NORTHWESTERNS WIN TOP HONORS

ANNUAL MEET OF THE PUBLIC ATHLETIC LEAGUE.

VICTORS SCORE 53 POINTS

Interesting Events Run Off in Fifth Regiment Armory—J. Chipman Judges His Distance Well in the 880-yard Run for 135-pounders, Winning by a Good Margin From O'Connor—Over 600 Men and Boys Compete for Prizes.

The Northwestern Gymnasium carried off top honors in the fifth annual meet of the Public Athletic League last night at the Fifth Regiment Armory, scoring 33 points in the senior division and 20 in the junior classes. Cross Street Hall Station and the Northwesterns were tied in the senior division, but the victories of the latter athletes in the lower classes gave them the bulk of the prizes. The Jewish Educational Alliance athletes were successful in tallying 26 times in the junior class, thus winning this part of the games, but their older representatives failed to show in the senior classes. As each man was allowed to enter in only one event, there were no individual stars.

Over 600 boys and young men competed in the meet. In the games last year there were 500 contestants, showing a large gain over the 1912 event. Dr. William Burdick, of the league, was entirely pleased with the number of athletes on the floor. Fourteen hundred and fifty-three boys and young men had entered. The Boy Scouts, under the direction of Commander H. L. Eddy, of the Maryland division, did patrol duty, and handled the crowd nicely.

The 50-yard event in the 80-pound class was won by H. Blum, of School No. 3. J. Wellman, of Hollins Hall, ran a close second.

The Catonsville High School athletes showed their class by romping home in the medal class in the 220-yard relay event for 80-pounders. The Catonsville High School team No. 2 was second.

C. Bannon, of School 51, showed his heels to a fine bunch in the 60-yard dash for 95 pounders. E. Auer, sporting the colors of Hollins Hall, was second. Cross Street Hall landed the 440-yard relay event, beating out Catonsville High School. H. Goldman, of Northwestern gym, ran a nifty race in the 70-yard event for the 115-pound class, defeating E. Trainor, of School No. 79, by inches.

J. Chipman, of Hollins Hall, judged his distance well in the 880-yard event for 135 pounders, and won by a good margin from J. O'Connor, of the National Republic. The Jewish Educational Alliance captured another relay, this time taking the first place medals in the 880-yard relay for 135 pounders, defeating the Northeasterns. Again the colors of the Alliance flashed a winner, when Ellis Fine captured the 100-yard event in the 135-pound class, winning from S. Fowke, of Cross Street Hall. L. Disney ran a fine race in the mile event and came in with yards to spare. He defeated C. Volkman, of Cross Street Hall, for the first medal.

In the 440-yard run, in the unlimited class, Joseph Shirkey, of Cross Street, a member of the Idlewild Club, got off to a good start and was never headed. The mile relay, in the senior unlimited class, went to School No. 52. H. Fine, of the Jewish Educational Alliance, ran well in the 100-yard event, for unlimited class, and won from J. Meeth, of the Northwestern Gym.

Summary of Events.

50-Yard Dash, 80-Pound Class—Won by H. Blum, School No. 3, afternoon; J. Wellmann, Hollins Hall, second; B. Scheber, Northwestern, third. Time, 7 seconds.

220-Yard Relay, 80-Pound Class—Won by Catonsville High School team No. 1 (R. Rich, W. Dorsey, S. Wilson, C. Leach, N. N. Botts and F. Crownfield); Catonsville High School, No. 2, second; School No. 49, third. Time, 32 seconds.

60-Yard Dash, 95-Pound Class—Won by C. Bannon, School No. 51; second, E. Auer, Hollins Hall; third, A. Yinger, Northeastern. Time, 7 3-5 seconds.

440-Yard Relay—Won by Cross Street Hall (G. Gatschell, R. S. Scarlett, H. Smith, A. Huntney and G. Hammell); second, Catonsville High School; third, Northwestern, No. 1. Time, 60 1-5 seconds.

70-yard Dash (115 pound class)—Won by H. Goldman, Northwestern; second, E. Tranor, School No. 79; third, I. Cohn, School No. 79. Time, 8 2-5 sec.

School No. 59 Wins.

660-yard Relay (115 pound class)—Won by School No. 59, B. Doyle, B. Deam, C. Stansbury and T. McSpeinden; second, Jewish Educational Alliance, team No. 1; third, Northwestern team No. 2. Time, 1:29.

880-yard Relay (unlimited class)—I. Levy, Jewish Educational Alliance, first; J. Horn, School No. 51, second. Time, 1:59.

220-yard Dash (135 pound class)—Won by Jean Miller, Northwestern; second, G. Stollenwerck, Cross street; third, L. Wolman, Jewish Educational Alliance. Time, 26.3 seconds.

880-yard Run (135 pound class)—Won by J. Chipman, Hollins Hall; second, J. O'Connor, National Junior Republic; third, A. Cheetham, Northwestern. Time, 2:18.

