GOVERNOR-ELECT DINES.

ODELL AND WOODRUFF GUESTS OF HONOR AT REPUBLICAN CLUB—GOVERNOR ROOSEVELT UNABLE TO ATTEND.

A congratulatory dinner was given to Governor-elect B. B. Odell, jr., and Lieutenant-Governor Woodruff last evening at the Republican Club, No. 450 Fifth-ave. Many members of the club were present to greet Mr. Odell at a reception which preceded the dinner. Among the guests of honor were ex-Governor Black, Cornelius N. Bliss and General Francis V. Greene, all of whom made speeches. Senator Depew, president of the club, presided at the dinner, and made a congratulatory address. Governor Roosevelt and Senator Platt sent letters of regret.

Among the Republicans who sat at the tables were Frank Brainard, William Brookfield, L. L. Bonheur, Justice J. A. Blanchard, Alexander Caldwell, Captain Joseph M. Dickey, J. M. Deuel, H. R. De Milt, Senator N. A. Elsberg, William L. Findley, D. G. French, James W. Hawes, Charles F. Homer, S. V. V. Huntington, M. E. Haviland, N. H. Henry, J. Edgar Leaycraft, William Leary, John O. Mott, R. C. Morris, H. Melville, J. M. Mitchell, A. L. Merriam, A. B. Norton, A. E. Ommen, F. H. Partridge, E. J. Palmer, E. H. Porter, L. Rundel, A. H. Steele, Leopold Stern, W. H. Ten Eyck, F. B. Thurber, Charles H. Treat, T. K. Tuthill, James Talcott, John W. Vrooman, James M. Varnum, E. S. Whitman, T. F. Wentworth, E. Wetmore, Charles H. Young, R. N. Kenyon, John McCullagh, R. A. C. Smith and James W. Perry.

Senator Depew had sent to Governor Roosevelt an invitation by telegraph as follows:

No Vice-Presidential candidate ever contributed so much to the canvass as you have done in your wonderful campaign. Republican Club has a dinner to-night to Odell and Woodruff. Words cannot express what your reception will be if you attend.

The following dispatch from the Governor was read at the dinner:

Heartiest thanks for telegram. Please express to members of the Republican Club my deepest regret at not being present. There is no body of men in all the Republican party whose invitation I am more anxious to honor. Am simply swamped with my work and the great mass of telegrams and letters.

Senator Depew in his address said there were millions of Democrats who were secretly rejoicing at the defeat of Bryan, although they had been too partisan to vote for McKinley. Continuing, he said:

It is a matter of pride and congratulation that we enter upon the twentieth century with so gifted, wise and experienced a statesman as William McKinley. The American, wherever he may be, anywhere in the world, can point to the Chief Magistrate of his country as the best type of his countrymen.

There never has been a candidate for Vice-President who contributed so largely to the success of the ticket as has Colonel Roosevelt. His picturesque personality and incisive speeches have been an important factor in our victory.

New-York State is a business corporation with seven millions of stockholders and vast interests to be managed. The people this time have elected for their Governor one of the most experienced, level-headed and successful business men of the State. I predict for his administration an unqualified success.

Genial, able and popular Woodruff disputes by his majorities the old bogie of a third term.

The Senator compared the action of Sound Money Democrats in supporting McKinley with the action of the Federalists in supporting Thomas Jefferson at the beginning of the nineteenth century, saying:

While Mr. Bryan is an infinitely better man in every respect than Aaron Burr, yet he represents theories, isms and fads which are dangerous to the National credit and the business of the country. So, the tables reverse, the real descendants of Thomas Jefferson in the political line, the genuine Democrats of the Jeffersonian school, the brains and the distinction of the Democratic party, act as did the Federalists a hundred years ago.

Senator Depew closed his address with the following:

The acquisition of Louisiana by Jefferson made the Mississippi an American river from its source to its mouth. It made possible the settlement of the West and Northwest. With the possession of the coast on the American continent from the Behring Sea to the Mexican line, with coaling stations dotting across the Pacific to the Philippine Islands, with Manila within four days of Hong-Kong and the coast of the Orient, behind which are two-thirds of the population of the globe, who are to be the purchasers of the overproduction of the highly organized nations of the earth, the Pacific will become an American lake, and with all this will be that development of the merchant marine which will carry under our own flag the products of American industry.

