SPORTS and PASTIMES.

Game of Life.

One says that life's a game of whist,
Where players bold and players shy
Make diamonds trumps down all the list
Of hands, howe'er the deal go by;
The schemer wins, they say, but I
Care not a deuce for long suit arts.
A fig for knavish bowers! Why,
I find life but a game of Hearts.

"Life's poker," others will insist.
"It matters not how you may try,
Knowledge and skill are never missed—
Luck and a bluff are the things." A lie!
A word, a look, a smile, a sigh,
Will win a jackpot. Cupid's darts
Make all the chips. But poker? Fie!
I find life but a game of Hearts.

Old Omar called it chess, but like!
He found it simpler, by the by,
When sweethearts wanted to be kissed,
Or ardent eyes cajoled reply.
Why any more the fact deny?
Though each man plays a thousand parts,
Yet each is molded by one die;
I find life but a game of Hearts.

Princess, though pessimists decry
Love's wound because, forsooth, it smarts,
Heed thou them not: though stakes be high,
I find life but a game of Hearts.

—Philadelphia Press.

SYMPTOMS OF AWAKENING

Drivers of Roadsters Beginning to Appreciate Need for a Speedway —Events of the Week.

The Macadam road, the speedway of Portland, is at last receiving the recognition and attention which it deserves. To dilate upon the beauties, natural as well as artificial, of this suburban drive would be a waste of space. There is one thing apparent to any one who has driven out to Riverside and its surroundings, and that is that the romantic and picturesque scenery is excelled in but few places in the country. There is no spot more favored by scenic beauties. The snow-capped Cascades, the hazy foothills, tinged with mysterious coloring; the spired and serrated-roofed city, in the near foreground, and, as the suburbs are reached, the beautiful reaches of farm landscape, varied with forest and orchard, all form a picture that is well worth viewing.

Now and Then.

It is not necessary to harp on the fact that in Portland roadsters are not only numerous, but speedy. A few years ago there was a gentleman's driving association, which held enjoyable meetings at Riverside Driving Park. On the way to Riverside, speeding was a common sport. The natural question arises is, why there is so little interest now being manifested in harness racing and driving. It is only recently that there has been any awakening; now there are some signs of improvement, and it is due to the movement of street-railway people toward the acquirement of the Macadam road for a car route. Their recent move in this direction has served to rouse the lovers of the horse, and it is a lesson that was needed.

Horsemen, keep your boulevards and speedways clear of encroachments! You have now combined to fight the railways, and it rests on your shoulders to develop Portland's speedways. All that is necessary is concerted action along the lines laid down at the last meeting of the Driving Association. The horse and his owner should be recognized by a suitable driveway, and the preservation of the Riverside drive is the first essential.

Junior Athletes.

The junior classes of the Y. M. C. A. gave a varied programme of athletic exhibitions last Tuesday night. The events were carried out in a very spirited manner, and gave a very good idea of the daily work done in the classes by these youngsters. The grotesque and comedy element was present, but was not overpowering, being confined principally to grotesque races. The features athletically worthy of mention were the tumbling, mat work and horizontal bar, participated in by Morris Mallack, Douglas Taylor, John Seed, H. Livingstone and Walter Bennett; the high dive from springboard, in which H. Livingstone cleared 8 feet 2 inches, and the horse, by the little tads—a class averaging about 7 years of age. A large crowd of the friends of the little fellows was present, and thoroughly enjoyed the fun.

The return game of basket-ball between the women's annex of the Y. M. C. A. and the Turn Verein team will be played in the Y. M. C. A. gymnasium on the evening of Tuesday, February 20. If faithful work will turn the tables in their favor, then the Y. M. C. A. girls should retrieve their past defeat. The teams will line up as follows:

Turners—		Y. M. C. A.—
Miss A Fay	C	Miss M. Schloth
Miss Stanton	G	Miss Harned
Miss Fay	G	Mrs. Hadley
Mrs. R. Krohn	F	Miss Becker
Miss Quackenbush	F	Miss Little
Miss Rusk	Sub	Mrs. Morton
Miss Morgan	Sub	Miss Humble

There has been formed in the Y. M. C. A. a basket-ball league, consisting of the three gymnasium classes, the "noon" class, the "5 o'clock" class and the "evening" class. The series will consist of nine games, beginning with next Friday evening, and will be played off weekly.

Handball Tournament.

The novices' handball tournament is in progress at the M. A. A. C. courts, and at midweek the contests in the doubles had been completed, with Holbrook and Holmes the winners. In the preliminary games, Holbrook and Holmes defeated Lumgair and Knight; Hathaway and Stevens defeated McMillan and Brainard; Stiles and Dukehart bested Zan and Leonard; Stiles and Dukehart won from Rasch and Dunbar; Holbrook and Holmes defeated Stevens and Hathaway, and in the finals, Holbrook and Holmes won from Stiles and Dukehart, by scores of 21—12, 21—13. In the singles, Holbrook defeated Hart, and Lumgair defeated Knight. The finals will be played off tomorrow evening, there being 14 entries in this competition.

