

RECORDS MADE ON THE SAUCER

As Compared With Last Season's Achievements in Salt Lake.

OUTLOOK FOR THE FUTURE.

How the Local Professionals and Amateurs are Showing Up - New Riders are Coming Soon.

Indications point to a measurably successful season for the Salt Palace saucer, and the manager of the track, Mr. Hishel, is doing his utmost to make each succeeding meet more interesting than the last.

It was thought by some that the opening of the Butte track would be a severe blow to the one here, but it seems that those who made that prediction were mistaken. It is true that some of the fastest riders left here to go to Montana, but it reports are true most of them will be glad enough to return before long.

It is the belief of those in charge of the local track, that the race loving public wants to see "new faces on the saucer," and the management intends to gratify their desire.

RECORDS BROKEN THIS YEAR.

Up to date the races have been unusually good and a number of records have gone tumbling. On June 4th Eddie Smith rode in the quarter mile open saucer, covering the distance in 39.25, equalling one-fourth of a second from the record. John Chapman's record of 1:01.15 for a half mile, was beaten by W. E. Samuelson, a Utah boy, on June 23rd. His time was 1:32.45. The one-mile handicap professional record made by John Chapman last September was also broken here by Iver Lawson. Chapman's time was 1:35. Lawson's time stands at 1:30.45. One week later Floyd McFarland of New Heaven, lowered the record one-fourth of a second. Then there is the one-mile tandem handicap record, which has been beaten here this year. On June 23rd last year, Lukas and Samuelson made the time of 1:39.25. Eddie Smith and Earl Clayton lowered the record eight seconds. They rode the mile in 1:31.45. In the second half of the same event, Heagren and Hume made the time of 1:35, and in the third heat, Gramos and Angell rode it in 1:30.55, so that all three heats were under record time.

On July 27th last year a record of 20.25 was made in a ten-mile motor cycle race, and those who witnessed it thought the time was marvelously fast. But one week ago last night, in the match race between the Turvilles and Chapman and Vaughan, the latter won the race and covered the distance in exactly seventeen minutes and fifteen seconds, beating the record just three minutes and eight seconds. Then there are the two ten-mile lap races, won by Billy Vaughan. In the first, a track record of 22.48 was established, and in the second the speedy Californian brought the time down to 21.02.

Thursday night two more track records were beaten. The five-mile motor record of 10.42, was brought down to 9:14.25.

The two-mile open, amateur, track record of 4:13, was brought down to 4:02.45 by Eddie Smith.

These records are all accurate and go to show beyond a shadow of doubt that the riders are doing better work on the saucer this year than ever before, and they are getting into better form every day.

FORM OF THE RIDERS.

Some of our Utah boys are showing up exceptionally well this year, and their prospects for the future are, to say the least, bright. There is W. E. Samuelson of Provo, who is now a full fledged professional. He has given an excellent account of himself in the races he has entered so far, and bids fair to do better.

Eddie Smith is riding unusually well and has only been vanquished by Hoffman, who is now in Butte. Prominent among the amateurs who are making rapid strides are Little Leo Bowers and Earl Clayton. The latter has a quick, snappy sprint in him, and with a little head work will make a fast rider. Will King, who turned professional this year, is another erstwhile amateur who is surprising the bicycle enthusiasts quite frequently. Clem Turville is also riding better than he did last year. W. B. Vaughan is training hard every day, and promises to hold his own with the fastest of them. It was supposed last year that John Lawson's sprinting days were over, but judging from the "old boss's" exhibition on one or two occasions this season, those who thought so were mistaken.

So, then, judging from the achievement so far, it is reasonable to presume that the prospects for the most successful season the track has yet enjoyed are bright and promising.

MOTOR PACED EVENT.

Fifteen Mile Match Race Between Chapman and Turville.

If present plans are carried out there will be a highly interesting and exciting race on the Salt Palace saucer Tuesday night next. John M. Chapman is expected to ride against Clem Turville in a fifteen-mile match motor paced race. The purse offered is \$120, \$100 for the winner and \$20 for the loser. There is considerable rivalry between the two men, as Turville defeated Chapman in a similar event here last summer and the boy from the sunny South is anxious to get even with the lad from the Quaker city.