In the course of a brief speech Mr. Odell said:

We have had occasion to regret the decline of commerce on our canals. What measures we will adopt to revive this commerce I cannot say at this time, but we will be actuated by a desire to bring the greatest good to the greatest number. If we decide that waterways are antiquated, then men of both parties must unite to devise some scheme which will bring back the commerce which our State has lost. In the past some lines of business may have escaped their proper burden of taxation, but in the future I will endeavor to make every man bear his pro rata of the burden of taxation. To bring about the reforms necessary in the State we need not only the help of Republicans, but of Democrats. I wish you all to remember, too, that at all times you may feel free to advise me on matters of public moment.

Mr. Woodruff's remarks contained the following:

The condition in Kings County to-day, where I live, is not at all satisfactory from a Republican standpoint, and this morning we all turned our eyes and minds involuntarily from the campaign of 1900 to that of 1901, and we made up our minds that we must wrest this municipality from the clutches of Tammany Hall. If the forces which are opposed to Tammany Hall combine and nominate a ticket we will have no difficulty in scoring a victory next fall, when we are to elect a Mayor, but we must prepare for it now.

COMMERCIAL TRAVELLERS REJOICE.

J. H. MANLEY PAYS TRIBUTE TO THE DEMOCRATS WHO HELPED ELECT MCKINLEY.

The Commercial Travellers' Sound Money League held a large ratification meeting in the headquarters at Fourteenth-st. and Fifth-ave. at noon yesterday. The hall was decorated with flags and banners, and the platform was almost buried with flowers. Colonel John L. Shepherd, the president of the League, introduced as the principal speaker Joseph H. Manley, National Committeeman from Maine, who said in part:

The Republican organization has not won this fight. It has been won by the people. This is not a partisan Republican victory. We could not have won this magnificent battle but for the loyal Democrats who have sustained us through the contest. We won because our cause was just, because our candidate commanded the respect and confidence of the people, and because his associate on the ticket had the confidence of you all.

We also owe a large measure of our success to the magnificent chairman of the Republican National Committee. I know the abuse and calumny that have been heaped upon him, but there is no more honest, pure and straightforward man in this land than Marcus A. Hanna. There is no stain on his private character, and his business career is an honor to any man.

I am proud of New-York this morning. I am proud of the fight you have made in this city against Croker and Crokerism. Perhaps you don't realize how severe that fight was. The power of this great municipality, with all its resources, was in Croker's hands. In spite of all that power and influence you have been true to yourselves, and you have settled the fact that Croker must hereafter go into private life.

MR. PLATT EXPRESSES HIS JOY.

Senator Platt, at Republican headquarters yesterday, in commenting on the result at the polls on Tuesday said:

I am glad that both branches of the Legislature are Republican by increased pluralities, and also that we have increased our representation in Congress. Our candidates in this county made magnificent fights, and are entitled to a great deal of credit, even where they lost. They were fighting against great odds, but they cut down the Tammany vote considerably. New-York State shows up finely. It would seem that the plurality of McKinley and Roosevelt above The Bronx is not less than 175,000, and it may be considerably more. Greater New-York's plurality against us is in the neighborhood of 30,000, so we are confident that the State gives nearly 150,000 for the National ticket. Mr. Odell's plurality does not appear to be more than 25,000 under that for President.

William Barnes, jr., of the Republican State Committee, gave out a statement, in which he said:

Our figures this morning indicate that the majority for McKinley in this State will reach 147,650, and that Mr. Odell's will be 114,500. We regret that more Sound Money representatives in Congress were not chosen in the boroughs of Manhattan and The Bronx, but it must not be forgotten that the present apportionment in the city—originally not over fair—has grown to be, through the development of population, unrepresentative.

A CLEAN SWEEP IN WESTCHESTER

THE ONLY CANDIDATE IN THE COUNTY WHO LOST WAS OTIS, CARRIED UNDER BY THE BRONX VOTE.