Professor Robert Krohn has posted his schedule of classes in gymnasium work at the M. A. A. C. for the coming term, as follows:

Evening classes—Monday, Wednesday and Thursday, from 8 to 10. Afternoon—Wednesday, from 5 to 6; Friday, from 4 to 6, and Saturday, from 3:30 to 6. Juniors—Wednesday afternoon, from 3:30 to 5; Saturday morning, from 9:15 to 10:15 o'clock. The boxing classes, under the regular boxing instructor, will continue on Monday and Friday evenings, from 8 to 10, and on Tuesday and Thursday afternoons, from 4:30 to 6.

IN THE FIELD OF SPORTS.

Various Matters of Topical Interest Briefly Treated.

Fred Foster, who several years ago had a good strong racing string, among them Dr. Rice, who won the Brooklyn handicap in 1894, is the latest aspirant for honors on the English turf. He believes that his colt Yellow Tail would be found a useful animal on the other side, and he is trying to make arrangements to go to England, when "Tom" Williams, the California racing man, starts. The colt is fast but unreliable.

The eyes of the sporting world are now directed to the forthcoming Jeffries-Corbett meeting. Keen interest is being manifested in the encounter.

The League of American Wheelmen officials in New York and Buffalo are considering a plan for a bicycle path to connect New York and Buffalo. The proposed path will follow the east side of the Hudson river to Kingston, thence across the river to Rondout, through the Catskill mountains to the headwaters of the Delaware river at Stamford, thence across the Susquehanna river to Binghamton, to Oswego, to Waverly, to Elmira, to Corning, to Bath and Buffalo.

There is always something new being introduced in the line of bicycle footrests and brakes. One English inventor has improved the ordinary pair of footrests by adding arms or rods, carrying brake pads and controlled by small springs. By putting the feet on the rests the levers pivot inward and the pads bear on the wheel as a powerful rim brake, making coasting a safety.

John Deery, champion billiardist of America along about 1865, is still living in New York, but is never seen about the billiard-rooms; in fact, no billiardist knows anything about him.

All over the country a revival of interest in the horse is chronicled. Over in England the aristocracy has taken to horseback riding again. In New York the light harness-horse craze is something quite remarkable, and cross-country riding never was so popular.

The automatic bicycle whistle, instead of the ordinary bell, is one of the latest novelties. The whistle is about two and one-half inches in length, and is attached to the fork. It is capable of making a continuous sound, when kept in operation by the revolving wheel being brought in contact with the rim.

There were 167,050 side-path licenses issued in the state of New York during the year 1899, under the laws passed last March. The amount realized was $102,675, all of which is to be devoted to repairs and construction of new paths throughout the state. Under the law licenses are issued in every county where there are commissioners. Monroe county alone issued 49,000 licenses.

Evolution.

(The man before and after "The Man With the Hoe.")

"Bowed by the weight of centuries he leans"
Upon his stick and gazes all around,
The emptiness of hunger in his eyes—
Aye! he would kill a brother ape for food!
Who let him loose upon the earth to prey
On feebler creatures with sardonic glee?
Was't Nature? God? Then wherefore seek to blame
The "masters, lords and rulers in all lands"?

More centuries now are piled on his back.
He's lost some hair. His club's become a hoe.
No longer slays he his own kind for food,
But peaceful tills the ground, and bows in prayer.
"How will you ever straighten this thing up?"
O! Ye of little knowledge! Wherefore ask?
Has evolution's lessons taught ye naught?
Have ye no faith the plan will sure work out,
And culminate in Perfect Man at last?

Look! See! the blinding film of doubt
Brush from thine eye, and evermore feel shame
That, in a moment of poetic rage,
The "masters, lords and rulers in all lands"
Thou didst confound with that relentless Power,
Which, through the Ages, with sublime intent,
Hath evoluted (1.) and (2.) to (3.).

—J. P. G.

lots of hounds have been imported into this country, I believe this is the first time an absolutely American pack has been sent out of the country to try its luck in foreign parts. I think every lover of American hounds and American methods of fox-hunting will await with interest the result of this sporting venture."

Mr. Henry Ridgway, of Paris, is master of the Pau hounds. He is well known in Europe and this country as a famous four-in-hand whip and polo player. Mr. W. Forbes Morgan is the secretary of the Pau Hunt, and is also well known as a four-in-hand whip.

TAUGHT 'EM HOW TO RIDE.

Tod Sloan, Although Deposed, Stirred Up English Jockeydom.

