News of the Sporting World at Home and Abroad

MURPHY HAD MANY CLOSE FINISHES

Great Colored Rider Was Undoubtedly a First Class Jockey.

HE SCARED LUCKY BALDWIN.

On More Than One Occasion Purposely Held Back Sure Winner to Make Race Fast.

C. C. Pettus of the Washington Star is author of the following interesting story concerning Jockey Isaac Murphy's close finishes:

Pointing to the painfully incompetent work of the young jockey at Saratoga this week, which resulted in his mount Mark Antony being disqualified for a race that he won by nearly two lengths after swerving into Sir Toddington, Henry Harris, one of the few capable colored trainers we have left, said: "I never saw a negro jockey in my time ride such a slovenly finish as that, and I have seen the best of them all over the country from Abe and Walker to Murphy. Why, Murphy would have nailed that Anthony horse so close to the rails today that he would have beaten Toddington only an eyelash, committed no foul, and yet have his pounds up his sleeve. I saw Murphy here one day. On Lucky Baldwin's Volante purposely draw a winning finish for the big race so fine that Baldwin in his excitement swallowed his tobacco cud!"

But fast friends as Lucky Baldwin and Murphy became, the latter's liking for close finishes was not to the Californian's notion; and one day at Saratoga, after Baldwin had made a big wager on Rapio, and the horse only won by a few inches, when he could have won by a length, the tall Californian told Murphy to cut out those nod-and-neck finishes, thereafter, and win by larger margins, so that nearsighted judges coud not fail to see him first.

Now, while Murphy deferred to his employer, he did not like the lecture he got and told the other boys in the stable that he was going "to get square with the old man" for his crustiness, and that the next time he rode Volante he would draw the finish so fine that the old man in his nervousness would swallow his "cud"—i. e., his tobacco.

HE GOT EXCITED.

Baldwin was an inveterate tobacco chewer, and when he got excited he did chew fast and furious, hence Murphy's mischievous plot to even matters with him, as he put it. The opportunity came a week later. Volante won the Grand Prize of Saratoga, a mile and three-quarters, and as the horse was at his best his owner prepared to put down a big bet on him. Baldwin had a red-headed commissioner, Monty Wills, that was a pretty lively hustler when it came to getting "up" prizes, and while Baldwin himself was in the auction quarters and bought the horse, Wills shot around the ring like a human catapult, and then came back to where the old man sat in his stall and "compared" with him.

Wills had got something like $5,000 down at odds averaging 4½ to 1, and Baldwin had acquired, by right of surprise, auction pools on Volante calling for half as much more. Half of Wills' commission was with one bookmaker, Fred Cridge, generally one of the most polite and suave of layers, but who occasionally got a "bee in his bonnet" against certain horses, and overbooked his book to his sorrow afterward. Baldwin and Wills, after "comparing" left the auction booth and went to the grand stand to see the race. The horses were just coming on the track. Volante and Murphy led the parade, and the round-bodied Californian looked at his best, which, however, was not very attractive to those who did not know the horse. Volante, like Tenny, was inclined to be flat-sided, and looked more like a plodding horse than a thoroughbred racer.

Volante had up top weight, 118 pounds, in this race. The grand prize was a mile and three-quarters, and as soon as the light weights started out to the race Murphy took such a stout hold on Volante that Baldwin's horse dropped back to last position.

BALDWIN ANXIOUS.

Leaving the grand stand at the end of the three-quarters of a mile Volante was all of 20 lengths behind the leaders, and though there was yet a mile to go Baldwin began to stew and fume. Turning to Wills he said: "Look at that half-headed blank Irishman. He knows I have a big bet on this race, and of the $2,000 purse. Yet he lays so far that my horse has to outstand itself when he does let him go. And when I say anything to him he pouts and sulks."

By this time the front runners were at the quarter pole and, while Volante had closed up a bit, he was still far behind, making the back stretch as to look hopeless out of it. Reaching the half mile pole he was still a dozen lengths behind, and Baldwin, who was sitting in the top row of seats, arose and began to walk up and down, saying to his commissioner and a couple of other friends: "If I only had a whip long enough I'd wake up that nigger, blast him!"

