HOW TO DRIVE A FOUR-IN-HAND.

By Archibald McDougall, the Well-Known Coach Driver Between New York and Philadelphia.

A young blood of New York who has just recovered from a broken arm has invented a harness by which he can still drive his four-in-hand.

The harness is for himself, not his horse, and it consists of a heavy strap of leather so arranged that it buckles around the body and again around the arm.

By its use the frail arm is held firm and the young blood can tool his own coach.

For the young man of wealth who is ambitious to become a driver of four horses this is the season to begin. The roads are not in the dusty condition that will characterize them later, and the bright panorama to be seen along country highways and byways, where the modest scale of four-in-hand would naturally make his first effort, lends additional charm to an always charming and fascinating sport.

There can be no question that four horses need a deal of driving—in fact, about four times as much as one horse—but if the beginner has driven a single horse or a pair and has ordered a dog-cart, hacking horses, harness, etc., the first thing he will do will be to make himself familiar with the construction of the dog and harness, down to the smallest details. No buckle or bolt is too insignificant to be important at some time or other. With this knowledge of the coach and of the harness, and how it should go on, the driver before starting should walk around his horses and see that everything is all right. Then he should take his position on the box.

The position of the driver of a four-horse drag is more important than that of the driver of any other vehicle. It is often necessary on a moment's warning to exert great strength—for instance, to prevent a team from bolting.

THE MOUNT.

Some drivers before mounting have their whips put across the backs of their wheelers, but those of best judgment think that the whip is safest and best in its socket before the start. It is an awkward undertaking to mount the box whip in hand, and no end of bad accidents have been caused by trying this needless performance.

By far the simplest and safest way of mounting is as follows: Stand by the side of the off wheeler, and take the reins in the left hand, taking them from the backs of the wheelers, where, tucked in just in front of the off wheeler's pad, grooms that understand their business will have placed them.

Hold them as for driving, and draw them all until you feel the mouths of the horses. Then, with the right hand pull the reins from out of the left hand, so that they are looser and longer than the near reins by a foot or perhaps a trifle more. Then, keeping their relative lengths the same, pass these to the right hand and clinch to the seat quickly with the assistance of the left hand.

When seated, pass them back to the left, where the difference in length will be seen to have disappeared, and if any shifting, lengthening or shortening is needed, it will be if the mounting has been properly done, not more than an inch either way. Take the whip in the right hand and the reins are ready for the start.

A perfect team will start almost all together, the wheelers just perceptibly before the leaders, and it should be the ambition of every coachman to have his team get away thus.

Only for stopping, avoiding collisions and in case of all the horses taking a notion to bolt at once is it permissible to pull all the reins back through the left hand. Some of the best coachmen, however, pull back the wheel reins with the right hand in cases where the wheelers are more free and impetuous than the leaders.

It is useless for a beginner to attempt to learn "keeping" except under an able teacher and by actual practice. Locating a rein consists in taking a short loop out of it and holding it beneath the thumb until a change is turned or the obstruction rounded. The rein is then permitted to resume its former position. Giving your leaders an intimation that you are about to round a corner, or, as it is technically termed, "pulling" your leaders, accomplished if the turn is sharp to the left by keeping the near leader's rein and placing it securely beneath the thumb of the left hand. The leaders will then bear to the left. Then the whip hand should take the off rein, both together, pulling and turning and make sure it is not too abrupt.

THE FIRST LESSON.

The first lesson for four-in-hand driving should be confined to learning the start, the stop and the turns, and should be carried on on a broad and level highway. For beginning, an old and well-trained team is the right thing, but the driver must remember that he is not a finished driver until he can hold, turn and stop horses of various and uncertain temperaments.

It is well to drive slowly over the tops of hills, avoid a smash. If the brake is present—and it should not be except when absolutely necessary—it should be put on gently and by the driver himself. How the wheelers are taking their bit work, when to put on the brake and when not to, what pace is safest under the circumstances, are questions that are only to be solved to the driver's satisfaction after years of practice. The inexperienced use of the brake has made many a runaway, and a good horse's mouth ruined for their bit work.