Cornelius A. Pugsley, the Democratic nominee for Congress in the XVIth District, which includes Westchester County and a part of The Bronx, is elected over Norton P. Otis, the well known elevator manufacturer of Yonkers. Mr. Otis made a good showing in Westchester County, carrying it by 3,559, but could not overcome the Tammany plurality of 4,200 piled up against him in the Borough of The Bronx. Pugsley's plurality, with one unimportant district missing, is 641. Mr. Pugsley was the only successful candidate on the Democratic ticket in Westchester County, and he owes his election to the fact that he is president of the First National Bank of Peekskill, and therefore known to be in favor of Republican legislation on the money issue. He will succeed John Q. Underhill, of New-Rochelle, who is also a Gold Democrat.

Ex-Judge Isaac N. Mills, of Mount Vernon, who was the Republican nominee for the Senate in the XXIId District, which also includes a part of The Bronx, made a splendid race, keeping close to the head of the National ticket. He is elected over his Democratic opponent, D. H. Morris, by nearly 4,000 plurality. Judge Mills will succeed Senator William J. Graney, a Democrat, of Dobbs Ferry.

The Republicans of Westchester County for the first time in several years made a clean sweep on Assemblymen. They elected W. C. Mains, of Mount Vernon, in the Ist; Alfred W. Cooley, of West Chester, in the IId, and James K. Apgar, of Peekskill, in the IIId. Cooley ran against Frank K. Hunter, a popular member of the New-York Athletic Club, and was cut hard in New-Rochelle and Pelham by the Burns men. Nevertheless he pulled through with a plurality of nearly 250. W. C. Mains is the son of the Rev. George P. Mains, who is an agent for the Methodist Book Concern.

The Republican County ticket won easily by from 1,500 to 3,500 plurality, electing Samuel C. Miller, of White Plains, Sheriff; Theodore H. Silkman, of Yonkers, Surrogate, and Dr. Frank Russell, of Tarrytown, Coroner.

The vote for President in Westchester County towns and cities follows:

	McKinley.	Bryan.
Bedford	590	306
Cortland	2,068	1,040
East Chester	284	221
Greenburg	1,865	1,408
Harrison	197	194
Lewisboro	215	55
Mamaroneck	592	329
Mount Pleasant	837	872
Mount Vernon	2,474	1,559
New-Castle	387	201
New-Rochelle	1,607	1,241
North Castle	370	217
North Salem	196	114
Ossining	1,207	1,008
Pelham	231	77
Poundridge	119	57
Rye	1,592	1,172
Scarsdale	192	47
Somers	357	193
White Plains	997	722
Yonkers	4,817	4,261
Yorktown	337	250
Totals	21,061	16,544

McKinley's plurality, 4,517.

J. P. MORGAN AND CUP DEFENCE.

HE IS NAMED WITH AUGUST BELMONT IN SYNDICATE TO BUILD THE NEW BOAT.

It was said on good authority late last night that J. Pierpont Morgan would be one of the syndicate to build the defender to meet Sir Thomas Lipton's Shamrock II. August Belmont is mentioned as another of the syndicate. The Tribune's informant, a well-known yachtsman, said that members of the proposed association had attended meetings at Mr. Morgan's office in Wall-st. He continued:

I know that Mr. Morgan is one of the syndicate, and I am almost certain that Mr. Belmont is in it with him, but I do not know about other names, and perhaps there are none.

In other quarters it was said last night that Gardner & Cox, of No. 1 Broadway, the designers of the Mira, the Quissetta, the Cartoon and many other fast racers, were being consulted by the new Morgan syndicate. Nothing could be learned as to whether this firm had been actually employed. In spite of C. Oliver Iselin's alleged denial of his intentions to take charge of any craft in the coming defence trials, it was said last night that he had consented to be the manager of the Columbia next summer.

The management of the new defender is said to rest between an Eastern yachtsman, who sailed three times with General Paine in previous challenge contests, and E. A. Willard, of this city. The Eastern yachtsman referred to is thought to be J. Malcolm Forbes, who was prominent in cup defence when the Boston boats were taking a hand.

VIOLENT THUNDER AND HAIL STORM.

MORE RAIN AND COOLER WEATHER THE FORECAST FOR TO-DAY.

An unseasonable and violent storm burst over the downtown district of the city soon after 12 o'clock last night. A gale of wind, a torrent of rain and a bombardment of hailstones accompanied the rumbling reverberations and blinding flashes of light.