Wills and the other two men, however, were in Murphy's secret, and as they winked at each other began to encourage Baldwin, who was now in a ferment, for the leaders were now at the three-quarter pole, and while Volante had begun to close up, he was still 10 lengths back, and the finish only a quarter of a mile away. Then Baldwin gave up and started for the stairs, saying: "It's no use, boys. That black rascal has waited too long and he will never get up. I am going down town. I won't stay here and see my horse beaten."

Baldwin by this time had gone down several stairs, when Wills called him: "Come back, governor, come back! Murphy has got a-going." When Baldwin reached the top of the stairs the field was in the home stretch and Volante, though still back half a dozen lengths away, was coming with a rush like an express train. The big crowd was in a roar of excitement, some shouting for the leaders and others calling on Murphy to "Wake up that horse."

SWALLOWED TOBACCO.

At the furlong pole Volante was within four lengths of the leader and closing fast. But the distance looked too short for him to get up, and by this time Wills and his two conspirators had forgotten Baldwin in their excitement and were yelling at Murphy in language not exactly parliamentary.

As if Murphy heard them and recognized their voices, he now for the first time in the race raised his whip and gave Volante one reminder, and one only. That was enough, for the horse came from it like a shot from a gun, and, reaching the leader 50 yards from the finish, got up and won by a head in the last strides, amid the shouts of the crowd. As Wills turned to look for Baldwin he was leaping over the railing with his back to the track. He had swallowed his tobacco!

For a week afterward Murphy kept out of Baldwin's sight until his employer had time to cool down. He never afterward gave Baldwin quite such a shock.

SEASON OPENS OCT. 1.

Many Improvements Made at Salt Lake's Big Auditorium.

President O'Mara of the Auditorium association conducting rinks in Salt Lake and Ogden, made the announcement this morning that the roller skating season would open at the Richards street rink on Oct. 1, at which there will be a number of interesting features.

Since the rink has been closed many marked improvements in the big building have been made and others are going on. Recently the company purchased a large electric floor surfacer, which will be used in the two rinks to keep the floor level, polished and clean. Several hundred pairs of new skates have been purchased and the interior of the building has been given a thorough overhauling and cleaning. One of the features, says Mr. O'Mara, will be the music by Held's ban, which will render the latest New York musical hits, afternoons and evenings.

There will be sessions in the mornings from 10 to 12, in the faternoon from 2 to 5, and in the evening from 7:30 to 10:30. Mr. O'Mara is now engaged in signing up for many special attractions.

ATHLETIC CARNIVAL.

Professional and Amateur Contests Are Being Arranged For.

Portland, Or., Sept. 13.—A special dispatch to the Oregonian from Seattle says: C. W. Mott, immigration agent of the Northern Pacific, today presented to Director General I. A. Nadeau of the Alaska-Yukon-Pacific exposition, plans for the greatest athletic carnival this country has known. Mott proposes the 1909 fair shall erect a stadium on the exposition grounds and plans be arranged for professional and amateur contests that will commence when the exposition opens and continue through the summer, with a championship series between the American and National league baseball clubs. Nadeau will recommend the plan to the exposition directors as the most feasible way of giving some big characteristic feature to the Alaska-Yukon-Pacific exposition. If the program is carried out every athletic club in the world will have a committee prepare for entries in both professional and amateur branches of every kind of sport. Golf, tennis, yachting and a few other sports may have to be held outside the exposition grounds.

JAMESTOWN CUP RACES.

Norfolk, Sept. 13.—The Sue won the second race in the series of the international cup yacht race, class P, at the Jamestown exposition this afternoon and gets the Roosevelt cup, she having won the first of the class P races Wednesday.

The race today in the class Q series for the King Edward cup was won by the Capsicum, with Little Rhody second and Manhassett third. The first of the races for the King Edward cup was won Wednesday by the Manhassett. Today's races were twice over a triangular course of seven miles.

MILE A MINUTE MOTOR BOAT.