880-yard Relay (135 pound class)—Won by Jewish Educational Alliance (A. Cohen, J. Cooper, A. Fedder, M. Dobres and F. Gier); second, Northeastern. Time 1:53.

100-yard Dash (135-pound class)—Won by E. Fine, Jewish Educational Alliance; second, S. Fowke, Cross street; third, W. Blue, National Junior Republic. Time, 1 minute and 4 seconds.

Disney Finished First.

Mile Run (unlimited)—Won by L. Disney, Northwestern; second, C. Volkman, Cross street; third, S. Scott, National Junior Republic. Time, 5 minutes and 9 seconds.

440-yard Run (unlimited)—Won by J. Shirkey, Cross street; second, O. Pyle, School No. 51; third, B. Goldberg, Northwestern. Time, 59 1-5 seconds.

Mile Relay (unlimited class)—Won by School No. 59 (W. Green, L. Lewis, R. Ensor and L. Kelly); second, Hollins Hall; third, Cross street. Time, 3 minutes and 56 seconds.

100-yard Dash (unlimited class)—Won by H. Fine, Jewish Educational Alliance; second, J. Meeth, Northwestern; third, B. Livingston, Jewish Educational Alliance. Time, 11 seconds.

In the Field Events.

Juniors.—Standing Broad Jump (80-pound class)—Won by V. Arminger, Cross street; second, A. Honig, School No. 59. Distance, 6 feet 7 inches.

Potato Race (80-pound class)—Won by M. Wasserman, Northwestern; second, C. Warner, School No. 49; third, H. Dipkin, Jewish Educational Alliance. Time, 26 2-10 seconds.

Two Standing Broad Jumps (95-pound class)—Won by A. Silesky, School No. 2; second, A. Suter, Catonsville High School; third, W. Roberts, Northwestern. Distance, 14.10 feet.

Three Standing Broad Jumps (115-pound class)—Won by J. Towson, Northwestern; second, S. Pitchett, Cross street; third, R. Tilghman, School No. 59. Distance, 25.7 feet.

Running High Jump (unlimited)—Won by W. Sverjeck, Hollins Hall; second, H. Medicus, Cross Street; third, J. Heischoen, Jewish Educational Alliance. Height, 4 feet 8 inches.

8-Pound Shot (unlimited)—Won by R. Hurr, Northwestern; second, I. Silverman, Jewish Educational Alliance; third, H. Meeth, Northwestern. Distance, 42 feet 6 inches.

12-Pound Shot (135-pound class)—Won by P. Backhouse, Cross Street; second, J. Flynn, Cross Street; third, H. Burt, Catonsville High School. Distance, 30 feet 7 inches.

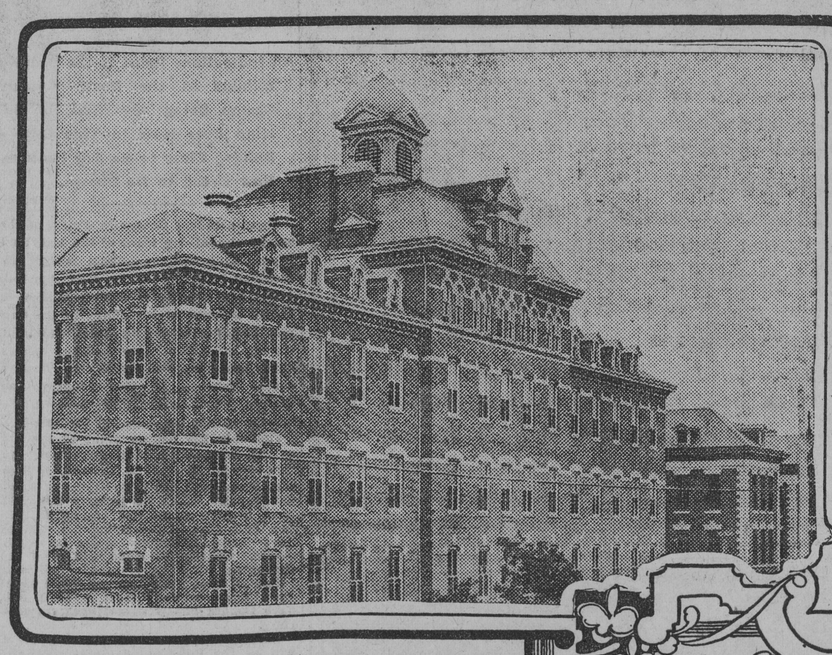
Running High Jump (unlimited class)—Won by H. Phillips, Northwestern; second, H. Rudo, Northwestern. Height, 4 feet 7 inches.

12-Pound Shotput (unlimited)—Won by L. Sehnlein, Hollins Hall; second, N. Ambrose, Cross Street; third, E. Lewis, Cross Street. Distance, 42 feet 7 inches.