If Chapman enters the races Tuesday night he will remain here for the balance of the season.

MORE BASEBALL WANTED.

Not Enough Games to Satisfy the Fans in Two Months.

According to the Intermountain baseball schedule there are thirty-seven games to be played, including tomorrow's contest, before the season closes. Out of that number Salt Lake gets eight, Ogden five, and Park City nine. Of course some of the games will be transferred to Lagoon and that will necessarily lessen the number to be played here. Even at the best it is not enough to satisfy the craving of the fans for over two long hot months and it is strange that some effort is not being made to provide for more games. The scheme of Manager

Stoney of the Lagoon team, to play out the present schedule as soon as possible and then begin a second season is certainly a good suggestion, and is practicable. If the clerks are given a half holiday on Wednesday as outlined in the "News" for a few days since they would not detract from the game on that day and it would be profitable for the teams.

AMATEURS WANT LAP RACE.

Clamoring for a Ten Mile Event But Manager Hishel Says Nay.

The amateurs down at the Salt Palace are trying to induce Manager Hishel to put on a ten mile lap amateur event, but your Uncle Bill is a bit too wise and says nay, nay.

BALL TEAMS HAD LUCK.

Park City Nine Plays Some Good Games but Cannot Win.

An unprecedented streak of bad luck has hovered around the Park City baseball team almost from the beginning of the season's games—and it is rather hard to account for it. The record shows that their fielding and batting averages have been comparatively good, and in many instances they have played a better and closer game than the opposing team, but somehow it has been next to impossible for them to win out. On several occasions they have had games all but won but at the last moment something would happen to cause their defeat.

On June 23rd they had decidedly the best of an argument with the Salt Lakers, but the score was tied in the ninth inning and Salt Lake won in the tenth. And so it has been with many of the games, but the bad luck has stuck with them.

JACK DOYLE WAS WRATHY.

Chicago Team Player Whips a Bleacherite for an Insult.

Jack Doyle of the Chicago team was up to one of his old-time tricks again on Monday, when he jumped into the bleachers and assaulted one of the spectators. Of course, it is unfortunate that Doyle should adopt such methods, as it hurts the game, but sometimes a player is justified in doing just such a thing. What right have a lot of hoodlums to insult the players on the field. In the first place it is the most cowardly kind of an act, because the insulter on the bleachers or stand, for that matter, are behind a wire screen and a player is forced to go to extreme measures to get at them. They call this and call the players all kinds of names, whereas, if they met the same player on the street they would hide in some doorway until he passed. Rooting for the home team and poking fun at the players is all right and helps to make the game interesting, but insulting a player and becoming personal is all wrong. Every league should pass a rule ejecting any spectator who insults a player from the grounds and the same ought to hold good with the player if he insults a spectator. That Doyle could not stand it any longer and did not care for the consequences of his act is about the truth of the matter.—Record Herald.

MACABEES VS. SALT LAKES.

Professionals Will Play Amateurs on the 12th at League Park.

Next Friday at 11 o'clock the Salt Lakes will play their first game this season with an amateur organization, The Macabees of tent No. 2 have organized a fast team and are anxious to try conclusions with the professionals. When the contract was first made, it called for the game at 1 o'clock, but on account of it being Macabee day at Saltair, where many prizes are to be given, it was thought best to change the hour to 11 o'clock. The day is set apart for a celebration of the Macabees from all over the State and at least two thousand of "bees" will come buzzing into town, and those who come early enough are sure to attend the ball game.

Game Called Off.

The game scheduled to take place at Park City on the 14th between the K. O. T. M. No. 2 team and the Ontarios has been called off.

When the arrangements were first made the managers of the teams did not think of the fact that on that date a league game is on at Park City. The game will be played at a later date.

The Butte Saucer.