A new form of motor boat has just been launched at a French shipyard and, if expectations are realized, will rush through the water at a speed of a mile an hour. The secret of this speed is what is known as a "typhonoid" propeller and which is set at the bow instead of the stern. It operates by suction, instead of pushing the water backward, and has six blades on an axis, terminating in a cylindrical tube. The motive power is supplied by two four-cylinder V-type motors of 60-horse power each and double ignition by magneto and accumulators is provided. The length of the boat is 59 feet over all, with a beam width 4 feet 7 inches.

DEEP SEA FISHING OFF CATALINA.

PHIL S. O'MARA.

Of Salt Lake and a Hammer Head Shark, Which He Landed With Light Tackle After a Whole Day's Fight.

MRS. O'MARA.

And Her Jew-Fish Quarry. It Took Her Four Hours to Land It With a Nine Strand Line.

LIPTON WANTS AMERICA'S CUP

Sir Thomas Issues Another Challenge for Next Year.

NEW RULES IN THE BIG RACE.

Proposes to Send Two Boats for Tryout On Sandy Hook—Challenger Best of Two.

New York, Sept. 13—The New York Yacht club received a cablegram today from the Royal Yacht club at Dublin, that the challenge of Sir Thomas Lipton for the America's cup, made in the name of the Royal Irish Yacht club, was mailed to the New York Yacht club at Dublin today. Members of the New York Yacht club, discussing the news that Sir Thomas sent a fourth challenge for the America's cup, today said that the challenge would undoubtedly be accepted, but that until the arrival of the challenge nothing official would be announced. Club members said today that when the club holds its meeting to consider the challenge it will be accepted and syndicates will be formed to build two or more defenders.

The new racing rule has proven successful and many yachtsmen who would decline to build a club yacht under the old rules because of their utter uselessness after an international contest, are expected to join syndicates to build several boats which can be converted into cruising sloops or schooners in the event that they fail to be selected to defend the America's cup.

It is learned from an excellent source that Nat Herreschoff, designer of the Reliance, Columbia and other successful cup defenders, has the plans well under way for a cup yacht to be built under the new rule. It is understood that other designers will be called upon for plans of a cup yacht. It is not unlikely that Captain Charles Barr, who sailed the cup defenders Columbia and Reliance, will be selected to sail the defending yacht next year.

WORKING ON MODEL.

London, Sept. 13.—Sir Thomas admitted that the Royal Irish Yacht club was challenging in his behalf and that a cable dispatch on the subject would be sent to the New York Yacht club today, advising them that a challenge for the cup would be forwarded on the Umbria, which will touch at Queenstown Sunday next.

From other sources it was learned that Fife would be asked to design Sir Thomas Lipton's challenger if he is not already at work on the model of Shamrock IV, for that is to be the new yacht's name. Sir Thomas is credited with saying that if he does not win this time he believes it is impossible to bring the cup back to these shores.

Neither Sir Thomas nor his secretary would divulge the contents of the challenge, saying that they thought in all courtesy to the New York Yacht club the latter was entitled to be the first to know the contents.

The present challenger, like the previous Shamrocks, will have to be sailed across the Atlantic, but it is understood that she will be so built that the handicap on this account will not be so great as in former years. It has been reported that Sir Thomas intends to send two yachts across the Atlantic, and that after trying them out on Sandy Hook courses he will enter the best of the two in the races for the America's cup, but it is understood that this cannot be done without the consent of the New York Yacht club.

NO MORE RACES ON SAUCER TRACK

Last Events of Present Season Was Given Last Evening.

CAUSE IS CHILLY WEATHER.

Fast Time Made in Five Mile Motor Event—Blanket Finishes in Half Mile Open Professional.

Probably the most successful season in the history of bicycle racing in this city came to an end at the Salt Palace saucer track last evening when the final program was run before a crowd of about 1,500 persons. The races were decidedly good but the weather was too chilly for comfort.