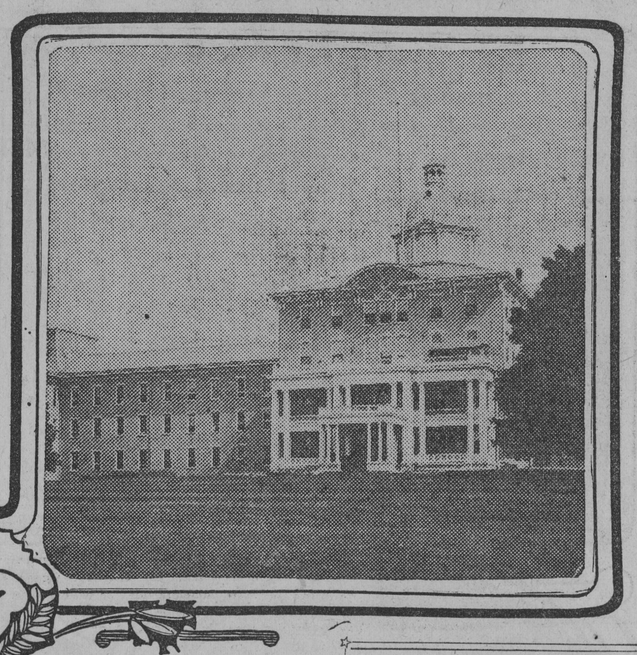
VIEWS OF DAYTON BEFORE IT WAS SWEPT BY THE FLOOD

PHOTOGRAPHS FROM I. & M. OTTENHEIMER.

ST. ELIZABETH'S HOSPITAL.



STATE HOSPITAL.



HOTEL ALGONQUIN.

BLETZER TO TALK WITH BILLY JOH

NEW YORKER SLATED TO REFEREE BRITT-CHANEY BOUT.

Local Promoter Has Appointment With Gotham Arbiter in Big City Today—Mutually Agreed Upon as the Third Party When Articles of Agreement Were Signed. Dougherty After Munger.

Henry Bletzer, manager of the American Athletic Association, has an appointment in New York today with Billy Joh, the referee, who is slated to act as the arbiter in the 15-round battle between his protege, George Chaney, and Young Britt, which takes place on Tuesday evening, April 8, at the Monumental Theater. It is stipulated in the articles of agreement signed last week by the managers of Chaney and Britt that Joh be brought down from New York to voice his judgment should the battle go the whole route. A mutual agreement was made that the boxers pay his fee, expenses, etc., out of their end of the money, so Bletzer is to confer on the subject with Joh this afternoon. The local promoter does not think he will have the least bit of trouble in getting Joh to slip down from the metropolis to officiate as the third party, for he will be prepared to offer him most liberal inducements.

Bletzer was among those who gathered around the ringside at the National Athletic Club of Philadelphia last night to see the mill between Kid Williams, of this city, and Frankie Conway, the Quaker, after which he accompanied Williams and Sammy Harris back to the city of white lights. During his absence Bletzer left Chaney in charge of Jimmy Dougherty, who is priming him for his meeting with Britt.

Yesterday Dougherty carried Chaney through his regular paces at Doyle's and will put him through some lively stunts today. While Chaney is devoting all of his energy in getting himself in the pink of condition, he is very cautious. The East Baltimorean will not take any chances of injuring his hands, which caused a postponement of their last meeting. Although Chaney hurt his thumb, he was ready to jump into the ring in order to save his manager's forfeit, but Bletzer would not entertain such a thought. Knowing that Chaney's friends had backed him heavily, he did care to having been criticized for having sent the boy in the ring disabled had he been beaten. Bletzer realized that it would have been an unwise move to have allowed Chaney to have entered the arena when he was not right against Britt when there was so much at stake.

It will be a big night for the Bletzer-Tipman stables if Bletzer has his way. Chaney's manager is angling for Ford Munger, of the Tipman boxing establishment, to meet Jimmy Dougherty, Chaney's sparring partner, in the semiwindup of six rounds. So eager is Bletzer to have Dougherty to meet Munger he announced before his departure for Philadelphia yesterday morning that he would like to arrange the match under the condition that the winner take all of the purse. If this is not agreeable to Munger and Tipman, Bletzer says a 75 and 25 per cent. division will suit him.

WELSH IS AFTER RITCHIE

Englishman Wants to Become the World's Lightweight Champion.

New York, March 29.—Freddie Welsh, lightweight champion of Great Britain and holder of the Lord Lonsdale belt, arrived here yesterday on the Mauretania. He announced that he would remain in this country for several months in search of a title bout with Willie Ritchie, the world's champion.

Welsh said that he would agree to any fair conditions for a battle with Ritchie. He intimated that he would make 133 pounds ringside and said that he would readily sign articles for a 20-round bout on the coast. The British champion also said that he might accept challenges from other leading American lightweights, but he mentioned no names.

Boxing at Newsboys' Club.

The Newsboys' Club, 612 East Baltimore street, held its weekly boxing show last Friday night. The bouts were interesting throughout. In the main affair Battling Williams won from Joe Ferrar in one round. Ferrar was knocked out, before which he was floored three times.

