

Durling Suggests Plan of Wagering Which Produces Least Consecutive Losses

Editor's note: The modest show bettor is the man who knows, declares E. V. Durling. This is the third article of his series on "How I Play the Races."

By E. V. DURLING
In every mail I am in receipt of requests to explain my "system" of wagering on thoroughbreds. I have no system. I have a basic idea which I am prepared to pass on to those interested in losing less on the races and going home with nearly as much coin of the realm as they brought with them. Or at times actually breaking even or realizing sufficient profit to pay their expenses.

The idea is this: find a method or plan of wagering which produces the least number of consecutive losers. To this apply a simple progression. Playing for show is a method in which the number of consecutive losers are smaller than in most other methods.

The impression that players for show are "scared money" types is erroneous. Most of them are very smart fellows of long experience possessed of mathematical minds, an exceptional knowledge of handicapping and a strong character.

Thought Erroneous
The thought that show betting can only produce small returns is also erroneous. Suppose a fellow bets two dollars to show in each of eight races and ends up winning two dollars. The superficial thinkers say: "What's two dollars?"

However, suppose the same fellow gets serious and bets \$50 on each race for show. At the end of the day he is in \$50. Or if he gets real serious and bets \$100 for show, he is in \$100. Not so bad, what? I should say not. Only about one person in 5,000 leaves a race track with a profit of \$100.

As previously mentioned it is repeatedly stated that my "system" is to bet on the favorite to show. As I have said, that is not so. I wager on my own selection to show—my own opinion as to what is the "solid horse" in the event. That is, the one most likely to get in the money.

However, betting on favorites to show is a very good idea for those inexperienced in handicapping. A simple plan of progression applied to this gives the bettor a very good chance of breaking even or making a little money and going home from the track relaxed and refreshed in mind and body and ready to enjoy a triple highball and a fine dinner.

Bad for Digestive System
Incidentally, a losing day at the races is very bad for the digestive system. Too many losing days are likely to give a man ulcers.

After dinner following a day at the races I take my cognac and coffee into the living room or my study, light up an elegant Havana cigar and proceed to check my racing form. Why? Well, sir, I want to find out why the horses that won that day or got in the money were able to do so. This practice is very important to those wishing to be capable handicappers.

It was my Uncle Al, the greatest handicapper in our family, who first pointed this out to me. Incidentally, this had a great influence in my life from another angle. It inspired me to make a study of the lives of successful

From its source to its confluence with the Mississippi, the Missouri river is 2,945 miles long. Their combined length exceeds any other river system.

men with a view to learning what made them successful.

Being especially interested in newspaper work, I read every biography or autobiography dealing with a successful newspaperman I could find. I also made an exhaustive and careful study of the work of all successful columnists. So, sir, if you cannot work up any interest in the past performances of horses, it might be worth your while to study the past performances of men successful in your line of work.

What makes a day at the races a trying experience for many people is an inability to make up their mind as to what horse to wager on. For example, they decide on a horse and then change their minds just before placing the wager. Then the animal they first planned to back comes romping in an easy winner and the horse they switched to ends up an also ran. That is an occurrence which really tries a man's soul.

Find Selector to Follow
It can, therefore, be a very good idea for those who cannot bet with confidence to find a selector to follow. In all major racing centers there is always at least one newspaper handicapper who is a standout. Check all the handicappers and settle on the one that has the least consecutive losers and follow his advice.

It is important to follow a handicapper, who when making his selections knows what the horses entered and who also has been informed as to the scratches. Some selectors are

compelled to make their selections without a complete knowledge of the conditions that will prevail.

Also never follow selections for a "fast track" when a "muddy track" unexpectedly comes up. Needless to say, the condition of the track greatly affects the selections.

As to following jockeys, the wisdom of such procedure is open to discussion. Most of the advice offered is against it. However, situations arise where it merits consideration. The leading jockey at a particular meeting can often be followed with agreeable results. As for example, Willie Shoemaker recently at Hollywood Park or Santa Anita. Or the remarkable apprentice rider, Howard Grant, at the last Monmouth Park meeting.

Worth Watching
When a rider "gets hot" he is worth watching and checking on. His confidence is at the peak. He feels lucky. He has his pick of horses. And so on. However, playing one jockey all the time is not good. Even Arcazo has had bad streaks. Ted Atkinson once rode 56 consecutive losers.

And so it goes. Nevertheless, as indicated, following a particular jockey at the right time can prove quite profitable. This is another situation in which a good simple progression is essential. What are some "good simple progressions?" I will discuss that at our next session.

(Tomorrow: The weight your horse carries is important.)
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Eagle Point Horse Club Sets Rodeo at Camp White Field

Eagle Point 4-H horse club, Desert Pegasus, will give a rodeo Sunday, Sept. 8, at Memorial field at Camp White to help support the United Medford Crusade.

