

**Amateurs**

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ity park, when the  
ples will play the  
let in Seconds and  
the second contest.  
e made a good rec-  
ords are expected.  
led at 2:30.

the Orientals at  
2:30 p. m. The Ma-  
morning.

**E HONORS.**

portsmen Teams  
napolis League.

**TEAMS.**

| Won. | Lost. | Pct. |
|------|-------|------|
| 29   | 5     | .792 |
| 19   | 5     | .792 |
| 18   | 6     | .750 |
| 17   | 7     | .708 |
| 16   | 8     | .667 |
| 12   | 12    | .500 |
| 11   | 13    | .453 |
| 10   | 14    | .417 |
| 8    | 16    | .333 |

**AUTOMOBILE CONTEST  
RULES ALMOST READY**

**M. C. A. WILL SOON ANNOUNCE  
NEXT YEAR'S REGULATIONS.**

**FEW CHANGES ARE LIKELY**

[By Carbureter.]

Constructors of automobiles, as well as the thousands of others interested, will be enlightened in a few weeks regarding the rules to govern stock car contests of 1910. Not only this, but they will have a first-class line on the big events that are to be promoted in the twelve months beginning at New Year's. In other words, the general scheme of standardizing automobile contests, with which idea the Manufacturers' Contest Association, of which H. O. Smith, of this city, is vice-chairman, was incorporated a few months ago, will begin shortly to work out as originally intended.

The new body has worked since its inception this year under a handicap in that many important events had been projected early under the then existing rules, and further in that manufacturers had been afforded no opportunity to build stock cars up to the class limits of piston displacement, for the reason that these limits were not known when the 1909 models were decided upon. This latter feature rather nullified the general scheme, as some cars barely over the limit for one class were compelled to compete against others that were built up to the limit of the next largest class.

Manufacturers who intend to go into a

stand the Marmo  
caught the wire ab  
of Matson's Chalm

**Summary of**

Ten-Mile Motorcycle  
Riders—Reading-Sta.  
Merkel (Febrey),  
mou)

Ten-Mile Motorcycle  
—Merkel (Walthour)

Twenty-four Miles  
cubic inches; Chal  
23:49.42; Chalmers-D

Twenty Miles  
contestants in New  
Journal-Constitution

20:36.86; Matson (W

Twenty Miles—Stoc  
ble inches; National

mers-Detroit (Lori  
(Dingley).

Ten-mile Handicap  
Marmou (Harroun),  
(Knipper).

Two Miles Free-f  
(Strang) 1:44.47; C  
(Robertson).

Six Miles—Stock  
inches; Flat (Rober  
(Aitken), Apperson.

Twenty-four Mile  
only to amateur dr  
ford) 20:36.23; Pope

Fifty Miles Free-f  
40:14.02; National (A  
man).

**CLOSE MATCH**

Landis Falls Dov  
citing Game

HOW TH

|                 |       |
|-----------------|-------|
| Nusbaum (300)   | ..... |
| Sande (175)     | ..... |
| Bemis (225)     | ..... |
| Thompson (225)  | ..... |
| Landis (225)    | ..... |
| Stone (175)     | ..... |
| Gant (200)      | ..... |
| Holman (175)    | ..... |
| Swank (175)     | ..... |
| Carpenter (175) | ..... |

Thompson playin  
won the closest m  
night, yet played

|    |    |     |
|----|----|-----|
| 11 | 13 | 358 |
| 10 | 14 | 417 |
| 8  | 16 | 333 |
| 4  | 20 | 167 |
| 4  | 20 | 167 |
| 4  | 20 | 167 |

Sportsmen teams are still tied as a result of the result of three games in their series, while the number from the took two games in the Crescents series in three. The series with the and the Indians in three games. The Washingtons in their last effort, was high and won the W. A. 243 in his last

**KEYS**

|            |     |     |
|------------|-----|-----|
| —National— |     |     |
| 151        | 197 | 188 |
| 160        | 185 | 200 |
| 172        | 144 | 163 |
| 210        | 169 | 170 |
| 233        | 184 | 226 |
| 956        | 879 | 952 |
| —Imperial— |     |     |
| 201        | 182 | 224 |
| 175        | 205 | 212 |
| 240        | 156 | 147 |
| 182        | 173 | 171 |
| 188        | 169 | 191 |
| 976        | 875 | 945 |

**KEYS**

|              |     |     |
|--------------|-----|-----|
| —Company B—  |     |     |
| 137          | 164 |     |
| 161          | 154 | 114 |
| 149          | 140 | 149 |
| 129          | 122 | 152 |
| 135          | 148 | 169 |
| 159          |     | 159 |
| 711          | 688 | 743 |
| —North Side— |     |     |
| 168          | 177 | 205 |
| 168          | 171 | 162 |
| 139          | 168 | 183 |
| 187          |     |     |
| 173          | 211 | 169 |
| 188          |     | 175 |
| 769          | 905 | 885 |