One of the most important features of four-in-hand driving is the proper use and handling of the whip. To be a finished driver he should be able, in a difficult corner, to bring the proper one and sometimes both of the whips to the mouth with his whip. Catching the whip in a different way, the reins in which the stick is thrown to the right front should be first mastered, and afterward the catch of the whip from the seat, whichever the latter one, which is the more difficult, is left to the driver's taste. It is not in use if should be carried with the hand about at the top ferrule, the handle of the whip resting forward and at the same time holding the end of the thong, which should wind around the hand two or three times, about two or three inches below its tip. The whip hand should be held just above the left, and the thong should be held at an angle of forty-five degrees, pointed a little to the front.

HOW TO BE A MILLIONAIRE.

Russell Sage Tells Our Women Readers to Train Up Their Sons to Grow Rich.

A reporter for this newspaper had a conversation the other day with Russell Sage, the Wall street magnate and millionaire. During the course of a talk on money Mr. Sage said:

"In a country so full of opportunities as this every young man has it in his might become millionaire if from the beginning they were taught the value of money.

"It seems to me it would be easier to teach a young man how to become a millionaire than how to use his inherited millions. If you will take a retrospective view of the young men who have inherited the millions their fathers or grandfathers worked hard to accumulate, you will find that very few of them have been anything but spendthrifts.

"If I were bringing up a young man to be a millionaire, or, to put it differently, if a young man whom I was bringing up was to inherit millions, I should want him to feel that he was only a trustee of those millions.

"If his fortune consisted of large factories I would bring him up to feel that he must continue to run those factories as well as himself.

"If his fortune was represented by railroads, by cattle ranches, by mines, or by farms, or by large real estate, I would have him so brought up that he would through life consider those interests as they would contribute to the material welfare of the largest number of people. I would teach him that the truest charity is to keep men employed, that by managing his affairs and his industries on true business principles he is sure to keep his different interests going and in this way keep the largest number of men employed.

"He would thus be doing the truest charity—giving work to his fellow man.

"I would have this young man feel that he holds these millions only for those who come after him, and that to those who are to inherit them after him he must not only leave a clear and uncomplicated business account, but an untarnished name.

"I would teach him to feel that he is not only always responsible for the present, but for the future.

"I would strive to have his character as well balanced that he would not have his head turned by the possession of and the control of millions.

"The most comprehensive idea of character, as I understand it, is expressed by Novalis in these words:

"'Character is a perfectly educated will.'"

WORLD'S BIG TUNNELS.

The longest tunnel in the world is St. Gothard, which is 48,840 feet. The next longest are Mont Cenis, 39,850 feet; Hoosac, 25,080 feet; Severn, 22,362 feet; Nechtsberge, 21,609 feet; Bolle, 21,120 feet.

A FINE OUTLOOK FOR THE NATIONAL GAME.

The New Rules Call for Good Conduct on the Part of the Players and Fair Play from the Umpire.

When the opposing teams trot out from their dressing rooms into view of the lovers of baseball who are assembled to witness the first game of the season in the League series, the rooters can settle themselves into their places with the certain knowledge that, so far as the rules are concerned, they are likely to have a better opportunity to see good ball playing than is any season in the past few years.

It was expected previous to the meeting of the "magnates" in New York City, that there would be a great deal of confusion over the adoption of the new rules. So much was arising concerning the possible dropping of four clubs from the League, the trouble over the St. Louis and Cleveland deals, and the final secession of the Orioles and the Trolley Dodgers that the "crowds" began to fear for one part of a season for the only game that makes life worth the living to them.

But the meeting passed over without any of these difficulties proving insurmountable. And between the new rules and the improvement of business generally—which will have a good effect on the attendance at the parks—the prospects for the season of 1900 seem particularly favorable.

The season this year will open on April 25 and close on October 15, the schedule calling for 154 games. Broadly speaking, the most important change in the new rules are the adoption of the new balls rule and the adoption of the 45 foot pitching distance.

It was recommended, before the rules were changed, not to allow home runs over fences less than 235 feet from the home plate, this rule being likewise accepted. But the resolution was not passed, and the Boston will again have the advantage of their short left field fence, which is only 235 feet from the plate.

The one change that will probably have the most effect on the game this season—so far as the lovers of baseball are concerned—is this:

"No motion can be made by the pitcher to deliver the ball to the bat or to a base without delivering it."

