

PIDGEON RACING IS POPULAR SPORT IN CITY OF NEW YORK; LARGE SUMS ARE WAGERED

(New York Sun)

A recent order by Tenement House Commissioner Deegan that all dove-cotes must be removed from houses containing three or more families brought woe to thousand of carrier pigeon fanciers in this city.

Whether the fact is well known or not, and it probably isn't, pigeon racing is one of the most popular sports in this city, and is literally followed by thousands.

Saturdays and Sundays are the big days for racing, for the reason that the pigeon racers—the owners of the competing birds have leisure on these days. Thousands of dollars are won and lost in bets every week end, and it would be difficult to say just how many thousands. One man devoted to the game estimated that probably \$200,000 is bet at the curious racing game every Sunday.

Birds race from 100 to 15,000 miles, far as far as Albany or Philadelphia to Havana or San Antonio. There is no less than thirteen pigeon racing clubs in and around New York, affiliated with the United Homing Pigeon Concourse. There is of course no finishing point—no judges' stand—for the racers to arrive at, since every bird is trained to arrive at its own particular cote and no where else.

This brings about a curious condition. Upon many rooftops of a Saturday afternoon and Sunday you will find little groups of men and women too, patiently waiting for a flash of wings overhead and a glimpse of their racing pigeon returning at its cote at the finish of a prepared and measured race with possibly fifteen or twenty other homers. To determine the winner in this particular style of racing, a very complicated system has been worked out.

The pigeons go by numbers, every registered bird having its own individual number, which is stamped upon a small irremovable metal band clasped around its left leg. When a bird is entered in a race, a second band, a removable one, also bearing the bird's number, weighing almost nothing and capable of being easily removed, is slipped on the leg. Every owner pos-

sesses a clock, specially built to time pigeon races, a clock which is a registering and stamping device. Just before a race all the clocks are examined and seal by representatives of racing clubs or the United Homing Pigeon Concourse.

The instant a bird drops out of the sky and enters its cote it is lightly seized and the removable band quick-slipped from its leg. The band with the number is put in a mettle capsule which is thrust into the clock. A crank is turned and automatically the pigeon's finishing time recorded.

That sounds simple enough, but it's only part of the complicated and ingenious system for figuring out elapsed time and determining with absolute precision the true winner of a race that may have been a thousand miles long. The finishing points for the various birds—their various cotes—may be usually are at widely separated points in the city. Some of the points may be as much as three or four miles closer to the starting point of the race—Havana, let us say—than other points. Allowances are made for these differences I would not be fair to award the first prize to a bird which had got home first in point of time, but which had flown only 96 miles, and pass over a bird which had arrived home a fraction of a minute later, yet which had flown 99 miles.

Therefore a careful survey has been made, and exact distance in miles, yards, feet and inches from the starting point of every race to every one of the finishing points has been figured out and registered with the racing authorities. Nothing is left to guesswork. It is probably the most scientifically and precise form of racing and, so far as it is known, the most honest. It is pretty hard to pull a pigeon and if you doped it, it would not fly at all.

Ordinarily, every owner enters several birds in each race, and since there may be fifteen clubs competing, and that means from seventy to eighty birds in a race. Time is not taken on all, but only on the first two on each cote to show up at the finishing points.

CANADIAN RAILROAD PHONE SUCCESS

The two-way commercial telephone service for travelling passenger trains introduced for the first time on April 28, 1930, on a Canadian National train running between Toronto and Montreal, is proving successful says "Canada Week-by-Week." So far there has been no interruptions in the service in any way, and it is being used daily for business and personal calls.

During the first six weeks of operation about 60 per cent of the calls handled were curiosity calls, 20 per cent social and 20 per cent business conversations. Business calls now constitute about 65 per cent of the total. Curiosity calls have now been reduced to 10 per cent and social calls have increased to 25 per cent.

The train telephone system has been operating daily since it was inaugurated, on one train each way between Toronto and Montreal. The quality of transmission has been rated 95 per cent perfect, and one call placed by a passenger to London, England, the score of 100 per cent. was attained. Many calls from outside points to passengers on the trains originate as far away as Chicago. The number of calls handled varies greatly from day to day, and lately there has been a steady increase both in calls to passengers on the trains and in those from the trains to outside points. On a number of occasions a train has handled as high as twenty one calls on a single trip, though the total was only \$13 in the first five months of operation.

SENSIBILITY IS DAMAGED WOMAN SAYS

(Montreal Star)

Whether "damage to sensibility and social standing" is a legitimate ground for a claim for damages, is a question which the courts are asked to decide in a case in which Mrs. George Schofield Beer of Saint John, N.B., is suing the Ritz-Carleton Hotel for \$11,638.90.