"James Tod Sloan, theatrical manager, Beau Brummel, raconteur, horseman and jockey, having taught the English riders the advantage of the American seat, has," says the Brooklyn Eagle, "been deposed as premier jockey for Lord William Beresford in favor of an English rider, who, until he adopted the short stirrup and other details of Sloan's style of riding, was the way to California, has lost favor with almost unknown. Sloan, who is now on the majority of English racing men, and, although he has stated that he will again ride during the coming season in Great Britain, he may not be granted a license by the stewards of the Jockey Club. This body is very exacting in its requirements on the standard of behavior they expect from a jockey, and Sloan's flippant manner and various exploits will not help him to secure a license.

"Sloan has been of great benefit to the English turf. His methods of riding have created a material change in the way the races are run. Formerly the races were loafing matches for most of the distance, while now many of them are contested from the drop of the flag. It was a great compliment to Sloan when the Rowley mile was christened 'Tod Sloan avenue' because he scored so many victories over that course. Otto Madden was the first of the English jockeys to adopt the Yankee seat, with the result that in 1898 he headed the list of winning jockeys.

WILL RACE IN GERMANY.

Turfman Schreiber Will Invade Emperor William's Domain.

It is worthy of note that an American invasion of thoroughbreds to the Continent is more than probable, says the Spirit of the Times. With such an invasion the new era in racing seems more than likely to spread. To those at all acquainted with Mr. Barnard Schreiber, his confirmation of the news that he is preparing to take a stable of American thoroughbreds to Germany to race will be accepted as final and conclusive.

Mr. Schreiber is fully equipped for such a journey. He has the wealth, the stable (containing horses of his own and other's breeding of high merit), and the experience of the successful owner, bookmaker and race-track director combined. He has learned that purses as large as $25,000 are offered at Baden Baden, and that comparatively small fields contest. Hence he believes he has an admirable chance to combine business with pleasure at the same time. Mr. Schreiber has an extensive following in the West among the very best classes of turfmen. Should he prove at all successful, there will be wanting not a few ready to follow his example. The outcome, therefore, resolves itself into a problem of more than mere sectional interest.

ODOM HAS LOST HIS NERVE.

To This Is Attributed His Lack of Success at New Orleans.

Once the germ creeps into the heart of a jockey, his career, no matter how bright it may have been, becomes shadowed, and if what experts at New Orleans say of Jockey Odom is true, the crack lightweight of last year has lost his nerve. Odom came into prominence by his brilliant riding at New Orleans last winter. He showed himself to be a capable judge of pace, a good, strong finisher, and he was fearless. Above all, says the New York Times, he was well guarded from the tempters who like to make friends of jockeys, for his father was with him constantly.

He has been engaged to ride this season for William C. Whitney, and recently he began to take mounts in New Orleans, in order to be ready for the early spring racing in the North. Backers of horses all over the country have been playing his mounts unsuccessfully ever since. The experts at New Orleans say that Odom will not go through a field of horses as he used to. It may be that in the narrow escape Odom had when John Fritz fell with him at the Brighton Beach track last summer he lost a quality that is essential to success in the saddle.

AT RAILWAY SPEED.

Motorcycle Racing of Future Something to Try the Nerves.

How motorcycle racing of the future will be conducted can only be surmised. The high-banked tracks built for cycling cannot be used with safety at faster than a 1:25 pace, and the miles which have been covered by motorcycles in faster time were at the imminent risk of the lives of those manning the machines. It is not improbable that the future will see tracks banked as high as 40 degrees, around which the machines can rush at railroad speed—one mile in 60 seconds being considered nothing extraordinary—so that the two-wheel vehicle will appear to stand out almost horizontally from the speed course.

Special tires that must be treated with ice water to prevent their getting too hot, and fastened to the rims by various lugs and other appliances, will doubtless be a part of the future racing machines. Riders themselves, who would be unable to breathe while traveling at such a pace without protection, may be fitted with masks and other appliances, while wind shields to cut through space will be rigged in front of these virtual flying machines.

Men who steer or operate them will require nerves of steel, while possible spectators who are subject to heart trouble may be refused admittance to the tracks where such exciting contests are conducted. There is every prospect of some thrilling sport with these miniature automobiles—if we might so term them—and contests may be witnessed in which human and artificial powers will be matched.—Automobile Magazine.

FOULING OFF GREASED BATS.

Thrilling Episode on a Southern Baseball Diamond.

"One of the most amusing things that ever came under my observation during my baseball career," said "Ted" Sullivan, the baseball writer and manager, the other day, "took place in Galveston, Tex., some few years ago.

"There was a contest between two colored clubs. The 'sure-thing' coon gamblers bribed the bat carriers of one team to grease the bats of his team with a fat piece of pork, which the pickaninny slyly concealed in his bosom. For eight successive innings the greased-bat team went out on fouls (not feathery fowls) to the opposing catcher, by the ball glancing off the slippery bats. Finally the bat carrier was discovered greasing one of the bats in the last inning.

"Great excitement prevailed at this discovery among the admirers of both teams. Cotton hooks and razors were drawn, and a bloody fight was about to ensue, when a 'possum was seen racing across the field. All thoughts of fight and money were forgotten, and a mad chase was made after the 'possum. While the colored folks were engaged in this diversion, the bat carrier made his escape.