In two ways this rule will improve the game. It will improve base running, because the base runner will know what to expect, and because the pitcher will not spend so much time in making bluff throws to first, thus not making the base runner lag the base so close and, for the reason that the pitcher will not waste time in bluff throws, it will quicken the game.

Frank Selee, the Boston manager, estimates that the new ball rule will increase base running one-third. That will be so much gain for the game, because new records in practiced on little new to ash spectators.

According to Selee the new ball rule is likely to impair the effectiveness of those pitchers who have long, swinging motions, but will not disturb any pitcher's effectiveness who has an easy, natural style not to the new conditions. The slow pitcher for a while will be worried by base runners, however, as pulled out base runners will have more leeway. The slow pitcher will have to quicken his motion, for, as a rule, he is so slow that he is handicapped to the extent that they cannot hold base runners as they do by their present method of the pitcher's gait.

"I don't see why there should be any trouble over the new rules," Selee says. "There is only one interpretation that can be put on them that I can see. Before they have been in force a month or so the game quicker, the rule cutting out bluff throws should help batting a little. Yet we see batters get nervous waiting for a pitcher to pitch, and consequently lose a chance of hitting safely decreased. With the pitcher working faster this will not happen so much."

Baseball judges think that the new rule regarding foul tips will result in a small increase of base hits. As things are now, foul tips are strikes unless the catcher goes outside of his lines. Not a few chances for base hits have been killed by a foul tip skipping back directly into the hands of the catcher. One of these was sufficient to put the batsman out, whereas three are required now, and the chances for hitting safely increased proportionately. Even if the batsman is not hit safe he might have hit the ball out and reached his base through an error. Under the new rule the batter is more run getting are improved by the new foul tip rule it generally happened, as we showed, that the best batters were apt not on foul tips, and nothing was more provoking to the rooter than to see a good batter go out in this manner. Indeed, when a hit was expected. The rule will lengthen the game a little, but not enough to offset the improvement it will bring.

Speaking of increased batting, "Duke" Farrell, the Washington catcher, made an interesting comment on the situation the other day.

"They're always looking for ball players who can hit," the veteran backstop said, "and a ball player isn't much good unless he can hit. At the same time a pitcher, in order to be valuable, must keep batsmen from hitting. Then, you have it. Ball players must be able to hit and pitchers able to see that they are not batted out. That certainly strikes me as being an inconsistency."

In addition to these rules just mentioned and those intended to punish all sorts of rowdyism, either on the part of players or spectators, the new schedule will interest baseball enthusiasts most are the following, concerning the new system of selecting the umpire staff:

THE UMPIRE.

Sec. 39—Umpires—A staff of League umpires and assistants shall be selected by the secretary before the opening of the regular season.

Sec. 40—Duties—Applications shall set forth, under oath, the age, residence, sobriety, experience and such other qualifications as may be required by the secretary. Blank forms prepared by the secretary, indorsed with such guarantees satisfactory to him, shall be furnished on application. In the selection of such indorsements, however, the secretary shall make inquiries and post himself, so far as practicable, as to the merits and qualifications of each applicant.

Now other rigid rules and requirements, too lengthy to be given here, make the question of a perfect umpire an easy one.

The recent training trips of the League players in the South show very clearly how the managers realize the importance of their men being physically fit when they begin to play the championship games in earnest.

It would be a beautiful thing, perhaps, if it could be arranged so that clubs admitted to the New York, Brooklyn and Boston, on the one hand, and Chicago, Philadelphia seaboard, could go to say some Southern city, and stay away a week or two before the season opened. Then, if the uncertain and more often trying spring climate. Even with the extra traveling to the north from the South, the shift in climate is likely to be too sudden and adds to a certain extent the most results of the preliminary work.

History shows that there may be something in this arrangement. In 1894, for instance, the Giants opened in Baltimore, then went to Washington and then came home. That year they won the Pennant Cup. In 1895 the New Yorks came from Savannah to open at home with the Brooklyns. They finished ninth that year. In 1896 they opened in Washington, after a number of days' rain, and then went to the closing weeks. In 1897 they opened in Philadelphia and the finish saw them relegated to fifth position as third place. In 1898 they opened at home with Boston, lowered around the extreme South for a week or so, and the summary of their play lets seventh place is still fresh enough to be painful.