Captain T. O. Angell, who built the saucer, was without doubt the most pleased man in Butte last night. The occasion for his glee was the successful trip of the motor cycle. Some alleged wise ones had claimed that though the saucer was all right for bicycles it would not do for the motors. They argued that the machine would get up such speed that they would run off the track. Captain Angell thought otherwise but waited for the test last night. He had the satisfaction of learning from both Chapman and Lawson that the track was perfect.—Butte Intermountain.

Notes to Wheelmen.

There's positively no need to endure discomfort by reason of chafing, sunburn, insect stings, sore and perspiring feet or accidental bruises. You forget these troubles in using Bucklen's Arnica Salve. Infalible for Pimples, Blisters, Skin Eruptions and Flics. Sold by Z. C. M. I. Drug Department, 25 cents.

A Royal Time at the

FREE STREET FAIR AND HIGH CARNIVAL

Given by the Business Men of Salt Lake in honor of the

54th Celebration Of the Pioneers, JULY 22-27 Inclusive.

6 Big Day Parades!

2 Illuminated Night Parades!

Gorgeous Fire Works!

A Midway of High Class Attractions.

Beautiful Electric Decorations.

Reduced Rates on all Railroads.

CHARLES AND CLEM TURVILLE.

Known in Riding Circles as the "Motor Brothers."



ABOVE is an excellent likeness of Charles and Clem Turville, not inappropriately called the "Motor Brothers," on their famous three-and-a-half horse power motorcycle, on which they have broken so many records during the last year.

Charles is twenty-eight years of age, weighs 140 pounds, and began his racing career in Philadelphia in 1896, entering the professional class from the start. He won the first race he ever entered, it being a one-mile professional novice. He also won many races from five to fifty miles. Charles first became prominent in the racing world in 1898, when he rode in a 142 hour contest at Madison Square Garden in New York. He finished eighth, and one month later started all New York by riding twenty-four hours without dismounting once. In that race he rode 450 miles and got second money. That was the first twenty-four hour race ever pulled off. The same year he went to San Francisco with the American Racing association and rode another twenty-four hours without dismounting from his wheel. At that time he got the credit of being the greatest twenty-four hour rider in the world. In the first team race at Madison Square Garden he won second individual money. Last winter he again entered the races at New York, but met with an accident which laid him up for several weeks.

Charles Turville is regarded as being one of the best middle-distance riders in the world, and he has few equals in following pace. When once he tacks onto the rear wheel of a motor it is next to impossible to shake him.

Clem Turville is twenty-five years of age and weighs 150 pounds. Like his brother, he began racing at Philadelphia in 1896, riding with the professionals. Clem has kept no record of his achievements on the track because, he says, "it don't amount to anything." At Allentown, Penn., Clem rode away from a fast bunch of riders in a mile open professional. From the time he began racing until he came here he has finished second but few times. On the Salt Palace track during its first season he won every two-mile race, open and handicap, and also broke the world's record for an unpaced mile on an eight-lap track. His time was 2:01.15.

He made another splendid record in 1900 at Los Angeles when he won the mile-handicap professional in 1:55, with a 35-yard handicap.

The riders who have a quicker sprint than Clem Turville are few and far between. This was demonstrated last Tuesday evening when he surprised the crowd at the Salt Palace by jumping out on the home stretch and winning a race from Samuelson and Vaughan. Put the two riders on a motor and you have one of the very fastest motorcycle teams in existence. Salt Lakers will remember how they broke records here last summer for various distances, and won every motor event they entered. The Turvilles will ride on the Salt Palace track the balance of the season. They are both rapidly getting into good shape and will certainly make a good showing before the last race is run.

ENGLAND'S GREYHOUNDS.

She Built Nearly Thrice What the Rest of the World Did Last Year.

The acquisition by the Americans of the Leyland line of steamships and the possibility that other services may pass into the hands of alien owners, direct particular attention to the condition and strength of England's ocean-going carriers. It must strike observers as a singular coincidence that this wholesale absorption of British vessels should synchronize with the launching of the greatest vessels ever seen afloat, that the Leviathans of the White Star should be taking the water just as famous ocean greyhounds should be passing from the possession of this country. The majesty and omnipotence of our maritime standing is thus vindicated on the one hand, while on the other, national pride, if not commercial instinct, sustains something of a shock.