The semiwindup was very good. It was between Young Cross and Kid Tefky, who battled for four rounds, the latter getting the decision by his aggressive work. Younger Cross is a brother to Jimmy Cross.

Young Henry Smith, brother of Henry Smith, went four rounds to a draw with Kid Hicky. The boys will meet again next Friday night. Battling Cross lost to Kid Stone in one round and Lew Hurwitz was defeated by Kid Lewis.

Frank King, the champion newsboy of Baltimore, refered the bouts. Harry Smith was the timekeeper. All newsboys are invited to attend the weekly boxing shows at the Newsboys' Club, 612 East Baltimore street.

Henry Smith will be on hand to meet all comers.

R. E. OLDS ON ADVANTAGE OF GOOD ROADS

Avenues to Social Growth, Health, Happiness and Prosperity.

"Good roads are conducive to better schools, live rural churches, pleasant rides, good markets, social advancement, a closer bond of sympathy and co-operation between the farmer and his city cousin who works at the forge, the lathe or the spindle," writes R. E. Olds, president of the Reo Motor Car Company, to R. H. Croxton, local agent for the Reo. "It spells prosperity and happiness to every community which has the means and business foresight to see the manifold blessings which a scientific system of good roads secures for its people," continued Mr. Olds. "Mud roads spell an enormous mud tax, beside which our tariff is like a pigmy to an elephant.

"Again good roads annihilate distances and rob farming of the dread and drudgery of rural seclusion, this fact being notably apparent where a farmer is the wise and happy owner of a high quality dependable and economical motor car. Mud roads bring social life on the farm to low ebb, empty the rural churches, make many little red schoolhouses but a memory and populate the country with floating tenants who care very little for the growth and perpetuation of the institutions, which are the bulwark of our national greatness.

"Then good roads save time, save horses and wagons, automobiles and gasoline. They enable the farmer to market, at minimum cost, in rain or shine, his perishable produce, such as fruits, vegetables, milk, butter, eggs and meat. Mud roads compel the farmer to leave such produce either go to waste or deterioration, or, what is near to either, deter him from producing any of these profit-bearing commodities, because he has no dependable and convenient avenue for marketing them.

"In cases of acute illness, good roads enable the physician to bring speedy relief to the sick annually and save the lives of hundreds of our men, women and children, a fact which more than trebly compensates any amount of money which we may spend as a nation, state, county, city or town. Good roads spell humanity, relief, mercy, life, growth and prosperity, whereas mud roads too often spell poverty, weakness, decay, sickness, suffering and death.

"As road improvement is of nation-wide interest it should be supported by our national, state and county governments. This is notably true with interstate highways, for it is manifestly unjust to tax all the improvement to the abutting land, to the county or even to the state. Why should not our national government promote interstate commerce through good country roads as well as through river and harbor improvements?

"Good and patriotic men seem to be at variance as to what is the best system of building roads. Some advocate three or more cross-continent trunk highways to be built and maintained equally by the federal government and by the various states through which the trunk highways go. Others favor the improvement of those roads first which run to the county seat, provided it is a good railroad market town and, if not, to the most accessible large railroad town in the county. They believe that these roads should be properly ditched, graded, rolled and dragged. Culverts should be built where the water is inclined to flow across the road during heavy rains. Grades should be raised in low places, hills materially dug down and good bridges built over creeks and streams of all kinds.

"The citizens of a given county could by this plan easily determine on the first 10 miles of good roads to be built and maintained. Then the next five or 10 and so on further away from the principal town or towns in the county until every foot of dirt road in the county is put in first-class condition.

"The good leaven is working in the minds, hearts and consciences of the American people. Good roads, to them, now mean more than ever before, the avenues which leads to national strength, prosperity and happiness to which every good citizen should be glad to give his due measure of enthusiastic support."

A Maurice Eastwick

Proprietor of the Ford Auto Company, 122 and 126 West North avenue, agents for the Ford car only.

LICENSES

Automobile owners who have taken out licenses from the office of Commissioner of Motor Vehicles are as follows:

7061—C. Harrlin, Port Deposit, Metz.
7062—A. O. Saulsbury, Ridgely, Franklin.
7063—L. S. Banning, Mt. Airy, Ford.
7064—S. A. Hollinger, Clear Spring, Crawford.
7065—W. E. Hobbart, Crisfield, Metz.
7066—J. P. Klee, Westminster, Little.
7067—Fannie W. Johnson, Cambridge, Chalmers.
7068—J. M. De Lachmutt, Woodbine, Buick.
7069—A. W. Sears, Annapolis, Michigan.
7070—F. C. Van Horn, Halethorpe, Metz.
7071—R. V. Smith, M. D., Frederick, Buick.
7072—E. R. Line, Keedysville, Ford.
7073—W. T. Hubbard, Easton, Reo.
7074—G. L. Delchman, Park Heights and Bancroft Aves., Ford.
7075—J. A. Morris, Parsonsburg, Ford.
7076—A. W. Tawes, Crisfield, Overland.
7077—J. J. Thompson, Mt. Savage, Ford.
7078—Q. Ashburn, Pocomoke City, Cadillac:
7079—E. Short, 1812 Druid Hill Ave., Autocar.
7080—J. O. Donache, Rising Sun, Mitchell.
7081—J. A. Hollingsworth, Belair, Cadillac.
7082—G. W. Bagot, Jr., Westport, Crawford.
7083—Dr. W. H. Fisher, Catonsville, Jackson.
7084—A. D. Millender, Hempstead, Maryland.
7085—J. Wischhusen, Gwynbrook, Ford.
7086—J. R. Baldwin, Baldwin, Ford.
7087—J. L. Smyth, Chestertown, Maxwell.
7088—Mrs. Fannie B. Reid, Severn Apts., Cadillac.
7089—Mrs. D. H. Duer, 1020 N. Calvert St., Cadillac.
7090—Mr. and Mrs. W. B. Jenkins, 108 W. Conway St., Olds.
7091—J. H. Armstrong, Hagerstown, Ford.
7092—G. W. H. Pierson, 1013 Hanover St., Cole.
7093—A. T. Smithers, Easton, Buick.

FEDERAL TRUCK DISPLACES FOUR HORSES

Leyland Steamship Line Finds Change Works to an Advantage.

Albert B. Ijams, manager of the commercial department of the Oakland Motor Company, 6 and 8 East Chase street, tells the following interesting story about the many advantages of the commercial truck over horse-drawn vehicles:

"Horses need feed and attention if they are working or not and are of a much greater expense when they have to be kept ready, doing nothing, to act on a moment's notice.

"The Leyland Steamship Line, with headquarters at New Orleans, have realized this and purchased a Federal truck, which displaces four horses. This company own a number of wharves in New Orleans and must transport unloading skids and cranes from one quay to another and meet every inbound steamer. Heretofore it was necessary to keep a two-horse team in service day and night, one worked days and the other nights, in order that they might be ready at a moment's notice to remove tools and equipment from one ship to another. This system was found to be very expensive and they thought it would be a considerable saving if they could replace the four horses with a Federal.

"The teams, though traveling but a short distance each day, were compelled to stand in the sun, rain and cold weather awaiting orders. The elements have no effect upon the Federal and it is always in readiness and can always respond to a call from any dock. The gasoline consumption is very slight and the truck does the work much faster and can cover more ground than the four horses did."

E. R. Myers

Treasurer and sales manager of the Motor Car Company, Mount Royal and Maryland avenues; agents for the Stevens and Overland cars.

JAMESTOWN WILL OPEN ON TUESDAY

FIFTEEN DAYS OF SPORT ON VIRGINIA TRACK.

Many Horses Arrived During Past Week, and Some Classy Performers Will Be Seen in Stakes and Handicaps to Be Run During Meeting—Norfolk Selling Race First Day Feature.

Special Dispatch to The American.

Norfolk, Va., March 29.—The Jamestown Jockey Club's spring meeting, which will inaugurate racing on the Eastern circuit, will be under way on Tuesday. The session will begin on the first of April with a ladies' day and continue through April 17, 15 racing days in all, and the feature of the first program will be the $1,000 Norfolk selling race, a dash of three quarters of a mile, in which the fleetest sprinters of the second grade in the country ready to race will compete.

Later in the week the juvenile stakes for two-year-olds will be run. The decision of the Jamestown Selling and Monticello Hotel handicaps will come in the latter part of the session.

Some joker, whose motives may not have been above suspicion, circulated in the East recently the story that the Norfolk meeting would be called off because of the prospective competition of Marlboro. Such a story was absolutely without foundation. Having rented stalls and closed four stakes, the Jamestown Jockey Club management would race in competition with Sheepshead Bay.

Horsemen have been coming to Norfolk now in large numbers. Two sleepers crowded to the doors with players of the Charleston meeting arrived yesterday. Half a dozen stables have arrived from Juarez, with upward of 40 horses, to compete for the Jamestown Jockey Club's stakes and purses. John Sweeney and K. Spence are here.

Arrivals From Charleston.

New arrivals from Charleston are James Arthur, Don Kinney, Fred Musante and Jockey Travers. Ernest Heider, one of the cleverest of American steeplechase jockeys, came down from New York to ride through the meeting. He will be a freelance, but he is sure of a mount every time Don Kinney's reliable veteran, Dr. Heard, starts. Dr. Heard had a rest last winter and is in tiptop condition.

Jockey J. McIntyre, another recruit from the South, will ride this season for the stable of Thomas Fortune Ryan, the New York traction man and Virginian breeder of thoroughbreds, who is a liberal nominator in Norfolk specials. McIntyre brings word that Willie Knapp, once a rider of class, is coming in a day or two with a properly approved contract to resume work in the saddle. Knapp believes he can come back, and if he is not mistaken he will make some money this season.