The season just closed has been a prosperous one for the management and the riders. Long before the season opened, Manager Chapman of the track, and Manager Halverson of the resort, got busy and engaged the world's fastest riders. To hold these riders here it was necessary to spend large sums of money in prizes and bonus. It cost money to bring Bobby Walthour, the champion pace follower, and Gussie Lawson, with his two fast motors. With such riders at the track as Kramer, Clarke, Lawson, Downing, McFarland, Hopper, DeMara, Giles, Schnell and a host of others it is no wonder the season was a paying one.

The management has paid out more money this season than any previous season. The prizes were much larger and the races of a higher order than heretofore.

FIVE-MILE OPEN.

One of the features of last night's events was the five-mile open motor race. The contest was between Samuelson and Heagren. Up to the fourth mile the race was one of the fastest seen at the saucer this year, but after that Heagren's machine began to slow up and Samuelson had no trouble in winning.

The final of the half-mile open professional saw a sensational finish. A blanket would have covered the first four men over the tape. Hopper and Hollister worked hard to win the two-mile professional handicap, but the best men, Williams, Macdonald and Wilcox worked equally hard to prevent them from winning.

LAWSON WINS LAST RACE.

The three-cornered 10 mile match race between Lawson, Downing and Samuelson lacked interest until the finish came. The men were paced by singles. Lawson had the pace just before the finish and Downing made a jump to go around him. Lawson anticipated it and began the sprint which made him famous. He crossed the tape a winner with Downing second and Samuelson third.

SUMMARY.

The summary follows:

Half-mile open, professional—Hopper, Samuelson, Downing, Wilcox. Time—29 2-5.

Three-mile handicap, amateur—Diefenbacher, 25 yards; Wright, scratch; Giles, scratch; Broibecke, 50 yards; Hampshire, 190 yards. Time—6:36 1-5.

Two-mile handicap, professional—Williams, 120 yards; Macdonald, 130 yards; Wilcox, 120 yards; Hopper, 65 yards. Time—3:54.

Five-mile motor race—Samuelson, Heagren. Time—6:32 2-5.

Ten-mile match, single pace—Lawson, Downing, Samuelson. Time—22:3.

AUTO INDUSTRY IS STILL GOOD

Presidential Campaign Will Not Affect It—Many Imrpovements Planned.

President John Kane Mills of the Dragon Automobile company, and Sales Manager A. L. Kull, have been making a tour of the eastern states, looking over the ground for the coming year and outlining an agency policy for the various eastern states. John H. Haynes, assistant sales manager, has been doing similar work through the south and southwest. The numerous early requests on the part of dealers for the Dragon agencies necessitated these tours of inspection. It was thought best to inspect the conditions in all sections and gather evidence as to the state of trade in various localities. The officials report that in many sections there is a steady demand for cars on the part of the public which would seem to belie the pessimistic opinions of some dealers in the larger cities. The officials of the company do not believe that the dullness of ordinary presidential campaign years will seriously affect the industry.

MANY IMPROVEMENTS.

Improvements and enlargements of the plant of the Peerless Motor Car company at Cleveland have given that concern one of the largest and best systemitized factories to be found in the country. The new building, which was put into commission during the spring, provided accommodations for the congested upholstery and body department, while the newest addition, a building with considerable floor-space, provides a home for the engine-testing and other smaller departments which scarcely had room enough before to admit of proper elbow room for the employes. The main assembly room and machine shops are not encroached upon by the departments which have to deal with the finishing of the cars and therefore it has been found possible to do an immense amount of work of an experimental nature as well as to thoroughly organize all branches of the constructive work. The force in the experimental room directly under the charge of Charles Schmidt, will be considerably increased in the fall when the engineer of the company returns from his European trip.

IMPORTANT IMPROVEMENT.

The belief is pretty general in this age and generation that the use of a sprag on hills is a wise precaution. The Acme Motor Car company of Reading, Pa., installed in its touring cars a sprag which absolutely locks the wheel. This sprag is applied just before the car comes to a stop and is of such construction that it is absolutely impossible for it to fail to work. The trouble with the sprags on most cars is that they are applied by a cable arrangement. The cables work loose and sometimes knot and therefore are not to be depended upon. The Acme sprag is applied from a lever through the medium of a bar made of tool steel. This is an improvemement which manufacturers will undoubtedly copy, as it has proved itself to be the only safe way of holding the car.