The action arises from burns suffered by Mrs. Beer when a pot of hot tea was precipitated over her neck and shoulders in the course of afternoon tea at the hotel. The hot tea, it was claimed by the plaintiff, was upset by a careless waiter for whom the hotel owners are responsible. As a result of the burns, she said, she was confined for a month in bed and spent three additional months in convalescence. On advice of her physician, she made a trip to Bermuda, which cost \$500 and which is included in the itemized bill submitted to the hotel.

An additional item of the account is \$10,000 for damage to health, sensibility and social standing. The hotel owners, in reply, contend that even if she suffered permanent disfigurement, her sensibilities and social standing would not be affected, and that therefore the item should be struck out.

Further, the hotel owners state that the accident was caused by the fact that the waiter's tray on which he carried the hot tea was struck by the plaintiff while she was talking in an animated manner and gestured with her arms.

THE END WHAT?

(H. Glynn-Ward in Vancouver Sun)

The peasants waited, row by row, Stolid, quiescent, cowed; The Soviet envoy strode within, Coarse-bred, thick witted, loud.

"There is no God!" he said, and seized The Holy Ikon there, "If God there be, let aveng, Watch how I do and dare!"

He spat upon the Ikon then, And sneered, "Shall God forgive?" He broke it in his unclean hands, "See, fools," he laughed, "I live."

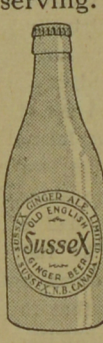
The peasants rose with stolid face, "God's mercy! He is good — But we are only men," they said— And killed him where he stood.

Give your money a job and the other fellow will be able to find one.



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The curriculum of Barnard College The French seem not so craftsman It took the miracle of radio to mix includes a course in resting which isn't like at making cabinets as in former mawkish love songs with prosaic commercial advertising. very popular, I understand, since the emergencies, and the latest design home work in preparation for it na-looks not so much like a full-length England is now buying grape fruit naturally consists of doing something cabinet as a console hardly able to and a sensible use has at last been found for the monocle. to get tired. stand on its own legs.

NATIVE HOSTILITY PUT AN END TO THE EXPEDITION WHICH WAS TO SEARCH FOR GIANTS

Tucson, Ariz. Dec. 19—"The sudden ending of our expedition to Sonora in search of remnants of a supposed race of giants has left me without direct substantiation of this matter, although indications at the excavation site were that several interesting discoveries were in prospect," says Dean Cummings of the University of Arizona.

Continuing, the dean stated, "the bones of a youth six feet eight inches tall was our most important find. An examination of the skeleton showed it was that of a young male. It was the largest of the 13 skeletons we found, but the other fossilized bones gave us important knowledge of the type of people that lived in that vicinity some 2,000 years ago.

"We were unable to proceed farther toward the place where it was indicated the skeletons of more adults were buried. The unfriendliness of the Mexicans who leased the land and the attitude of the Yaqui natives made it impossible for us to stay.

"The shape of the skulls was a peculiar characteristic of the skeletons. The craniums of some of the men were more than a foot long, as our earlier information indicated. This was a characteristic which indicates they were connected with the 'Pithouse' people of Arizona, evidences of which have been uncovered in the past.

"We could not determine in the brief time at our disposal whether or not the skeletons were those of a "normal" sized person. We had no way of determining the exact age of the children whose skeletons we found, but I do not believe the remains of a youth six feet eight inches tall indicates normal height as we regard the term today. The present Yaqui natives are of short stature.

"There is no question that we found a heretofore unknown burial ground and I believe the relics we found justified our expedition. No one can say now, naturally, whether or not we would have found evidences of a race of giants, but the extent of the discoveries gave rise to our hopes. I am sure the burial ground holds many important relics. "We found, one foot below the surface, two small urns containing the charred remains of human bones, evidently cinerary urns. In several places at about the same depth we found several pockets containing fine fragments of human bones and ashes mixed with the soil.

"It would seem that some were too poor to provide an urn, consequently dug a hole in the ground, emptied remains of the cremation into the hole and covered it up. Just below there we encountered river boulders in spots. Below these, at an average depth of three feet, we found skeletons of humans. Most of them lay on their backs, stretched at full length.

"We uncovered in all 13 skeletons, five of which were evidently men. All but one were six feet or more, but none gave evidence of being of abnormal stature. They were evidently tall, well built people, but of a race of giants.

"All pottery that we found was coarse gray or black ware in the shape of small urns.

From investigations we were able to make in the vicinity in the short time at our disposal, we discovered no evidence of structures of permanent homes."

Bess—"A wife makes a man forget a whole lot of troubles."
Bob—"That a bechelor never has."

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