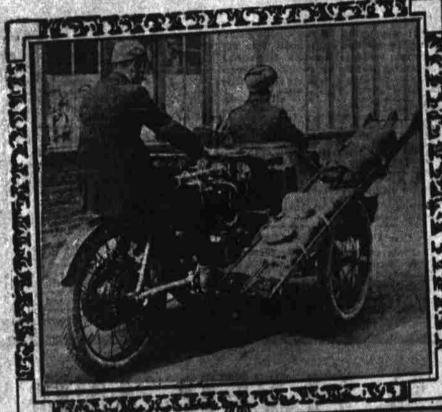
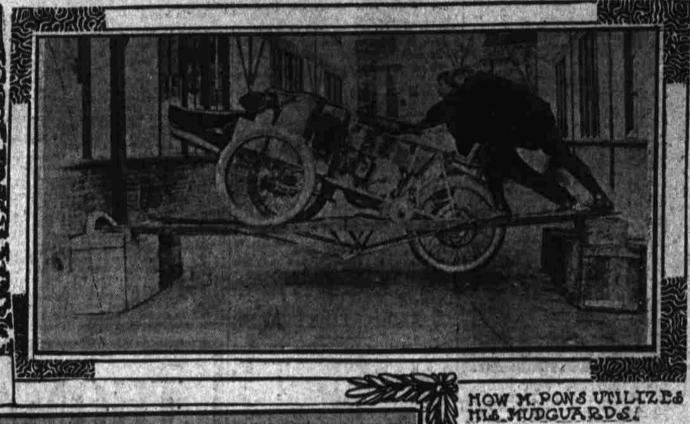
RACING IN AUTOS ACROSS HALF THE WORLD





M. PONS'S MOTORE CONTAL.

certain June 10 will witness the start of the great motor-car race from Pekin to Paris—half across the world.' In the distance to be traversed, the difficulties to be surmounted and the dangers to which the daring motorists will be exposed, the contest far eclipses all previous competitions that have ever taken place. Mountains will have to be climbed, immense trackless deserts crossed and to the excitement of coping with tremendous natural obstacles will be added the risk of death by starvation or at the hands of fierce momadic tribes.

As Americans are doubtless aware, the race has been planned by that enterprising Paris daily, the Matin, which had previously played a conspicuous part in promoting automobile competitions. Its proprietors had come to the conclusion that if the motor car is, as its partisans claim, the vehicle of the future, it is useless to continue organistic contests along short and specified circuits, which is much the same as if one were to test the great flying expresses of the world by making them turn round and round a big city. If, argued the Matin, the progress already achieved is to be maintained we must show that the motor car is not a plaything, but is able to go "anywhere and

Racing From Chinese Capital.

few days later Prince Scipio Borghese, a member of the illustrious Italian house which counts popes among its sons, declared that he would start on an Itala. The adhesion of such men was the best guarantee that the daring project would not be allowed to fall project would not be allowed to fall through; and its organizers had now only to consider ways and means for the race across China, Mongolia, Siberia, Russia, Germany, Belgium and France.

First of all it was necessary to secure the cooperation of the Chinese and Russian convenients.

sian governments. A Russian committee was formed of such influential men as M. Kokovizoff, minister of finance; General Chaufus, minister of finance; General Chaufus, minister of ways and communications; Colonel Novitzky, M. Pereiman and other travelers who have recent and practical knowledge of Mongolia. The Czar himself is said to have shown interest inthe success of the darshown interest inthe success of the dar-ing project. M. Kokovizoff has prom-20 miles up the mountains until they ised to exempt the cars from customs duty on their arrival at the Siberian frontier, as well as the pneumatic tires,