It develops that Lewis S. Thompson, the owner of Brookdale farm in Monmouth county, New Jersey, is one of the nominators in the Juvenile Stakes, the Norfolk special for two-year-olds. Mr. Thompson's candidate is Enver Bey, son of Ballyhoo Bey, Futurity winner of 1900.

Enver Bey is a compact little gelding with a quick turn of speed, and the morning work watchers have picked him as a comer. He is in the stable Albert Simons is training. But he will have to step some if he is to uphold the reputation of Brookdale as a producing place for two-year-olds. Three Futurity winners—Requital, Chacornac and L'Alouette—were bred at Brookdale in the days of Mr. Thompson's father, the late Colonel William P. Thompson.

The Whitney stud is now domiciled at Brockdale and every horse Simons is training for Harry Payne Whitney was bred there. L'Alouette won the Futurity of 1897 under the silks of the owner of Enver Bey and his brother, W. P. Thompson, Jr., but the brothers sold Chacornac to James Rowe some time before the running of the Futurity of 1899 and Rowe in turn sold the son of Juvenal to the late James R. Keene, vice chairman of the Jockey Club of New York. It is believed by the friends of Mr. Thompson that he will get a first rate stable together in the event Enver Bey discovers first rate form.

Works a Brisk Half.

Discovery, a maiden three-year-old, by Ben Brush out of Revelation, worked a brisk half yesterday. He stepped off four furlongs in 48 3-5 and pulled up five-eights in 1:03. Discovery is a big gelding, with smooth action, and he is likely to win a purse or so down here. He is the Whitney candidate for the Jamestown and Monticello Hotel Handicaps.

The best work shown yesterday was Excalibur's three-quarters in 1:16. Excalibur is a recent arrival from Charleston. Max Hirsch sent Chuckles, E. J. McGraw's candidate for the Norfolk Selling Race, three-quarters in 1:17. The chestnut son of Cjilton and Charite is in tip top condition. Mr. McGraw saw him gallop.

The track was so very fast yesterday half a dozen two-year-olds showed quarters in 24 and better and halves in 48 and 49. The youngsters here are as ready as can be and will be hard to trim from the very start. Jockey Charles Grand, who has been engaged to ride for the Bedwell stable, came in from Charleston. Grand will also have a leg up on some of the horses Tom Shannon sends to the post for L. LaBlonde.

CHARLESTON MEET BROUGHT TO CLOSE

SPORT ON FINAL DAY PROVES UNINTERESTING.

SMALL CROWD AT THE TRACK

Lochiel, the Best Sprinter in Stable of H. C. Bedwell, Adds Another Victory to His Long String by Beating White Wool and Paton. Col. Cook, Another Consistent Winner, Defeats Towton Field and Cherryola.

Special Dispatch to The American.

Charleston, S. C., March 29.—With a small crowd in attendance and an uninteresting card the winter meeting held at Palmetto Park came to a close. The meeting was not a financial success.

Single, at 6 to 1, and Monocacy, at 3 to 1, were the only outsiders to win. Lochiel, the best sprinter in the stable of Guy Bedwell, added another victory to his long string by beating White Wool and Paton in the third race. Lochiel and White Wool were almost equal favorites in the betting.

Colonel Cook, another consistent winner during the winter, beat Towton Field and Cherryola in the last race of the day.

Summary of Events.

First Race—Three-year-olds and up; selling; five and a half furlongs. Golden Egg, 97 (Montour), 2 to 1, 3 to 5 and out, won; Rubia Granda, 105 (Skirvin), even, 2 to 5 and out, second; Winifred D., 109 (Taplin), 2 to 1, 3 to 5 and out, third. Time, 1:08 3-5. Garden of Roses, Jim Ray also ran.

Second Race—Two-year-olds; three and a half furlongs. Single, 106 (Pickett), 5 to 1 and 7 to 10 (coupled with Easter Star), won; Harwood, 118 (J. Hanover), 2 to 1, 4 to 5 and 2 to 5, second; Wooden Shoes, 107 (Mondon), 9 to 5, 4 to 5 and 2 to 5, third. Time, 42 2-5. Easter Star, Miss Waters, Miss Chariot, Parcel Post, Ada also ran.

Third Race—Handicap; three-year-olds and up; mile and sixteenth. Lochiel, 111 (Wilson), 1 to 2 and out (coupled with Paton), won; White Wool, 107 (Goose), 7 to 2, even and out, second; Paton, 104 (J. Hanover), third. Time, 1:47 4-5. Amor, Leamence also ran.

Fourth Race—The Palmetto Derby of $3,000; three-year-olds; mile and a quarter. Monocacy, 116 (Mondus), 5 to 1, 8 to 5 and 4 to 5 (coupled with Henpeck), won; Early Light, 111 (Wilson), even, 2 to 5 and out, second; Tale Carrier, 116 (Clements), 13 to 5, even and 2 to 5, third. Time, 2:11. Bernadotte, Chilton King and Henpeck also ran.