AN AUTO SHOW.

Activity on the part of the show committee of the Importers' Salon continues. Several members of the committee have returned from abroad and a number of minor plans for increasing the beauty and efficiency of the coming show at Madison Square Garden have been decided upon. The show committee men who were in Europe visited several exhibitions of a general character and gathered ideas for novelties in the scope and plan of the American salon, some of which, when put into effect, will make the show which opens on Dec. 28, a worthy rival of the Paris show in many respects if not in size. Details of the importer's plans will be made known at an early date.

THE CRATE PROBLEM.

John O'Brien, the general manager of the Dragon Automobile company at Philadelphia, has been struggling with the crate problem. It came about on account of the large order received early in the summer from Paretti & Co., large European dealers who placed an order for several hundred cars. The first shipment of 50 cars is now to be made. Now 50 cars is not an impossible contract to fill by any means, but when these cars are to be shipped in one shipment and in crates, and the crates have to be built and packed in one large operation, the question of floor space to pile them up becomes somewhat embarrassing. The crates came from the makers in a procession of wagons which reached for several blocks down the street, and as they were unpacked, Mr. O'Brien began to see that they were soon going to monopolize the whole of the shipping floor and the large open yard adjoining. They were piled several deep in along the switch track which runs into the Dragon yards, and threatened to put the regular force of workmen out of doors. To add to the difficulty, the fire department began to criticise the situation, saying that there wasn't room to get an engine into the works, if a fire should break out. The situation was relieved by renting a large shed near by under which the crates were placed as fast as the cars were packed in them.

COOL WEATHER TRADE.

Charles Wridgway, New York agent for the Peerless cars, reports many inquiries for limousines and other enclosed body cars for the cool weather trade. While it is considered somewhat early for this demand to show itself, the trend is supposed to be caused by the wish of many discriminative buyers to secure cars of the most modern finish and design before the general rush begins at the early shows. Exclusive novelties in finish and design in closed cars for the city are now a specialty with the Peerless company, and this fact being known, Mr. Wridgway does more under at the early demand which is making itself manifest.

IN THE BIG LEAGUES.

AMERICAN.

	Won.	Lost.	P. C.
Philadelphia	75	50	.599
Detroit	71	51	.581
Chicago	73	53	.580
Cleveland	70	56	.556
New York	61	70	.466
Boston	58	74	.439
St. Louis	52	78	.400
Washington	40	89	.313

Philadelphia, Pa., Sept. 13.—Philadelphia and Boston went 14 innings to a tie today. Waddell, Coombs and Winter were hit hard and were succeeded by Plank and Glaze, and the game resolved itself into a pitcher's battle, which darkness stopped.

Score:	R.	H.	E.
Boston	9	12	2
Philadelphia	9	11	4

Batteries—Winter, Glaze and Criger; Waddell, Coombs, Bartley, Plank and Schreck.

Detroit, Mich., Sept. 13.—Cleveland took the first game by bunching hits on Mullin in one inning. The second was played under an agreement on time limit and Cleveland's efforts to prevent five innings being completed almost incited a riot. Intentional misjudgment of easy flies and refusals to make plays on runners were the main means of delaying the game.

First game—

Score:	R.	H.	E.
Detroit	1	8	2
Cleveland	4	10	1

Batteries—Mullin and Schmidt; Thielman and Clarke.

Second game—

Score:	R.	H.	E.
Detroit	10	12	0

Batteries—Donovan and Schmidt; Joss and Clarke.

St. Louis, Mo., Sept. 13.—St. Louis took the final game from Chicago this afternoon.

Score:	R.	H.	E.
St. Louis	3	6	0
Chicago	0	5	2

Batteries—Powell and Stephens; White, Altrock, Patterson, Walsh and Hart.

New York, Sept. 13.—In a game in which both pitchers were batted hard the Washingtons again today defeated the local team, 10 to 2.

Score:	R.	H.	E.
Washington	10	17	2
New York	2	14	3

Batteries—Gehring and Kehoe; Neuer and Kleinow.