M. CORMIER ON HIS DEDION - BOUTON

Pekin, instead of from Paris, the date tires. It is traversed by a subterrangen and agrarian questions, and has the fixed being June 10. The first stage is fiver, the Charamouren, which feeds the reputation of being a very modern landthe Pekin-Kalgan. This is the route taken by the caravans and goes from Pekin to Klatka and thence across Lake Balkal to Irkoutsk in Siberia. The distance from Pekin to Kalgan, through is included populated by the caravans and goes from Pekin to Klatka and thence across Lake Balkal to Irkoutsk in Siberia. The distance from Pekin to Kalgan is about 155 miles. The country is inicitly populated, but the route is scored by deep ruts caused by carts following the same track for hundreds of years. The defining clivities are at times so steep that the Chinese have to harness themselves to the back of their carts to prevent them from toppling over into the ravines below! Moreover, on this section, which list is hoped the motor cars will negotiate in a single day, there are no services is three roubles per station. wells. It is hoped that the Gobi may be crossed in two days, but the travellers are advised to take tea and tinned goods for 10 days to snable them to reach Sair Ousson. Couriers recken seven for this journey.

tists in a single day, there are no fewer than three mountain passes.

The Toutong rules over the primitive, nomad Mongols who are scattered over the vast plateau which extends from Kaigan to Ourga, on the confines of Siberia, a stratch of 1,000 miles. These and Omsk over the Utal mountains to Mongols are a pastoral race. They live in tents of feit and lasso the wild horses roaming the plain. They were the dispatch bearers of the Russian government before the days of the tele-scattering and the synlors. The same already whole course, in size of the Matin is at present engaged in going over the whole course, and the synlors. gaged in going over the whole course. He has already traversed Russia and Siberia and is now at Irkoutsk. He reernment before the days of the tele-graph and the explorer, Prievalsky, tells how in their long blue gowns and fur ports that as far as he has gone, i. e., boots and cap, their limbs laced tight Lake Balkal, the cars can pass every-till they looked like mummies, they where. Mongolia remains to be trav-

insuperable difficulties of the Peking-Paris race have had the effect of discouraging all but the most determined. At the present moment only four comstart; three Frenchmen and one Italian. They are MM. Cormier and Collignon,

lord on his vast estates in the prov-ince of Brescia. He has also created in the vicinity of Lake Garda a great ied by his wife, but this time he will travel without her across the deserts and steppes. Two men will go with him in his "Itala." The prince thinks that the heat will be the principal enemy and he is taking with him a second ventilator as well as a tent for camp-

Cormier, the well known conductor of the de Dion-Bouton firm, has mo-tored a good deal in Spain and the Bal-As for M. Pons who has already

the Coupe d'Auvergne on a Mototri Contal, his chances are considered to be very good. By a very clever adaptation the mudguards of the Mototri can be taken out and used as a 12foot bridge over difficult ruts and holes or as the framework of a tent, etc. They are in the form of grooved rails.

Think Route Feasible.

I have interviewed the "Matin" as to the feasibility and also the dangers of the project. The 'Matin' while frank-ly acknowledging that the attempt to cross Mongolia and Siberia in an autofrontier, as well as the pneumatic tires, haps the most thrilling istage of the each on a 10-horsepower de Dion-Bouton ly acknowledging that the attempt to cross Mongolia and Siberia in an auto-whole course. Gobi is Mongol for basin. It is the bed of an ancient sea, the farmed to be stored at various points of the long route for use in case of greatest depression being about the middle. It is not covered with sand like the Sahara, but with fine hard age. He left the Italian army as a to avoid the extremes of heat and cold ing the victor.

horsepower Itala can do about 50 miles an hour on a good track. He is, therefore, almost certain to attempt to take the lead. But excess of speed will perhaps ruin his chances. What are the dangers of the road? Briefly put, they are as follows: The competitors may die of hunger in China. They may be attacked by Tunguses, the Mongolian robbers of the Gobi desert. They may be attacked after leaving Lake Baikal, when they enter the region of the Russian convicts. They will certainly be held up in the neighborhood of Warsaw by the Russian troops, for the dity is in a state of seige, and finally one relientless enemy will dog their footsteps from start to finish, dust.

Needless to say, each car is well stocked with weapons of defense. is well worth quoting:
"Be patient with the Chinese and "Be patient with the Chinese and Russians. A great chief knows how never to speak in a loud tone of voice. He is so powerful that he has only to speak in a low tone and without growing excited. He listens to everything, even to ridiculous words without betraying the least emotion. Above all, never strike a Russian or a Chinaman. The prestige of the great chief who does his own flogging is quickly ruined forever."