"Yes, he did, s'help me—cross my fingers over my heart. What? Well—er—seeing it's you, I don't mind. A little salt—I mean lemon—barkeep! Here's a hopin'!"

YANKEE HOUNDS IN FRANCE.

Pack Sent Abroad to Take Part in the Pau Hunt.

In a recent issue of the Rider and Driver are reproduced photographs of a pack of six couples of American hounds, which Colonel Edward Morrell, of New York, recently sent over to Pau, France. The hounds were consigned to Messrs. Henry Ridgway and Forbes Morgan, for fox-hunting. In an interview with a representative of the Rider and Driver, Colonel Morrell said:

"Mr. Morgan and I had quite a discussion on the subject of American and English hounds last August, in Newport, the result of which was that, knowing the country over there, I promised to present to the Pau Hunt a small pack to experiment with. I at once enlisted the service of Mr. George W. Hill, the venerable master of the Rose Tree Hunt, one of the oldest and perhaps the best known club in this country, to help me secure representative hounds. After six months he finally reported that he had secured as good a lot of American hounds as could be found in Pennsylvania and Maryland, from which states they were procured. Each hound was carefully selected for his hunting qualities and has a deep note.

"The hounds were not matched for color, some being tri-colored, some black and tan, some blue and black and tan, and some blue and black speckled. Each one, however, was a fine individual, large, strong, and with plenty of bone. While lots of hounds have been imported into this country, I believe this is the first time an absolutely American pack has been sent out of the country to try its luck in foreign parts. I think every lover of American hounds and American methods of fox-hunting will await with interest the result of this sporting venture."

Mr. Henry Ridgway, of Paris, is master of the Pau hounds. He is well known in Europe and this country as a famous four-in-hand whip and polo player. Mr. W. Forbes Morgan is the secretary of the Pau Hunt, and is also well known as a four-in-hand whip.

TAUGHT 'EM HOW TO RIDE.

Tod Sloan, Although Deposed, Stirred Up English Jockeydom.

"James Tod Sloan, theatrical manager, Beau Brummel, raconteur, horseman and jockey, having taught the English riders the advantage of the American seat, has," says the Brooklyn Eagle, "been deposed as premier jockey for Lord William Beresford in favor of an English rider, who, until he adopted the short stirrup and other details of Sloan's style of riding, was the way to California, has lost favor with almost unknown. Sloan, who is now on the majority of English racing men, and, although he has stated that he will again ride during the coming season in Great Britain, he may not be granted a license by the stewards of the Jockey Club. This body is very exacting in its requirements on the standard of behavior they expect from a jockey, and Sloan's flippant manner and various exploits will not help him to secure a license.

"Sloan has been of great benefit to the English turf. His methods of riding have created a material change in the way the races are run. Formerly the races were loafing matches for most of the distance, while now many of them are contested from the drop of the flag. It was a great compliment to Sloan when the Rowley mile was christened 'Tod Sloan avenue' because he scored so many victories over that course. Otto Madden was the first of the English jockeys to adopt the Yankee seat, with the result that in 1898 he headed the list of winning jockeys.

WILL RACE IN GERMANY.

Turfman Schreiber Will Invade Emperor William's Domain.

It is worthy of note that an American invasion of thoroughbreds to the Continent is more than probable, says the Spirit of the Times. With such an invasion the new era in racing seems more than likely to spread. To those at all acquainted with Mr. Barnard Schreiber, his confirmation of the news that he is preparing to take a stable of American thoroughbreds to Germany to race will be accepted as final and conclusive.

Mr. Schreiber is fully equipped for such a journey. He has the wealth, the stable (containing horses of his own and other's breeding of high merit), and the experience of the successful owner, bookmaker and race-track director combined. He has learned that purses as large as $25,000 are offered at Baden Baden, and that comparatively small fields contest. Hence he believes he has an admirable chance to combine business with pleasure at the same time. Mr. Schreiber has an extensive following in the West among the very best classes of turfmen. Should he prove at all successful, there will be wanting not a few ready to follow his example. The outcome, therefore, resolves itself into a problem of more than mere sectional interest.

ODOM HAS LOST HIS NERVE.

To This Is Attributed His Lack of Success at New Orleans.

Once the germ creeps into the heart of a jockey, his career, no matter how bright it may have been, becomes shadowed, and if what experts at New Orleans say of Jockey Odom is true, the crack lightweight of last year has lost his nerve. Odom came into prominence by his brilliant riding at New Orleans last winter. He showed himself to be a capable judge of pace, a good, strong finisher, and he was fearless. Above all, says the New York Times, he was well guarded from the tempters who like to make friends of jockeys, for his father was with him constantly.