While the absorption of a whole British company by an American syndicate rather gives us pause, the effect of the transference is, after all, but as a flea bite. The sale of a corresponding number of English ships to America, as units, would have had no exciting significance. The English merchant service is still incomparably ahead of that of any other power. In round figures we possess about 11,000 ships—this out of a total of 23,200 ships of all nationalities, and of over 100 tons, afloat. America is second on the list with very few more than 3,000 craft, and Norway third with about 600 fewer. These were built during 1899 in the United Kingdom exclusive of war ships, 726 vessels of 1,416,701 tons gross. Of these 714 of 1,414,774 tons were steamers, and 12 of 2,017 tons sailing ships. The warships launched during the year at both government and private yards numbered thirty-five, and were of 168,190 tons displacement. This made the total output of the United Kingdom for one year amount to 761 vessels of 1,585,381 tons.

In the same period there were launched from all the other shipbuilding yards of the world 392 steamers of 336,135 tons, 25 sailing vessels of 174,902 tons, and 56 war vessels of 116,170 tons displacement. Britain alone, then, produced 462 more vessels than all the rest of the world put together. The total output for the world was 1,946,000 tons steam, and 476,000 tons sailing vessels. Allowing for vessels lost or broken up, the sailing tonnage was, on balance, reduced by 106,000 tons, England figuring under this head with 185,000 tons ordered opposite her name. In 1899 her sailing percentage was 10 per cent; if divided down to 9.4 in 1899, England's steam tonnage, however, had increased by 43,000 tons. The steam tonnage of the world was increased by 1,601,100. England claimed 54 per cent of the production. An analysis of the destination of the ships built by England during 1899 shows that 1,147,669 steam tons and 2,917 sailing tons, were for ports in the United Kingdom; while sales to colonial and foreign owners amounted to 610,000 tons, more than four times the gross tonnage of the Leyland line.

When Queen Victoria ascended the throne a sea-going steamer was scarcely reckoned as among the practicalities of the age. When she died the empire possessed of merchant and passenger steamers so many that had the existing stock been turned out at the rate of half a score a month during all the years of her reign, the aggregate could not have been attained. The develop-

ment of steam navigation by Great Britain has been one of the most remarkable factors in her enormous extension of empire within the past hundred years. America had her steamships plying in inland waters very soon after the first British steamship made its initial voyage on the Forth and Clyde canal ninety nine years ago. Steamboat services were an established means of conveyance on the American lakes and rivers before a similar development benefited England. It is interesting to note that steamboats were plying on the Thames as far back as 1814. The first Trans-Atlantic liner to steam its way from America to England was the Savannah named after the port from which it sailed in Liverpool in 1819. The voyage occupied twenty-six days. The captain and crew of the Savannah were feted and feasted like any heroes, and the exploit was deemed the very finale of hardihood and skill. But the new form of navigation did not oust the old for many years. The Royal William did not make its appearance until fourteen years had elapsed, and its performance in making the voyage from Quebec to Gravesend in what was then astonishing time, did not disturb the security of those who plumed their faith to sturdy spars and stout canvas. The ancient mariner steadily applied himself to the teaching of the Old Testament, and putting not his trust in princes declined to be any more meddling in adventures who put to sea in a glorified tea kettle. This was a ship occupied a good deal more attention in the workshop of the experimenting engineer than upon the sea. Various improvements were brought to light, and the Archimedes, the first practical screw steamer, was built in 1836.