The rodeo will start at 1:30 p.m. with the grand entrance, followed by the introduction of clubs and leaders, pole bending, curvy race, Texas barrel race, square dance on horses, musical chairs, and baton race. Special events will include junior riders under nine years of age in Western pleasure.

All the games will be played in three age groups, 9 to 13, 14 to 18, and adult.

Ribbons and trophies to be awarded will be donated by the Junior Chamber of Commerce, of Eagle Point.

The horse club was started in February with James Dunn and Keith Krambel as its supervisors. So far the group has participated in the Montague Junior Rodeo in California, sponsored a pre-fair horse show in July with other 4-H clubs in the valley in local competition, and took an overnight ride to the Military Bridge area.

Club president is Miss Betty Higday with Miss Norma Noble, vice-president, Bill Morgan, secretary, and Jim Ackerman, treasurer.

There is no admission charge to the Sunday event but donations to the United Medford Crusade will be accepted.

Speed Limits Set In Grandview Area

Speed limits have been established in the Kenwood-Grandview district by the state speed control board.

Speed limit on Biddle rd. between Jackson st. and Crater Lake highway will be 45 miles per hour; on Crater Lake ave. between Jackson st. and a point 50 feet north of Buckshot Hill rd., 35 miles per hour; on Crater Lake ave. from Buckshot Hill rd. to a point 50 feet north of Delta Waters rd., 45 miles per hour; and on McAndrews rd. between Biddle rd. and Crater Lake ave., 45 miles per hour.

No formal speed limits were established for Grand ave. between Crater Lake ave. to a point 1 1/2 miles west of Corona ave., Corona ave. between McAndrews rd. and Grand ave., and Covina ave. from Crater Lake ave. to Grand ave.

The board indicated, however, that 25-mile-an-hour speed signs should be installed under the statutory definition of a residential zone.

Speed limits are established by the state board after surveys are conducted.

Friday, September 6, 1957

MEDFORD (OREGON) MAIL TRIBUNE—FIVE

Walker's Dreamland To Have Anniversary

Walker's Dreamland ballroom in Medford, which was established 29 years ago by Amos Walker, will be the scene of an anniversary dance Saturday night, Sept. 7.

Weekly Saturday night dances have been held in the hall, located near the East Main street bridge, since 1928.

According to Walker, free tickets to the anniversary dance will be given to persons who attended the dance 20 years ago. At last year's anniversary dance 11 couples were admitted free.

Those qualifying for free tickets may obtain them at the ticket office, Walker said.

PENALTIES FOR SINGING

Moscow — (AP) — Moscow residents were forbidden today to drink, gamble or sing loudly in public places under penalty of a 100 ruble (about \$10) fine. New regulations on public conduct passed by the city council July 12 were posted throughout the city.

Douglas County Has 17th Traffic Death

Roseburg, Ore. — (AP) — Douglas county recorded its 17th traffic fatality of the year Thursday when James Monroe, 35, Drain, Ore., was killed as his truck went out of control.

Monroe, a truck driver for the Douglas County roads department, lost control of his truck and it rolled down a 60-foot ravine.

In trying to jump out of the cab of the truck, Monroe was caught underneath the wheels and was crushed to death.

Left handed persons are estimated to constitute from 5 to 8 per cent of the U.S. total population.

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Two Anxious Questions Heard Behind Airplane Factory Doors

Editor's note: This is the last in a series of four articles on the coming age of jet airplane travel.

By GLENN STACKHOUSE
United Press Correspondent
San Francisco — (AP) — The two most anxious questions being whispered behind the "no admittance" doors of the world's commercial airplane factories are: "How fast?" and "How soon?"

For the public may find itself in the amazing position of being thrust into the era of supersonic flying almost before it has a chance to get used to the pokey, 600 - mile-an-hour contraptions now aborning.

Some of the world's biggest jet-makers, facing a knockdown struggle in domestic and foreign competition, have even stopped whispering and are talking out loud about mach two—twice the speed of sound.

The latest and probably most significant public statement about the prospects for supersonics came from London recently from Sir Miles Thomas, chairman of a government committee set up to study British air transport.

VTO Model
Sir Miles' committee recommended that Britain start development of a 1,500 m.p.h. jet airliner capable of flying at 60,000 feet and making the London-New York flight in about 2 1/2 hours. The plane would be a vertical take-off model with a 135-passenger capacity.

The committee judged that such an aircraft could capture the "blue ribbon" transatlantic route "within 12 years."

This statement from Britain is certain to prod American de-

signers into action.

In this country the loudest rumblings of supersonics have come from Boeing and Lockheed. Both firms have indicated they feel that the 1,500-2,000 m.p.h. plane could be in production by 1970.

With the exception of British Overseas Airways Corporation, most airline executives register horror at the suggestion of supersonics by 1970.