Fifth Race—Three-year-olds; selling; six furlongs. Kelly, 103 (Wolfe), 5 to 2, even and 2 to 5, won; Joaquin, 103 (Derende), 10 to 1, 4 to 1 and 8 to 5, second; Fairy Godmother, 101 (Montour), 5 to 1, 2 to 1 and 4 to 5, third. Time, 1:16 1-5. Syosset, Snowflake, Cutie B., Kinmundy and Willis also ran.

Sixth Race—Three-year-olds and up; selling; mile and sixteenth. Colonel Cook, 109 (Mondon), even, and 1 to 3 and out, won; Towton Field, 113 (Wilson), 4 to 1, 7 to 5 and 2 to 5, second; Cherryola, 109 (Koerner), 6 to 5, 1 to 3 and out, third. Time, 1:48 1-5. Idleweiss and Nimbus also ran.

FOR TEN DAYS' RACING

Marlboro Track Claims Right to That Number of Days.

A notification has been sent to the officials of the Southern Maryland Racing Association by the National Hunt and Steeplechase Association notifying the former that steeplechasing only will be permitted during the first four days of the meeting at Marlboro. The meet is scheduled for 10 days, so the solons of the chase have warned owners and trainers that if they race the last six days they will be suspended from all regular tracks.

The action of the stewards was taken on the grounds that the Marlboro meet, which is run as a fair, issued a schedule only calling for fair premiums for the first four days. As a fair needs no license to conduct racing, the racing authorities took no action until they were furnished with the schedule.

When seen yesterday with reference to the resolution passed by the National Hunt and Steeplechase Association yesterday as to the jumping races at Marlboro, Dr. Hill, president of the Southern Maryland Fair Association, said: "We are racing under the fair sanction, which, under the rules of the Jockey Club, allow us 10 days. We intend to live up strictly to every rule and regulation of the Hunt Association and the Jockey Club. Our books were issued for the first four days of the meeting only. The books for the rest of the meeting are in press and will be issued in due time. It will be found that we are strictly within our rights as defined by the Jockey Club.

Taxicab Order Proves Car Merit

Mr. R. H. Croxton, local agent for Abbott-Detroit cars, has received announcement that the delivery of 30 Abbott-Detroit cars to the Chicago Auto Taxicab Company a short time ago has been followed by an order from the Twin City Taxicab Company, of Minneapolis, for 10 of the largest model Abbott-Detroit cars. Special bodies best adapted to the taxi trade will be used. As in the case of the Chicago company, the Minneapolis concern made a very comprehensive study of all the larger cars on the market before coming to any decision as to what make would be selected. The cars have already been delivered and introduced to the rails formerly followed by their less sturdy equine friends.

When asked what formed the basis of this selection, General Manager M. R. Nyman, of the Twin City Company, said: "The very nature of our business has compelled us to be very careful in the selection of cars. Operating 24 hours in the day develops weaknesses in cars which are apparently not there under ordinary usage. The taxicab companies throughout the United States have experimented with different makes of cars, and have finally decided on a unit power-plant and front and rear axles equipped with Timken roller bearings. The selective type transmission used in this car has proven itself to be the best for our service, and we are particularly glad to find it being used in the Abbott-Detroit with a Continental motor. The mere fact that the Continental motor is used in this car gives it a standing which persons familiar with motor-car engines should not question."

Places Another Order

D. C. Walker, local agent for the Stearns pleasure car and trucks, has received the following from the F. B. Stearns Company, Cleveland, Ohio:

Following on the heels of an initial purchase of six five-ton Stearns trucks, the Atlantic Refining Company, of Philadelphia, has just placed another order with the Stearns people for five more vehicles of the same type.

Enormous tanks have been placed on these trucks, each tank having a capacity of five tons of oil. These vehicles are making daily trips between the various refineries of the Atlantic Refining Company, in Philadelphia, and judging by the success with which they are meeting, the oil industry all over the country is figuring on the elimination of the horse-drawn vehicle.

OFFICIALS FOR MARLBORO MEET

MEN OF LONG EXPERIENCE ARE SELECTED.

SPORT BEGINS WEDNESDAY

Southern Maryland Fair Association Plans for the Biggest Event Ever Held Over the Popular Half-mile Track—P. A. Brady Presiding Judge and William Murray Starter—Billy Oliver to Race Big String for Dr. Tyree.

Nothing is being left undone by the Southern Maryland Fair Association to make the Marlboro meeting, which opens next Wednesday afternoon and continues 10 days, a huge success. A most proficient set of officials have been named and only clean sport will be tolerated while the thoroughbreds are fighting it out for supremacy in Prince Georges county. The ban will be placed on foul riding and any boy who resorts to rough tactics will be severely dealt with. P. A. Brady, of Missouri, has been named as the presiding judge and his associate will be Dr. R. S. Hill, who has considerable experience in the racing game.