Frank De Haas Robison and Jim Hart have the name of being more than usually shrewd in baseball matters, but it may be that it is just an accident of the schedule that their teams keep away from the cooler weather of the climate of Cleveland and Chicago so long as to be unfair at the beginning of the season. And it may be that they are going to those clubs for the last two years in search of something. In 1897 the Cleveland team opened in Cincinnati, then went to St. Louis and then to Louisville before coming home. Last year the Orioles opened the season on the road and they appeared at home.

The Cleveland's have pursued practically the same plan for the last two years, playing in Cincinnati, St. Louis and Louisville before opening at home. All this may have happened without arrangement, but such is the geographical location of the clubs that it could not have been arranged more advantageously if it had been the result of design and not chance.

If the schedule could be so arranged, and it is easily could, the New Yorks and Brooklyns could open in Boston for a few games in the Chicago and Cleveland book. It would be quite fair to all the clubs for the Giants and Bean to open at home, games over here the lingering to the tap-of-spring heat, says away from the cold winds.

A week or ten days may make a good deal of difference in providing suitable and seasonable weather. The New York Brooklyn and Boston teams would make the ring around the southern part of the Eastern circuit at the opening, just as easily as the Chicago and Cleveland teams have been going in the West.

W. R. McCORMICK.

EAGLE SAM'S NEW CRUISERS.

The six protected cruisers of about 2,500 tons trial displacement, are to be steamboat and supported, and in have been designed with a view to a good cruising qualities, great radius of action, and are to carry the most powerful armament for their class, and are to cost, exclusive of armament, not exceeding $1,113,000 each. So far as known the best regular the United States will take the utmost pre-

A WONDERFUL ORNAMENT FOR A BRIDE-ELECT.

THE DIAMOND GIRDLE

THIS MAGNIFICENT DIAMOND GIRDLE IS AMONG THE GIFTS SHOWERED UPON MISS VIRGINIA FAIR, WHO, ON TUESDAY, WILL BECOME THE BRIDE OF WILLIAM K. VANDERBILT JR. THE GIRDLE WHICH RIVALS THE FAMOUS ARTOIS STOMACHER, IS COMPOSED OF SIX ROWS OF MAGNIFICENT DIAMONDS PERFECTLY MATCHED. IT IS SAID TO HAVE COST ABOUT THE DOUBLE OF DIAMONDS AND PEARLS.

THIS IS THE TIME OF YEAR WHEN THE CHAPPIE DRIVES HIS TANDEM AND TOOLS HIS COACH ALONG THE PLEASANT COUNTRY ROADS. READ HOW TO DRIVE A FOUR-IN-HAND AND HOW TO MOUNT GRACEFULLY TO THE BOX SEAT.

WHEN ONE OF THE WELL-KNOWN WHIPS OF NEW YORK BROKE HIS ARM HIS PHYSICIAN INVENTED A HARNESS BY WHICH HE COULD DRIVE WHEN THE ARM WAS HEALING.

THE EAST AND WEST WILL BE PITTED AGAINST EACH OTHER THIS SEASON IN A CLOSE CONTEST FOR THE WEST HAS SOME WONDERFUL PITCHERS. RUSIE AGAIN HEADS THE TWIRLERS OF THE EAST.

RUSIE, ONE OF THE BEST TWIRLERS IN THE EASTERN DIVISION, IN MOTION.

RUSIE'S POWERFUL RIGHT.

cession in awarding the contract. Not more than two of the armored cruisers are to be scheduled to be built by one constructing party, and all contracts are to be awarded to the lowest bidders. Under the law, however, the power of the President and the Secretary that he has a right adequate for the building of a battleship or cruiser to the best advantage, and he must give every assurance that it will be carried out in a reasonable time.

OUR NEW BATTLESHIP.

According to our South and Central American friends, we are to have in the near future, a most wonderful battleship. It is not a ship, or squadron of battleships, and the small amount of money is to be raised by the boys of our country.

The battleship now planned will be a thousand feet long, and will have a displacement of something less than fifty thousand tons.

She is to be manned by another 15 thousand men, and will carry no smaller 12-inch guns.

And the American warship is to sail along at the rate of forty knots an hour!