NATIONAL.

	Won.	Lost.	P.C.
Chicago	80	38	.714
Pittsburg	77	53	.592
New York	77	54	.585
Philadelphia	62	58	.541
Brooklyn	60	71	.462
Cincinnati	56	77	.419
Boston	49	78	.383
St. Louis	40	92	.303

Chicago, Ill., Sept. 13.—Chicago won a listless and uninteresting game from Cincinnati today.

Score:	R.	H.	E.
Chicago	3	6	3
Cincinnati	2	6	0

Batteries—Reulbach and Kling; Ewing and McCarty.

Umpires—Klem and Emslie.

Pittsburg, Pa., Sept. 13.—Nick Maddox, who was drafted by the Pittsburg club from the P. C. M. league last year and sent to the Pittsburg team and farmed to Wheeling this year, pitched for Pittsburg today. Not a run was made off him and he struck out 11 batters. Only two men got as far as third base.

Score:	R.	H.	E.
Pittsburg	4	11	1
St. Louis	0	5	2

Batteries—Maddox and Gibson; Froomme and Marshall.

Brooklyn, N. Y., Sept. 13.—New York today defeated the Brooklyn team in an errorless game, 2 to 1.

Score:	R.	H.	E.
New York	2	10	0
Brooklyn	1	5	0

Batteries—Mathewson and Bresnahan; Pastorius and Ritter.

Boston, Mass., Sept. 13.—Boston lost the first game, 2 to 6, and tied the second, 3 to 3, in the double-header here today.

First game—

Score:	R.	H.	E.
Philadelphia	6	11	0
Boston	2	11	3

Batteries—Moran and Dooin; Boultes and Needham.

Second game:

Score:	R.	H.	E.
Philadelphia	3	8	3
Boston	3	9	1

Batteries—Richie and Jacklitsch; Pfeffer and Needham.

Umpire—O'Day.

PACIFIC COAST.

San Francisco, Sept. 13.—The local team hit Randolph in the first and second innings today and scored three runs, which gave them the game. Joy was hardly touched by the visitors. Their two runs in the fifth came from four passes and a hit.

Score:	R.	H.	E.
Los Angeles	3	4	1
San Francisco	4	9	0

Batteries—Randolph and Hogan; Joy and Street.

Portland, Or., Sept. 13.—Pernoll got the first real drubbing he has received since his advent into the Portland team, today, in a batting game which resulted in a victory for the visitors. Oates was also hit hard and effectively.

Score:	R.	H.	E.
Oakland	10	11	2
Portland	5	9	2

Batteries—Oates and Dashwood; Caiff, Pernoll and Byrnes.

NORTHWESTERN.

Seattle, Wash., Sept. 13.—Barnsted kept the hits well scattered and Seattle took advantage of Tacoma's mistakes, also getting a timely double and home run.

Score:	R.	H.	E.
Seattle	5	6	1
Tacoma	4	4	7

Batteries—Barnsted, Oakley and Kreitler; Franklin and Shea.

Umpire—Brennan.

GOAN ASSESSED FINE.

William Goan, who drove Cavalier in a recent race at Ogden, now stands suspended from all tracks operating under the American Trotting association rules. He has been assessed a fine of $50 by the Ogden Fair association for crowding one of the horses in a match race between Cavalier, Polly Ouer and Kangaroo. Until Goan pays the fine he will be suspended.

GRIDIRON HEROES GETTING READY

Coach Maddock Has a String of Huskies Training at Lagoon.

MATERIAL AT HIGH SCHOOL.

Red and Black Will Have Good Team in the Field This Winter—All Hallows Working.

While it is a bit early to talk football, gridiron gossip is in the air, and steps are being taken by managers and coaches of the various teams to prepare for the coming season. The University of Utah and the high school teams were the first to begin preparation for the contests of brawn and skill. The All Hallows college squad is also at work and will soon be settled down to hard training. Within a short time, the grade schools will get busy, and the youngsters will be after their parents for money with which to buy pig skins, nose and shin guards and uniforms.

TRAINING AT LAGOON.