He has been engaged to ride this season for William C. Whitney, and recently he began to take mounts in New Orleans, in order to be ready for the early spring racing in the North. Backers of horses all over the country have been playing his mounts unsuccessfully ever since. The experts at New Orleans say that Odom will not go through a field of horses as he used to. It may be that in the narrow escape Odom had when John Fritz fell with him at the Brighton Beach track last summer he lost a quality that is essential to success in the saddle.

AT RAILWAY SPEED.

Motorcycle Racing of Future Something to Try the Nerves.

How motorcycle racing of the future will be conducted can only be surmised. The high-banked tracks built for cycling cannot be used with safety at faster than a 1:25 pace, and the miles which have been covered by motorcycles in faster time were at the imminent risk of the lives of those manning the machines. It is not improbable that the future will see tracks banked as high as 40 degrees, around which the machines can rush at railroad speed—one mile in 60 seconds being considered nothing extraordinary—so that the two-wheel vehicle will appear to stand out almost horizontally from the speed course.

Special tires that must be treated with ice water to prevent their getting too hot, and fastened to the rims by various lugs and other appliances, will doubtless be a part of the future racing machines. Riders themselves, who would be unable to breathe while traveling at such a pace without protection, may be fitted with masks and other appliances, while wind shields to cut through space will be rigged in front of these virtual flying machines.

Men who steer or operate them will require nerves of steel, while possible spectators who are subject to heart trouble may be refused admittance to the tracks where such exciting contests are conducted. There is every prospect of some thrilling sport with these miniature automobiles—if we might so term them—and contests may be witnessed in which human and artificial powers will be matched.—Automobile Magazine.

FOX HUNTING IN ENGLAND

STATISTICS SHOWING GREAT MAGNITUDE OF THE SPORT.

Countless Packs of Hounds and Many Stables of Hunters Maintained for Chase of Wily Reynard.

From statistics recently compiled by the New York Sun, a clear idea is gained of the magnitude of the sport of foxhunting in Great Britain, at the present time. Incidentally, the kindred sport of staghunting is touched upon by the article, it appearing that there are 487 couples of staghounds in England alone. Of these 50 couples are owned by the Devon and Somerset Hunt—the greatest number used by one hunt. The master of this pack is the Earl of Coventry. Ireland has 111 couples of staghounds, while Scotland has no packs.

It is in foxhounds, however, that the greatest numerical strength appears, there being 6215 couples owned by the different hunts in England, and of these the Blackmore Vale Hunt leads in the number owned, 90 couples being credited to it. Scotland has relatively the insignificant number of 365 couples, 57 of which belong to the hunt of the Duke of Buccleugh. Ireland has 895 couples, the Meath Hunt owning the greatest number of couples—64.

Harriers are also strong in numbers, but they vary a great deal in size and "sortiness," as a general resemblance in type and breed characteristics is termed. They are classified as stud-book, crossbred, pure, modern, Welsh, mixed and old English harriers, and dwarf foxhounds and Southern cross, harriers with foxhound cross, harriers and beagle cross, black and tan and Old Southern harriers and foxhounds, the extreme variation in height of the packs enumerated being from 16 to 28 inches.

England Far in Lead.

Of this very valuable lot, classed as harriers, England has 2025 couples, Scotland the small number of 67 couples, and Ireland has 391 couples. Like the beagles, they seemingly are out of favor in Ireland and Scotland, no packs being credited to those countries, though England has of them 746 couples.

Thus the list gives the large total of 11,302 couples of all kinds of hounds used in packs, and affords data from which to gain an idea of the magnitude of the foxhunting interests which are maintained by the sportsmen of Great Britain. These packs are hunted from two to four days a week in proper season, as a general rule, and this in turn necessitates the maintenance of large stables of horses to properly mount the master, huntsmen and whips of the various packs. Frequently, when hunting, one or two horses are held in reserve for them. Many such stables have from 50 to 100 horses.