Mr. Brady is no newcomer to the turf in Maryland and probably no other man has served at a larger number of meetings. During the halcyon days of the sport he was a familiar fixture on the tracks in St. Louis, New Orleans, Memphis, Louisville and Jacksonville. For the past three seasons he has acted as judge at Marlboro and Laurel and his decisions have always met with the approval of the public. It is one of Mr. Brady's feats to get the number up quicker than any other judge. Quick as a pistol shot the numbers are shot up when the first, second and third horse crosses the finish.

A great admirer of Mr. Brady is H. D. Brown, the leading spirit in the Laurel track, and he has never failed to be chosen as judge at any race meeting ever promoted by Mr. Brown. Judge Brady is due to arrive here tomorrow, and unless something unforseen occurs will be in the stand when the starters are called to the post in the initial race of the meeting.

Bill Murray to Start.

William Murray will be the stater, and his selection has evoked most favorable comment among the horsemen and those in general interested in the coming meet. Murray is a past master at springing the barrier and it is a sure thing that the field will be sent away to an even break.

The list of officials is as follows:

Presiding judge, P. A. Brady.
Associate judge, Dr. R. S. Hill.
Starter, William Murray.
Clerk of the course, Harry N. Price.
Racing secretary, Hart Dernham.
Paddock judge, G. Ernest Hall.
Superintendent, Edward Hanna.

With the arrival of the Charleston special today every stall at Marlboro will be filled while there will be few vacant at Benning, where most of the horses wil be located during the meeting. Although a number of horses were shipped to Jamestown during the past week, their vacant places have been filled by arrivals from Juarez, Havre de Grace, Pimlico and other Maryland courses. The latest to be reported at the grounds of the old Washington Jockey Club is Abe Garson, who has the mares Grania, Toniata, Lynbrook and a two-year-old, Young Ed, named after Ed Moore.

Garson thinks well of his juvenile and he will start him early in the meeting, as he will be ready to go to the post. Montcalm, raced last season for Frank Piper by Ed Heffner, trainer of Guy Fisher; and Profile, came down in the same car with Garson's equines. Profile is a horse that runs his best race over a half-mile track, and he is partial to the mud, having annexed two or three events during the last meeting held at Southern Maryland.

The horses belonging to Dr. J. S. T[illegible] the Washington druggist, promise to [illegible] a big caper during the meeting. [illegible] Oliver has not less than 18 head in his wing at Benning, and he will s[illegible] a goodly portion of them in the different events to be run, beginning next Wednesday. Superstition, the Pimlico favorite, now races in the interests of Dr. Tyree, but it is likely that the game son of Aldine will be given a race at Marlboro. He has a long stride, and the turns of the Southern Maryland track might prove rather difficult for him to negotiate. Yorkshire Lad and Astrologer will be the main reliances of the Tyree stable. The former raced very creditably last fall and it will be recalled by those who followed the horses during last fall's meet at Pimlico that Yorkshire Lad, with odds as high as 25 to 1 against him, won the memorable race in which Worth, H. C. Hallenbeck's great colt, was so badly cut down that he died later from blood poisoning after every effort had been extended by his trainer, Frank Taylor, to save him.

To Start Robert Bradley.

Oliver will start the three-year-old Robert Bradley, a grand looker, that Billy sent to the post last fall at Havre de Grace, where the colt graduated from the ranks of the maidens. There are eight or 10 two-year-olds in the Tyree string, most of them being by McGee, the get of which the Doctor always held a strong fancy for.

Rapid strides were made during the past week in having the plant in readiness for the opening. The March winds of the last 48 hours have dried the going out nicely and with a spell of fair weather from now on until the opening, a fast track will welcome the thoroughbreds back to Marlboro. Harrows are now being run over the course and it will be in a safe condition when the ponies are called to the post in the initial event of the meeting—a dash for two-year-olds, at about four furlongs.

The association has determined to rigidly enforce its new rule, that it will appoint all of the valets for the jockeys. This rule is in vogue at a number of the big tracks.

ARRIVING AT HAVRE DE GRACE

Horses Getting in for Spring Meeting in Harford County.

Special Dispatch to The American.

Havre de Grace, Md., March 29.—Horses are arriving at the track of the Harford Agriculture and Breeders' Association for the spring meet to be held for 12 days, beginning April 18. Phil Hines' string of 15 thoroughbreds arrived today from Mexico and are ready. The string includes Granite, Insurance Man, Royal Meteor, Supervisor, Adolanta and Mary Ann K.

Amos Turney has engaged stable room and will ship 20 horses from Benning[illegible] April 5. Fifteen carloads will arrive from Charleston on Wednesday. Superintendent Tucker is busily engaged with a force of workmen getting the track and grounds in shape and he says everything will be ready for the opening day.

The betting ring has been enclosed and work on the hurdles will be commenced the first of next week. The bookmaking system of betting will be used this spring as usual, the owners of the track being unable to have the pari-mutuel machine installed in time. The Harford Racing Commission several months ago decided that the machines would be the only system of betting allowed, but when the Breeders' Association found that the machines could not be secured in time for this meet the commission was leniently stated that bookmaking would be permitted, but that at all future meetings betting must be carried on by the pari-mutuel system.

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