned that Billy Delaney wanted him to fight Squires, and while he was very fond of his old trainer, and would do anything for him, Jeff said he couldn't see his way clear to go back into the ring, drive a fighter as Jeff would, was never stuck on the sport. There was something about it he didn't care for. Perhaps it was the limelight. Publicity was distasteful to him. He is never happier than when he is off in the country with a few friends hunting, fishing and doing his own life is in his liking. Fighters like Jim Corbett and Kid McCoy love excitement and adoration. The cheers and crowd are made to their ears. Corbett is right at home on Broadway extending the glad hand to this one and that one. The gay life of a big city appeals to him. Jeffries is a different sort."

Jeff took Eddie out to the races. The champion has a fondness for gambling, especially at cards. On this day he parlayed \$5 into \$300 and went home happy as a child with a new toy.

Our success has been due to judicious, persistent advertising more than to anything else. The Hygeia Hotel never amounted to much until we began spending a lot of money to tell the people about it.—Hygeia Hotel, Old Point Comfort.