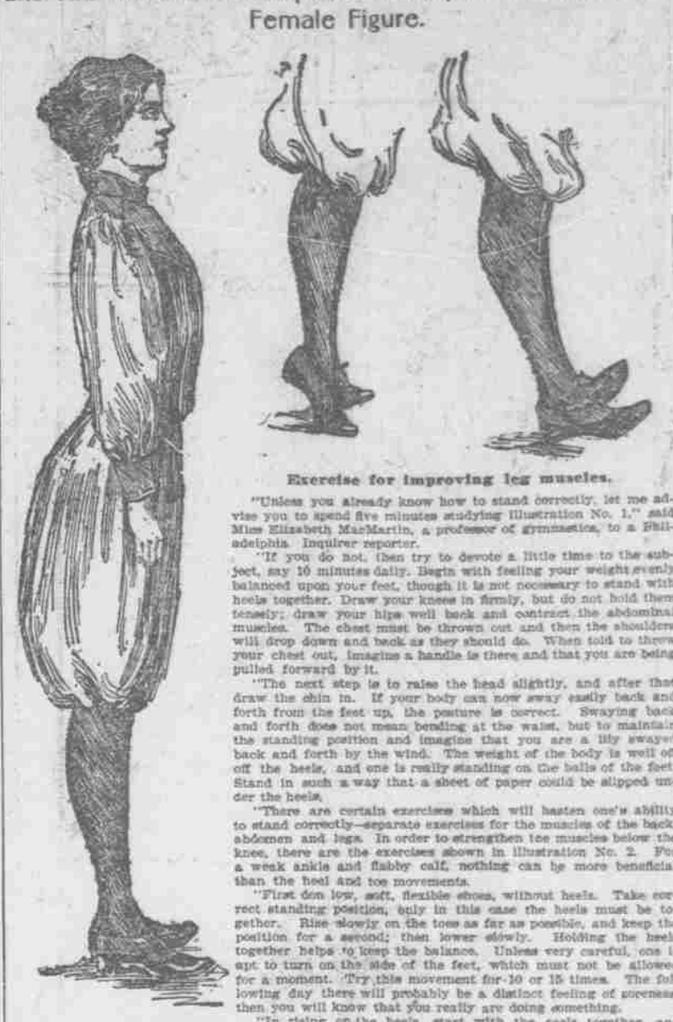
A notable feature of the sport is the sustained and enthusiastic interest and active participation in it by its devotees from youth to advanced age. The passing of the years neither lessens their hunting ardor nor impairs their stamina and dash in the difficult cross-country riding after the swift hounds. A case in point, one of many, is that of Mr. John Crozier, master of the Blencathra Hunt at present, as he has been for the last 60 years. He succeeded his father as master in 1839. At his age men are more prone to the telling of what they have done than to be up and doing with the best in the activities of sport.

Serious Obstacle.

Wire fencing in a number of sections of Great Britain offers a serious modern problem for the hunters, for it interferes to a serious extent with the riding and best enjoyment of the sport. A long purse, however, is a great aid in such matters, and it is suggested that the hunts pay for the taking down of the wire fences in the fall and the putting up of them in the spring. There is less of friction between farmer and hunter in England than there is between the same classes in America, though when crops are ridden over in the former country, which is not a common incident, there is likely to be dissatisfaction at the act. Still, no class is more opposed to unnecessary damage to the farmers' interests than are the hunters themselves.

The foregoing will give the American foxhunter a general idea of the high degree to which foxhunting is organized and specialized in Great Britain, and the distinct manner in which it is conducted as compared with foxhunting in America. From the breeding and weeding out of the packs, with a view to secure good voice, uniform speed and "sortiness," to the breeding of hunters which are weight carriers, jumpers and good runners, every detail of it has strict attention; but while England may surpass America in the matter of equipment as it pertains to foxhunting, it cannot surpass the people of this country in the enjoyment of the sport.

Exercise Intended to Improve the Style and Carriage of Female Figure.



Correct poise of the body that is sure to preserve a handsome figure.

Exercise for improving leg muscles.

"Unless you already know how to stand correctly, let me advise you to spend five minutes studying illustration No. 1," said Miss Elizabeth MacMartin, a professor of gymnastics, to a Philadelphia Inquirer reporter.

"If you do not, then try to devote a little time to the subject, say 10 minutes daily. Begin with feeling your weight evenly balanced upon your feet, though it is not necessary to stand with heels together. Draw your knees in firmly, but do not hold them tensely; draw your hips well back and contract the abdominal muscles. The chest must be thrown out and then the shoulders will drop down and back as they should do. When told to throw your chest out, imagine a handle is there and that you are being pulled forward by it.

"The next step is to raise the head slightly, and after that draw the chin in. If your body can now sway easily back and forth from the feet up, the posture is correct. Swaying back and forth does not mean bending at the waist, but to maintain the standing position and imagine that you are a lily swayed back and forth by the wind. The weight of the body is well off off the heels, and one is really standing on the balls of the feet. Stand in such a way that a sheet of paper could be slipped under the heels.

"There are certain exercises which will hasten one's ability to stand correctly—separate exercises for the muscles of the back, abdomen and legs. In order to strengthen the muscles below the knee, there are the exercises shown in illustration No. 2. For a weak ankle and flabby calf, nothing can be more beneficial than the heel and toe movements.

"First don low, soft, flexible shoes, without heels. Take correct standing position, only in this case the heels must be together. Rise slowly on the toes as far as possible, and keep the position for a second; then lower slowly. Holding the heels together helps to keep the balance. Unless very careful, one is apt to turn on the side of the feet, which must not be allowed for a moment. Try this movement for 10 or 15 times. The following day there will probably be a distinct feeling of soreness, then you will know that you really are doing something.

"In rising on the heels, start with the heels together, and then rise first on one heel and then on the other. The movements are made with some force or impetus and not as slowly as those of the back of the leg, and both heels at once, which is a rather difficult matter. These movements strengthen the muscles of the front of the leg, while the toe movements strengthen those of the back of the leg, and both should be practiced daily."