**KEYS**

others that were built up to the limit of the next largest class. Manufacturers who intend to go into a campaign of contests in 1910 will have no uncertainty to contend with. By New Year's they will know absolutely what the fixed limits will be in the various classes, and will then be in a position to go ahead and construct as near to those limits as they care to. It is not improbable, therefore, that in the piston displacement races of next year will be found a large number of cars practically alike as to power, and depending for superiority simply on advanced construction and design.

**Drastic Action Unlikely.**

There will not be, it can be safely predicted, any particular changes in the rules for 1910 from those of the current year. Some manufacturers anticipate drastic alterations, but this is not the idea of the M. C. A. rules committee. The members of this committee, of which Howard E. Coffin is the chairman, have worked on the forthcoming rules with the idea of making changes only where they would appear to be desirable, based on the experience gained in the last six months. The regulations in force since last summer have proved generally satisfactory, not only to the manufacturers, but to the public, which has generously supported contests of all kinds.

It may be taken for granted that the piston displacement and price classifications that have been in force will be retained. All efforts to work out improvements in either direction have brought the rules committee back to the classes as they stand, which are generally favored by the men most interested.

A section of the makers of automobiles has advocated a class for cars with greater piston displacement than is at present allowed. In this year's list the extreme is six hundred inches. The suggested class is from 600 to 650 inches. This would bring in practically all the very large motors. It is not a certainty that the big class will be adopted, but consideration of the suggestion is likely.

Another desired change by a few of the manufacturers is for elimination of the weight limit, which now runs from 2,400 down to 1,200 pounds for the five regular classes. These weights are believed to be as low as is consistent with the safety that should be assured to a purchaser of a stock car. There are some constructors, however, who not only hold that less weight is feasible, but who

Thompson, playing won the closest match night, yet played series at the Boston. The score was 225 in the same class, was up to his best interesting, because evenly matched. Thompson was 18, while Landis with 17. The next night Score:

|               |   |   |    |   |   |   |    |   |   |   |   |    |   |       |   |   |   |   |   |   |   |    |   |   |   |   |   |   |   |   |       |     |
|---------------|---|---|----|---|---|---|----|---|---|---|---|----|---|-------|---|---|---|---|---|---|---|----|---|---|---|---|---|---|---|---|-------|-----|
| Thompson—0    | 1 | 5 | 0  | 1 | 3 | 2 | 0  | 0 | 0 | 9 |   |    |   |       |   |   |   |   |   |   |   |    |   |   |   |   |   |   |   |   |       |     |
| 0             | 3 | 4 | 2  | 0 | 1 | 3 | 4  | 1 | 2 | 3 | 4 |    |   |       |   |   |   |   |   |   |   |    |   |   |   |   |   |   |   |   |       |     |
| 1             | 2 | 3 | 14 | 1 | 0 | 0 | 1  | 0 | 4 | 0 | 7 | 10 | 3 | Total |   |   |   |   |   |   |   |    |   |   |   |   |   |   |   |   |       |     |
| high run, 18. |   |   |    |   |   |   |    |   |   |   |   |    |   |       |   |   |   |   |   |   |   |    |   |   |   |   |   |   |   |   |       |     |
| Landis—0      | 0 | 8 | 1  | 1 | 0 | 0 | 16 | 1 | 6 | 7 | 1 | 2  | 0 | 2     | 0 | 8 | 0 | 0 | 8 | 4 | 2 | 11 | 0 | 0 | 2 | 3 | 1 | 5 | 3 | 0 | Total | 219 |
| run, 17.      |   |   |    |   |   |   |    |   |   |   |   |    |   |       |   |   |   |   |   |   |   |    |   |   |   |   |   |   |   |   |       |     |

Referee—Harry Geisse

**German House**

The first game of Indoor Baseball League at the German House between the Tigers and Pirates. Much interest is being shown and a large crowd is expected to be present. The line up as follows: second base, Bloor (captain), pitcher, S. O'Reilly, right field, short, Obauch, right base, and S. Fra. Pirates—Scherer (catcher); O'Conner, short; Darmody, first base. M. Frankford second base; Goodle mission will be charged.

**Call for Basketball**

Special to The NOTRE DAME, Coach Maris issued a list of basketball candidates. The practice will continue until after Thanksgiving. Maris keeps several of the practice but Maris to work with every new man, shows forward and his seems to be as good as Vaughan last season.