The storm was preceded by showers earlier in the evening. The weather officials predict more rain and cooler weather for to-day, with fair weather for to-morrow.

The storm was especially severe in Westchester County. There it seemed to be made up of a series of three storms. Lightning struck in several places.

ACTOR AND ACTRESS TO MARRY.

London, Nov. 7.—The announcement is made that Forbes-Robertson, the actor and manager, will shortly marry Miss Gertrude Elliott, the American actress.

GOVERNOR DUE AT ALBANY MONDAY.

Albany, Nov. 7.—William J. Youngs, secretary to the Governor, arrived here from Oyster Bay this afternoon with the information that Governor Roosevelt would come to Albany on Monday next. The most important matter awaiting his disposal is Mayor Van Wyck's answer to the charges preferred against him for his alleged connection with the Ice Trust.

CONFIDENCE NOW ABOUNDS, SAYS DEPEW.

Senator Chauncey M. Depew was much elated over the election returns. When seen yesterday he said:

I never had a doubt of the result from the first moment that I went up the State campaigning. I outlined my reasons for believing that the State would go for McKinley and gave my figures, and both have been borne out. The defeat of Mr. Bryan ends all business doubt and commercial uncertainty. It is reflected in every channel of financial and commercial activity in the country. The people know that the tariff and the currency are not to be tinkered with. Confidence abounds. The people have regained confidence in themselves and their country, and the prosperous times of the last four years will continue, and will be augmented by renewed activity and growth. The flag is up to stay. The Nation is marching on, and the verdict of Tuesday was so decisive and far reaching that it will be a long time before any one else will rise up to attack the prosperity, honor and manifest destiny of the country.

SPORTS AND SPORTSMEN.

PROGRAMME OF SPORTS TO-DAY.

RACING.—Queens County Jockey Club, Aqueduct, 2:30 p. m.

GOLF.—All-Philadelphia against Women's Metropolitan Golf Association, eighteen players on a side, Philadelphia Country Club.

YACHTING.—Meeting of Yacht Racing Association of Long Island Sound, Yachtsmen's Club, No. 47 West Forty-third-st., 8 p. m.

AUTOMOBILING.—First annual show, under the auspices of the Automobile Club of America, Madison Square Garden.

BILLIARDS.—Amateur Athletic Union tournament, Metropolitan Academy, Columbus-ave. and Sixty-sixth-st.; preliminary, Class B tournament, under Amateur Athletic Union auspices, Knickerbocker Athletic Club.

THE RACETRACK.

FIRST WHIP WINS A HANDICAP—JUDGE TARVIN, ISIA AND MALDEN ARE ALSO SUCCESSFUL.

Two out of six favorites were successful at the Queens County Jockey Club races at Aqueduct yesterday. The second choices, as a rule, were victorious in the other contests. Isia was the only exception. There was a fair attendance when the sport began. Judge Tarvin appeared at the post after a long absence, and on his class and the report that he was in good condition he was made a strong favorite over the field, which numbered an even dozen. Marblehead had a few friends, but the rest were not backed much, except for place and third. To a fair start, Williams hurried Judge Tarvin through from fourth place, and soon was in the lead, which he retained to the finish, winning cleverly from Blarneystone and Dye.

In the second race, a handicap for two-year-olds, McAddie, with top weight, 126 pounds, was made favorite in the opening of the betting, but he went back, and at post time he was on almost equal terms with The Rhymer, who carried 121 pounds. Isia, backed down from 10 to 1 to 5 to 1, had no difficulty in winning the race from start to finish. McAddie was second, a length in front of Glade Run.

Prestidigitator had a host of friends in the third race, over a mile and seventy yards. Sir Florian, fresh from Canada, also had many supporters, while Olea and Oliver Mc had a little stable backing. Olea and Prestidigitator ran themselves into the ground in the first three-quarters of a mile. When Sir Florian challenged Prestidigitator in the stretch the latter had nothing left to finish with, and Regan's colt won first money. Olea was third.