CUTTER AND GATHERER

As to the time which may be taken in covering the distance (about 7,500 miles) from Pekin to Paris, a good deal

of nonsense has been talked and writ-ten. It has actually been asserted that

the winner might cover the course in 80 days. This is, of course, utterly out of the question, and presupposes roads like a billiard table. The race will, in all probability, take about 80 days—perhaps more perhaps less. In any case it is

more, perhaps less. In any case, it is safe to say that the winner, if he ever arrives at Paris, may be looked for some time in September.

No cup or prize is offered. Glory and wounds are the sole reward await-

it is, of course, necessary to choose the favorable season, and for this reason. June 10th has been fixed upon for the start from Pekin. The racers will rapidly reach an altitude of butween \$,000 and 4,000 feet, the region of the great plateau. An escort of \$0 Cossacks will follow in the rear. At intervals of less than 20 miles there are wells, which are under the supervision of the Chinese suthorities. As for the nomad tribes, they recognize the suzerainty of certain chiefs residing on the borders of the desert in return for the right to use the wells—and caravans pass twice a week.

wells—and caravans pass twice a week.
A camel caravan has already left Pekin for the purpose of revictualling the relay posts. Telegraph stations are to be found along the route at intervals of 150 miles, and at certain hours of the day the line will be exclusively reserved for the use of the "Matin," one of whose representatives accompanies the racers.

representatives accompanies the racers. The exact route cannot be laid flown

but the competitors are to be supplied with photographs of over 200 difficult passages. They will not need a compass for the Gobi.

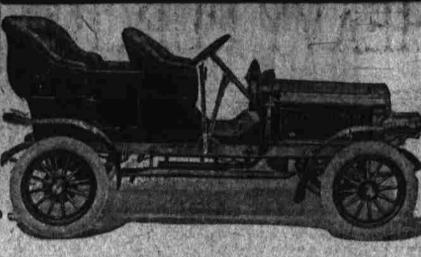
The motorists have agreed to keep to-

ether as far as the German frontier, out this undertaking is hardly likely to be executed literally. For instance, Prince Scipio Borghese on his 24-40 horsepower Itala can do about 50 miles

Weeds are a constant source of trou-ble to the gardener, cropping up quicker than he can cut them down, and spoiling the appearance of the lawn. A Mas-

CUTS AND GATHERS WEELS

erer is placed in the rear of the cutter. In front of the cutter are a pair of small light wheels. It will be seen that after bringing the implement close to the weed a pull on the lever is all that is required to operate the cutter. As the implement is pushed on to the next spot the weed is gathered up by the rake and carried on.



Mitchella

Model "F" Touring Car Time 3:32

In hill-climbing contest Friday, June 7, beating Buick Reo, Ford six-cylinder and Cadillac, and making same time as Pope Hartford, notwithstanding our car is geared to 50 miles per hour and is not designed for speedy hill-climbing exclusively, but for all kinds and conditions of average road work.

Mitchells are built for practical road work, up and down hill, and on the level.

Runabout \$1150 Touring Cars \$1850 & \$2150

ASK THE MAN Who Drives a MITCHELL How it compares with

higher-priced cars.



essentials to pleasure

when Automobiling

GOOD OIL-Menogram is the best. GOOD TIRES-M. 4 W., Goodrich & Fisk.

GOOD BATTERIES—We ship them fresh every week.

GOOD LAMPS-Rushmore, Solar and others.

Don't forget the place. We have everything for the Motor Car, Bicycle or Motorcycle.

BALLOU & WRIGHT

86 Sixth Street

Opp. Wells-Fargo Building

open space between the brushes and the casing. The front and back upper edge of the casing are sharpened to provide scrapers for removing mud. In use the device is placed on the porch or in the vestibule. As the foot is forced again the brushes the latter revolve, removing the dirt from the shees and forcing it down into the interior of the casin. The device is easily cleaned, the brushes being readily removed. A Caradian is the inventor.

The Army for Jilted Boys.

"The love affairs of the very you

From the Kansas City Journal.

BOOT CLEANER

Up-to-Date Contrivance for Removing Mud From Soles of Shoes.