There was a marked activity in the local football world immediately upon the return of Coach Maddock this week from Idaho. While not in touch with the material for a team, he at once planned to send some of the old guard and a few new men to Lagoon where a training table and quarters have been established. Until the line-up has been definitely decided upon, the boys will be hard at work at the Davis county resort getting in shape for the battles to come.

Those who may be seen on the team are Russell, Oleson, Palm, McGowen, Hennessey, Peterson, Bryant, Nelson, Anderson, Roberts, Snow, Southerland, Moore, Conville, Richardson and Grant. Several of the squad went to Lagoon during the week, and others will follow in a day or two. The boys put in their time practising in the baseball park, climbing the hills and swimming in the lake.

HIGH SCHOOL TEAM.

Coach Ogelsby of the high school has been fortunate this year in getting plenty of material for a strong and fast team for the Red and Black. In fact, he has enough good men to make three teams. Among the old-timers are Richardson, Stiefel, Arnold, Shores, Toulison, Hal and Wimmer.

The first call for practise issued this week resulted in the response of 34 enthusiastic gridiron warriors. Every one of them was anxious to secure a place on the team, and as all cannot secure a position, there will be a lively fight for places of honor. Coach Ogelsby says he is confident this year's team will be the strongest in the history of the high school, and he proposes to have a strong second team. It has been planned to play a Thanksgiving game with Pueblo and a game a few days later with the East Denver high school.

YOUNGSTERS GET BUSY.

The high school boys are also at work on the football field and a strong team is expected to represent that institution. There is plenty of material on hand, and most of last year's squad will be on hand when the call comes. Then there will be the grade school teams. It will not be long before the youngsters will be out in all their football glory and long hair, shrieking signals and rushing up and down the field with the pig skin.

HUTCHINSON COACH.

Lincoln, Neb., Sept. 13.—The athletic board of the University of Nebraska today selected Ralph Hutchinson, three years quarterback on the Princeton team, assistant football coach.

MUGGSY SHOLES WINS.

Denver, Colo., Sept. 13.—Muggsy Sholes of Cheyenne, Wyo., knocked out Johnny Morrison of St. Joseph, Mich., in the fifth round here tonight. The fight was scheduled for 10 rounds.

THINGS SNAKES DON'T DO.

"It is not only superstition," says State Zoologist Surface of Pennsylvania, "but also ignorance and unnecessary fear which have rendered it impossible for many persons to study snakes carefully.

"As a consequence, there is no other group of animals in this state c ancerning which there is so much fear and ignorance, and toward which there is so much cruelty almost uniformly shown in a relentless and unjust warfare."

A portion of a recent state bulletin is devoted to disillusioning the public concerning certain "myths, fallacies or folklore of serpents," which Prof. Surface says are current in some parts of this state. In fact, when he has finished with them not much remains of what most people have been believing.

The wholesale puncturing of popular ideas about reptiles is illustrated by the following specimens:

Snakes do not sting with their tongues.

Snakes do not charm birds and people.

The green serpents are not venomous.

There is no such creature as a hoop snake, which rolls like a hoop.

There is no horned snake with a venomous horn at the end of its tail.

Snakes are not blind once a month, or regularly during "dog days."

Snakes do not moult or shed their skin each month.

Serpents cannot blow out or spit poison.

Snakes do not chase and attack people without provocation.

Serpents and other reptiles are not slimy.

No certain kinds of snakes milk or suck cows.

It isn't true that when snakes are killed their tails do not die until the sun goes down or until it thunders.

To kill a snake and turn it over will not bring rain.

Snakes do not spring or jump from the ground at their victims. They do not strike from a truly coiled position.

A snake cannot be made to put out its legs by dropping it into the fire.

Snakes do not lose their venom by being deprived of water for six days or more.—Boston Herald.

One of the worst feaures of kidney trouble is that it is an insidious disease and before the victim realizes his danger he may have a fatal malady. Take Foley's Kidney Cure at the first sign of trouble as it corrects irregularities and prevents Bright's disease and diabetes. For sale by F. J. Hill Drug Co., "The Never Substitutors."

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