BOON FOR CYCLING TOURISTS.

Courtesies to L. A. W. Members in Europe This Year.

Members and prospective members of the League of American Wheelmen who expect to make tours in Europe this year and whose L. A. W. membership entitles them to a membership card in the C. T. C. of England, will be interested in the following note from the Loudon Cyclist:

"Next year doubtless many cyclists will prefer to tour in the rideable parts of Belgium rather than in France, for reasons which do not need to be stated. It will interest these to learn that the Belgian government appears anxious to foster touring within its confines, and has made such arrangements that it will not be necessary for the members of the National Cyclists' Union and the C. T. C. to make a deposit with either of these bodies before obtaining a ticket which will enable them to enter Belgian territory without paying duty. This is a convenient concession, and one that should not be abused. We take it that should either of the above bodies identify any person or persons taking a wrongful advantage of their members' privileges, no stone would be left unturned to visit them with condign punishment. Only those who have gone through the customs mill in the old days can fully appreciate the boon these touring permits really are, and nothing should be allowed to imperil them."

As L. A. W. members will be temporary C. T. C. members, they will be entitled to all of the privileges mentioned.

On Field and Water.

William Oscroft, the crack cricketer, is seriously ill. He has visited both Australia and Canada during the course of his cricket career.

Recently at Neasdon, England, R. A. Melhuish accomplished a fine golf performance by holeing out the sixth hole, a distance of 180 yards, in one stroke.

The Boston Athletic Association has offered a silver cup for the future regattas of the Boston Interscholastic Rowing Association. It is to become the permanent property of the school winning it three times, not necessarily in succession.

Hartford will be represented in the international cricket match this spring between the Canadian and the three American universities, Harvard, Pennsylvania and Haverford, which compose the American Intercollegiate Cricket Association.

Golfers playing on the Florida courses are becoming used to playing with the "sandy," a sort of mashie or midiron whose under edge is escalloped, thus making it resemble to some extent a rake. This device is found of great service on the "fair green" of the sandy courses, which have turf only on the putting greens. The ball is scooped up cleanly and got away with considerably less trouble than is experienced in the use of the ordinary clubs, and better distance is obtained.

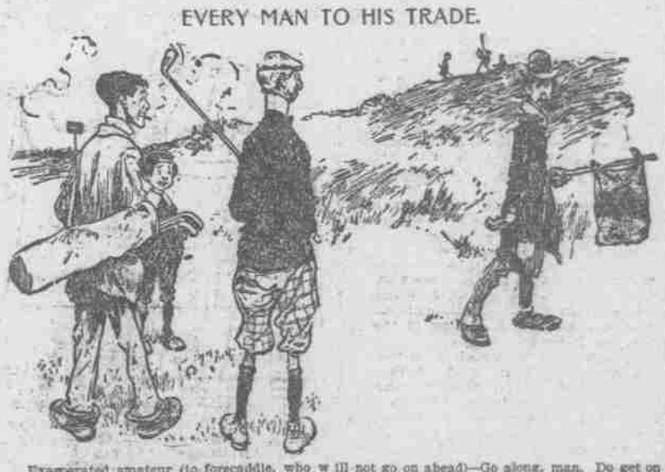
Technicality.

Meanwhile the crowd began
Impatiently to say,
"What is the bloomin' reason why
The fight ain't under way?"

Then spoke the referee,
"Allow me, gents, to state
The fight's not under way because
One feller's overweight."

—Chicago Tribune.

EVERY MAN TO HIS TRADE.



Exasperated amateur (to forecaddie, who will not go on ahead)—Go along, man. Do get on toward the next green.

Caddie—Beg pardon, capting. You won't never get him to go no more than 20 yards ahead. 'E's been used to carrying a flag in front of a steam roller.—Punch.

BOWLERS AND BOWLING

STANDING OF TEAMS IN INTERSTATE CHAMPIONSHIP CONTEST.

Multnomah Increases Its Lead Over Its Competitors—Local Contests Being Arranged.

The standing of the teams in the interstate championship, up to and including February 15, is as follows:

	Won.	Lost.	Per ct.
Multnomah	12	3	.812
Seattle Bowling Club	11	5	.687
Seattle Athletic Club	10	6	.625
Commercial	8	8	.500
Arlington	3	13	.187
Tacoma	3	13	.187

Last week the Commercial and Seattle Athletic clubs did not bowl; consequently they retained the same percentage as during the previous week. Multnomah increased its lead one game over the Seattle Bowling Club, although the latter bettered its percentage considerably. Tacoma gained slightly and now ties Arlington for last place, Arlington having experienced a heavy drop, on account of the loss of four games to Multnomah. Multnomah's lead is a good one, and if the games at the Sound cities give the teams good results, they will be in a good position to win out.