One of the most interesting of recent intions is a boot cleaner, which is designed to take the place of the old-



BRUSHES REMOVE DIRT. fashioned shoe scrapers, usually placed alongside of the steps. As shown in the illustration, it consists of a metal cas-ing constructed to support two brushes. The inter are journaled in open hear-ings at each end, there being but little

"The love affairs of the very your men of Kansas City must be in a deu of a state," said Lieutenant Roger of a state," said Lieutenant Roger Mason, recruiting officer. "Today whave had 12 applications for enlistmen eight passing the physical examinatio and all from boys under age who counot get the consent of their barents join the army. That indicates had young men who had tiffs with the sweethearts now are looking for live and danger to make the forget their troubles, and incidental to make the young women feel sort when they see the brave heroes the have scorned marching jauntily, clain blue uniforms and brass button while all the girls look on lost in a miration. while all the girls look on lost in a miration.

"Experience has shown that the ma reason young men of good families fir for wishing to enlist in the army is because of affairs of the heart which have turned out badly. Occasionally a winfor what he believes will be a carefull of excitement or a boy's naturally in the content of the co

After 12 years of labor on the part those interested in the welfare of to women and children employed in a textile factories of Massachusetts, to famous overtime bill is now a law, provides that women and children she not be employed in textile establisments between the hours of 6 o'close at night and 8 in the morning.

Would Purify FIGHTING GAME

Many Submit Plans for Prevention of Crookedness in Pugilistic Realm.

NAUGHTON SUGGESTS CONTROL BY CLUBS

Noted Expert Writes on Latest Occurrences in Pugilism-Burns Is Training for Fight With Squires, Who May Also Fight Shreck.

By W. W. Naughton. (Hearst News by Longest Leased Wire.) San Francisco, June 8,—Since the sions of Jack O'Brien made it vident that there is more crookedness the boxing game than is dreamed of in the average critic's philosophy, many lans have been suggested looking to he purification of the sport of the love. From the number of marked paers and personal letters I have received can plainly see that the necessity for rmulating plans for safeguarding pulism occurred to many scribes about he same time. More than one critic of my acquaintance framed faker-proof rules and waxes proud in the conviction that if his ideas are adopted there will be acthing for wrongdoers to confess in

privilege of attending the next one free of charge. Purification Plans.

reach the great plateau, the entrance to the famous Gobi desert. This is per-

Purification Fians.

The same young man, and he has evidently taken pains in preparing his rules, thinks that every contest should be scheduled for 10 rounds, with the understanding that the referee is empowered to order additional rounds if no winner appears before the tenth round is completed. By this course he thinks the fighters would be kept as alert as a couple of pigeon slayers shooting a freeze-out and that each man would feel that to miss with both barrels in any added round would mean defeat.

barrels in any added round would mean defeat.

Many other schemes have been submitted to me, most of them having something to commend them, and in addition I have been asked to say what my own views are in regard to a general movement towards the betterment of ring sports. I can only repeat what I have said at different times during the past 20 years, to wit, that the best way to assure honest sport and protection to the public is to have boxing controlled and officered just as baseball is.

Difficulties in Way.

I am free to confess that the difficulties in bringing about such a condition are almost insurmountable at present. Boxing is countenanced in some places and forbidden in others, and it is too much to expect that a governing body in Chicago, say, would give time and thought to the control of a sport that is active only on the Pacific coast. Until boxing is removed of all stigma and is permitted throughout the United States the best way in my opinion, would be for properly organized clubs to take the helm at different points and deal with local conditions as they exist. By properly organized clubs I mean affairs like the old California Attletic Club, not concerns headed by individual promoters who are backed by dummy boards of directors. Such clubs could control the six-round game in Philadelphia, the 20-round industry of California or the finish fights of Nevada.

By Organized Clubs.

These clubs—like the old California again—should be officered by gentlemen whose interest in puglism simply grows out of their partiality for the sport and who have no desire to profit financially by the work of the ring

men.

There should be club referees, several of them, just as there are league umpires, and it goes without saying, almost, that these judges of things fistic would know that their tenure of office, their salaries and their good standing with the public would depend upon their discernment and fairness in all

things they were asked to pass upon. A fighter should never have any vote

things they were asked to pass upon.