They point to the billion-dollar investment to which the industry is already committed in subsonics and the number of years it will take to liquidate that outlay. They also fear that any supersonic plane would be so expensive to fly it would boost tariffs clear out of the

Court Records

MUNICIPAL COURT
Robert Charles Glover, excessive noise, \$10.
Kenneth Ra Striplin, violation of basic rule, \$10.
Grady D. Mott, violation of basic rule, \$10.
Mable J. Bertrand, no driver's license, \$10.
Cris Fester Gates, violation of basic rule, \$10.
Richard Francis Souza, violation of basic rule, \$10.
Albert K. Norris, parked in restricted zone, \$2.50.
Richard Lewis Stratton, disobeyed stop sign, \$5.
Edwin Merle Blair, no tail lights, \$5.
James Edward Palmer, violation of basic rule, \$10.
Elsie Phyllis Ripley, driving wrong way on one-way st., \$10.
Leslie Carter Boardman, disobeyed traffic signal, \$5.
Alfred Earl Bowman, driving on wrong side of the street, \$5.
MaryLou Vetta Higday, violation of basic rule, \$10.
James Joseph Finegan, violation of basic rule, \$10.
Theodore Luther Buerkle, violation of basic rule, \$10.
Harrison Dean Hardenburger, disobeyed stop sign, \$5.
Fritz John Ruch, excessive noise, \$10.
Elmer Harold Gieb, violation of basic rule, \$10.
William Henry Schroeder, disobeyed stop sign, \$5.
Eugene Ferrell, violation of basic rule, \$10.
Maxwell Drake Payne, disobeyed traffic signal, \$5.
Richard Ward, improper lane usage, \$5.
Elmer George Huff, violation of basic rule, \$10.
Sam S. Lee, no driver's license, \$10.
John Frank Hilbert, no driver's license, \$5.
Robert Alvin Young, defective equipment, \$5.
Arden Paul Hildebrand, disobeyed traffic signal, \$5.
Arthur George La Course, no driver's license, \$5.
Christina Carmen Valentine, violation of basic rule, \$10.
George David Hunniford, disobeyed traffic signal, \$5.

DISTRICT COURT
Kenneth Wayne Shockley, illegal possession of intoxicating liquor, \$30.
Gordon Late Redfield, overwidth, \$15, bail.
Billy Gene Bowling, shooting from public highway, \$30.
Jack Turner Jones, shooting from public highway, \$30.
Delbert George Pruett, drunk on public highway, \$30, bail.
Arnold John Fein, overwidth, \$149.
Bennie Sennard Bird, overwidth, \$20.
Doyle Farris Smith, no operator's license, \$10.
Nancy Lea Struckland, no operator's license, \$10.
Fred Smith, failure to dim lights, \$10.
James Granville Slack, defective lighting equipment, \$5.
Harvey Gene Hanner, inadequate muffler, \$15.
David Leroy Baker, failure to dim headlights, \$10.
Edwin Merle Blair, overwidth, \$15.
Carl Everett Wimberly, failure to stop at stop sign, \$10.
Jack Loren Keck, no trailer license, \$6.
Kay Fong Lee, failure to dim headlights, \$10.
Katie Lillian Kezer, no operator's license, \$10.
Willie Berry Thompson, no operator's license, \$10.
Donald Dee Wallace, switched license tabs, \$30.
Pete George Kershaw, failure to stop at stop sign, \$10.

CIRCUIT COURT
Marjorie J. Mock vs. David M. Mock, divorce complaint.
Reba Gean Robinson vs. Millard Junior Robinson, divorce complaint.

MARRIAGE LICENSE APPLICATIONS
John Howard Treat, Klamath Falls, and Rena Vannier, 204 South Grape st., Medford.
Jack William Gardner, 1730 Camp Baker rd., Medford, and Charlene Louise Stevenson, 2216 West Main st., Medford.

Autumn Weather Extends To Gulf

BY UNITED PRESS
The nation's early autumn weather extended as far south as the Gulf states today and forecasters said the cool air will linger at least another day.

Skies were generally fair and temperatures crisp throughout the region blanketed by cool air, although light showers occurred to the south in Florida and along the southeast Gulf Coast.

A 4,000-acre brush fire raged in the Feather River Canyon in the parched interior of California north of Sacramento. Aerial tankers helped battle the blaze which closed Alternate Highway 40 and threatened Western Pacific Railway tracks along the river. A dense blanket of smoke billowed over Orville, 15 miles to the west.

RESCUERS FIND BODIES
Saint Giron, France — (AP) — A rescue party has found the bodies of three French alpinists who disappeared Saturday on the slopes of the 9,318-foot-high Montvalleir peak, it was announced today.

The 1957 Ohio Legislature passed 336 new laws.

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