A happy combination of brains, initiative and money brought about the first service of Atlantic steamers. Mr. Samuel Cunard had pictured such a service as he turned things over in his Nova Scotia home, and he came to England to seek, and find, the necessary complement of himself in Messrs. George Burns and David Melver, two prominent shipowners, and Mr. Robert Napier, an expert shipbuilder on the Clyde. In 1839 we could build rapidly and well; indeed, even then, our merchant marine was greater than that of any other country of the present day. By the following year Mr. Napier had four steamships ready, and the British and North American Royal Mail Steam Packet company was an accomplished fact, with a contract for the conveyance of the government mails at \$900,000 a year. The Britannia was the first of the line to make the voyage, and covered the distance between Liverpool and Boston at the rate of eight and a half knots an hour, reaching that port eight hours after the expiration of a fortnight, to bring Mr. Cunard, the head of the firm, 1,800 invitations to dinner in eight and twenty hours. The vessel was 290 feet in length, 34 feet in width, carried 225 tons of cargo and ninety first-class passengers, and was the wonder of the age. So commenced the regular service of Atlantic liners in which the Cunard boats have always been so prominent. Charles Dickens was among the many distinguished passengers of the early days, and his lively description of the embarkation scene makes us wonder what he would have written could he have had a glimpse of the mighty craft of today with everything he depicted, save the bustle and confusion magnified a hundredfold—the stores, out of

which the captain could keep his boat going round the world in eighty days or less without halting to re-coal or take in an ounce of ration for the 2,000 passengers whose he had to carry.

Since the Britannia made its first trip across the Atlantic over forty lines of steamships for passenger and cargo have sprung into existence, and all but a dozen of these are Anglo-American vessels, in which class upon 10,000 persons cross the Atlantic every week, and cargo beyond ready estimate. The most important lines are a dist of three-quarters of a million miles a year and carry well over a hundred thousand passengers each. Important lines, not necessarily the greatest of all, the on-line cheap express of the White Star line, with its fleet of "White Star" liners, and a host of unimpaired size and dazzling speed, have a vast array of men in a thousand and are engaged in the growth of the White Star line is an interesting illustration of the development of our shipping. The firm was founded in a very modest way by the late Thomas Wilson, who found the assistance of a couple of young men, clerks of the office, for the discharge of the clerical duties of the firm. Now the business demands the best exertions of a staff of 250 clerks, while all told the employees numbered upon the firm total 10,000. The vessels of this line have, from the original "White Star," with which the firm started business, become one of the finest of our merchant fleet, nearly a hundred in number, and are to be found in almost every sea.

The capital invested in British passenger and cargo steamers now reaches an enormous figure, as may be estimated when it is considered that the latest thing in liners runs away with practically a million sterling. With vessels of such strength, and in such numbers, England's supremacy at sea, in some of the rivalry of other nations, and the organization of our American cousins, is likely to remain an established fact for many a day to come.—London Black and White.

Troubles of a Minister.

To benefit others Rev. J. T. W. Vernon, of Hartwell, Ga., writes: "For a long time I had a running sore on my leg. I tried many remedies without benefit, until I used a bottle of Electric Bitters and a box of Bucklen's Arnica Salve, which cured me sound and well. Sore, Eruptions, Boils, Eczema, Tetter, Salt Rheum, show impure blood. Thousands have found in Electric Bitters a grand blood purifier that absolutely cures these troubles. Satisfaction is guaranteed or money refunded by Z. C. M. I. Drug Dept. Large bottles only 50c.

Universal satisfaction given by

KINGSFORD'S OSWEGO "PURE" STARCH

for the Laundry.

... BANKRUPT STOCK ...

LADIES' SILK SHIRT WAISTS

Just Received.

200 Ladies' Tucked Front and Back all Silk Shirt Waists, nobby colors, Light blue, Light Pink, Light Green, Navy Blue, Canary and Cerese, sizes 32 to 42, and latest style, bought at a great sacrifice. Every Waist worth \$4.00.

COMMENCING TODAY, JULY 6th,

You can take your choice at the ridiculous price of

\$2.59

Sweeping July Clearing Sale.

COMMENCING TODAY entire stock Men's, Ladies' and Children's Shoes, Underwear, Hosiery, Wash Goods, All Waists, Wrappers, Parasols, Corsets, Muslin Wear, Silks, Gloves, Ribbons, Sheetings, Gents' Shirts and Hats, at

BARTLING'S NEW YORK CASH STORE.