A fighter should never have any vote in the selection of the referee, and the referee's word should be absolute in everything. He should be absolute in everything. He should be empowered to cancel bets, to stop contests, to order purses withheld and to exercise unlimited discretion in everything pertaining to bouts. This seems a lot of power to place in one man's hands, but under the system I am advocating there would be little fear of any black sheep creeping into the referee's fold.

Backing of Authorities.

To make this scheme effective the authorities in the various sections where boxing is permitted would have to concede to the local club complete control of the sport. The object of the clubs should be to foster public exhibitions of boxing, to insure square sport and to withhold from the boxers no more than was necessary to pay salaries and meet expenses.

Tommy Burns is at Harbin Springs, climbing mountains and doing symnasium stunts. He writes that everything up that way is to his liking and that he feels he will be able to condition himself perfectly for his affair with Bill Squires at Colma on July 4.

Barney Reynolds has ordered a few days let-up in Squires' training at San Rafael.

"Nothing at all wrong," explained Barney. "This fellow is so intense about everything he does and rounds to so quickly that I want to avoid keeping him on edge if only for a couple of days. He could fight now if required and I am going to make him take things easy for a while."

Squires' Plans for Puture.

It looks as though Squires will hox

Squires' Plans for Future.

Squires' Plans for Puture.

It looks as though Squires will box Mike Schreck next, provided he defeats Burns. Manager Reynolds and Schreck's manager talked matters over a few times after the Tonopah fight and Reynolds gave a conditional promise.

"Yes, I guess it will be Bill and Mike Schreck if Bill gets away with Burns," said Barney, "But we are not going to talk purse or battleground or anything like that until after the Fourth. It would be bad business in many ways. To begin with, if Burns wins it will be Burns that Schreck will go after, while if Squires wins it seems to me there will be more purses and battlegrounds to hear from than there are at present." apa Jim Neil and Abe Attell met to talk fight one night during the week, the idea being to cinch a Frankie Neil-Abe Attell match if it could be done. There was a great display of pyrotechmics but nothing that looks like business. There was to have been another mesting on the following night, but Attell went to the theatre instead. And in the opinion of the wise sports that's and was taken to a hospital.

about as near to a match-making as the Neils and Attells have ever got.

Jim Jeffries is to open a salcon. There have been more rumors in this connection than there have been in regard to Jim's fighting again, but this time the story will stick. Salcons—that is salcons for sale—are as scarce as turkey's teeth down Los Angeles way, but Jim has finally bought a dilapidated thirst emporium, which he intends to convert into a first-class cafe.

Jeffries is starting out on his new career with the best of intentions. He believes he will be able to cultivate the hot air, glas-hand manner that was native to Jim Corbett, but some of his friends are Doubting Thomases.

"That fellow put up with all the slokly guiff that goes with a gin mill said one. "Not on your life. He'll stand it about a week and then they'll miss him. If they telephone Burbank they'll find he's back on the farm feeding the calves."

Birds' Power in Flight.

Birds' Power in Flight.

From the Chicago Tribune.

What is the difference between a butterfly and a balloon? Not so much as we might think. Professor G. H. Bryan of the University college of North Wales says they are about equal in efficiency. They both can make headway in the still air. If it were not for the wind we might have aerial regattas with boats suspended from balloons using winds instead of cars.

A pigeon descending shows the great work of the wings in resisting the downward and forward movement of the body, and this is difficult to initate in a machine flight. Gulls are about the best aerial gymnasts known. They utilize the little eddies of wind thrown up by the crests and troughs of the waves, and know exactly where to go to get a lift from the wind.

All so-called salling birds secure all the assistance they can from the air currents. They have to go where the wind takes them to a certain extent and must rely upon the use of their wings if going in a particular direction. Birds possess much greater horse-power in proportion to their weight than man or animals.

Implement Which Does Away With Continual Stooping.

sachusetts man has invented an implement intended to help him solve the problem and lighten the labor of stopping and digging up the roots. It is a combined weed cutter and gatherer, as shown in the accompanying illustration. The cutter is adjustable, and is operated by a lever which terminates close to the handle of the implement. The gath-