It was the good fortune of Multnomah that won the second game against Arlington, on the 10th inst., by five pins. Both teams put up miserably low scores in this game, but the others were Multnomah's easily. The team did splendid work, and, notwithstanding the small score in the second, scored the highest team total of the contest so far, 1081. The last game was a high one, 363, but it was 10 pins lower than the game made by Commercial, which is the contest record so far.

Redeemed Themselves.

Pickering and Mallory, who had not bowled on the team since the opening game at Arlington, where they fared poorly, were given an opportunity to redeem themselves, and succeeded, each getting 202, the high total of the evening. Buckman put up three fine games, but ran into a thick streak in the second and got only 39. With anything like his average there, he would have been close up to 250. His third game was a perfect one, without a missed or wild ball. Craft again did strong work, although he cut down his high average slightly. Idleman was not up to his usual form, but got a good total. It was Ball's turn to fall down, and he came out with the fatal 144, which seems destined to be charged up to every bowler in the contest before it is ended. He played against very hard luck, and, although he bowled a good game, the pins would not fall for him, as they usually do. Burrell did fine work for Arlington, and got first place, with 177. His percentage was exceedingly good. The balance of the team got fair scores.

Although there was a difference of but nine pins in totals, the Seattle Bowling Club won three out of four games from the Tacomas, on the 10th, on the latter's alleys. Excepting Tacoma's first and Seattle's second games, the bowling was very good, but not particularly high. Eberly, of Tacoma, who had failed to do any high bowling up to this time, had his eye with him, and put up a fine total, 198, leading all. This score very materially fattens his average. Eberly is considered a first-class bowler, and he promises to sustain his reputation. All the rest of the Tacoma team were closely bunched.

Honors Nearly Even.

"Dad" Harrison and Darlington had a close race for high place on the Seattle team, scoring, respectively, 195 and 194. "Dad" missed the chance of a lifetime to score 90 in the last game. He opened up with nine consecutive strikes, but made a "goose-egg" in the last frame, scoring 72. "Dad" is a great favorite in Portland, and the bowlers here would have been overjoyed had he succeeded in landing the much coveted "possible." The scores made in these games indicate that the Tacoma alleys are not so slow as has been generally supposed.

It is probable that a contest between teams made up of bowlers who have not taken part in championship games, will be arranged among the leading clubs of Portland, to begin about the middle of March. These contests have been held before, and furnished fine sport. There are a great many eligibles, and, no doubt, the teams to represent the different clubs will be chosen by "try-outs." There are many bowlers in the clubs who have never had an opportunity to appear in inter-club contests, and there will be a scramble for positions on the teams which will, doubtless, be very evenly matched.

Another prospective event of much interest is an inter-club contest for percentage. The new system of detailed scoring will be used, and the actual work of the bowlers, regardless of size of scores, will determine the victors. Contests of this character have been held in some of the clubs, but there has never been an inter-club match.

Should Prove Interesting.

Many bowlers who possess great accuracy of delivery do not fare well as tournament bowlers, on account of the lack of effectiveness, and a percentage contest will give them a chance to shine. It is hoped that the contest will be arranged, and if the attempt is successful, an exceedingly interesting event is assured.

Chief Justice C. E. Wolverton, of the supreme court, is an enthusiastic bowler, and one of the experts at the Illihee Club. Last week he made a single-game score of 82, making 11 consecutive strikes, after having scored one pin in the first frame.

Pickering, Cullison, Buckman and Idleman won the Multnomah team medals Monday night. Six teams participated, and there was an exciting race, although the scores were lower than usual. The "rubber stamp" team made a very poor showing and lost the medals, by a large plurality.

It was erroneously announced last week that the annual meeting of the American Cocked-Hat Association would be held on the 17th inst. The meeting is to be held at the Multnomah clubhouse, at 1 o'clock P. M., next Saturday, February 24.

Then He Tumbled.

The cyclist was a stranger in the streets of Portland. This was evident from the cautious manner in which he picked his way through the half-empty thoroughfare. It was evening. The newsboy approached him.

"Sir," said he, "your beacon has ceased its functions."

"Sir?" gasped the cyclist.

"Your illuminator, I say, is shrouded in unmitigated oblivion!"

"Really? but I don't cuffs—"

"The effulgence of your radiator has evanesced."

"My dear boy? I—"

The transversal other oscillations in your incandescent have been discontinued."

Just then an unsophisticated man who drove an express wagon shouted, as he drove past:

"Hey, mister, your lamp's out."

Open Golf Tournaments.

While team matches and bogey competitions have been very popular for the past two seasons, it is believed in Eastern golfing circles that there will be a revival of open contests this year. The real cause of the unpopularity of the open tournaments a few years since was the scarcity of first-class players. It was then almost a case of "tell me who has entered and I will tell you who will win." The day, however, for this sort of thing has gone by, as there are now so many experts that winning a tournament is not a sure thing for any particular golfer.