Belle of Troy made the talent very unhappy by her miserable race, the fourth on the card. R. Williams had the mount, and 6 to 5 was eagerly taken by those who remembered her excellent race at the Empire City track last week. First Whip was second choice and winner of the race. Belle of Troy got the worst of the start, and could not improve her place in any part of the race. She finished next to last. Her in and out running has been conspicuous all the season. It is hard to understand why she runs so well with heavy weight and so poorly with light weight. Alsike beat Compensation for third place.

Malden beat The Golden Prince in the fifth race for two-year-olds, thus again scoring a second choice over the favorite. Queen Carnival, well played and tipped, earned third money in the race. Animosity, an even money favorite for the sixth race, beat Piederich and Yorkshire Boy as easily as they beat the rest of the field. Burns rode the winner, making it his second victory for the day.

Following are the summaries:

FIRST RACE—For four-year-olds and upward; selling; $400 added. Five and a half furlongs.

		Betting. St.	Pl.
J. Odom's b. c. Judge Tarvin, by Lord Hartington—Eurle, 110 lb. (R. Williams)	1	2—1	4—5
F. M. Taylor's ch. h. Blarney Stone, 110. (Shaw)	2	6—1	2—1
G. W. Nixon's b. g. Dye, 102 (Miles)	3	15—1	6—1
Ordeal, 102 (Moore)	0	15—1	6—1
Imparial, 110 (McCue)	0	10—1	4—1
Harry Reed, 107 (J. Slack)	0	8—1	3—1
Marblehead, 110 (Burns)	0	13—5	1—1
Disturber, 107 (Cooke)	0	100—1	40—1
Islington, 107 (Phalen)	0	100—1	40—1
Miss Mitchell, 102 (G. Thompson)	0	60—1	20—1
Spurs, 102 (Brennan)	0	40—1	12—1
Ellen B., 107 (J. Callahan)	0	100—1	40—1

Time—1:10.

Start fair. Won cleverly by a length; half a length between second and third.

SECOND RACE—For two-year-olds; handicap; $400 added. Five and one half furlongs.

Sullivan & Harris's ch. c. Isia, by Tammany—Isis, 106 lb. (Mitchell)	1	7—1	5—2	
J. J. McGarry's ch. c. McAddie, 126 (R. Williams)	2	2—1	7—10	
J. C. McGill's b. c. Glade Run, 108 (Shaw)	3	8—1	3—1	
The Rhymer, 121 (O'Connor)	0	4—1	7—5	
Annie Thompson, 112 (Burns)	0	8—1	3—1	
Termless, 105 (McCue)	0	6—1	2—1	
Shark, 104 (T. Walsh)	0	6—1	2—1	

Time—1:08¾.

Fair start. Won driving by a length; a head between second and third.

THIRD RACE—For three year-olds and upward; selling; $400 added. One mile and seventy yards.

F. Regan's ch. g. Sir Florian, 4 yrs., by St. Florian—Prosperity, 107 lb. (Mitchell)	1	4—1	7—5	
T. Monahan's b. g. Prestidigitator, 105 (O'Connor)	2	9—5	4—5	
F. Burlew's br. f. Olea, 99 (J. Slack)	3	6—1	2—1	
Dan Cupid, 101 (Shaw)	0	6—1	2—1	
The Chamberlain, 110 (R. Williams)	0	15—1	6—1	
Consoler, 109 (Hayden)	0	100—1	40—1	
Lancewood, 97 (Miles)	0	25—1	8—1	
Oliver Mc, 103 (Phalen)	0	5—1	2—1	
Protus, 109 (Minder)	0	100—1	40—1	

Time—1:47¾.

Good start. Won by two lengths; one length between second and third.

FOURTH RACE—For all ages; handicap; $500 added. One mile and a sixteenth.

J. McLaughlin's br. c. First Whip, by Duke of Montrose—Theora, 3 yrs., 110 lb. (Burns)	1	3—1	1—1	
W. C. Daly's b. g. Alsike, 98 (Miles)	2	12—1	4—1	
L. H. Franchi's b. c. Maribert, 99 (J. Slack)	3	8—1	3—1	
Compensation, 109 (O'Connor)	0	10—1	4—1	
Herbert, 108 (McCue)	0	8—1	2—1	
Belle of Troy, 111 (R. Williams)	0	6—1	1—2	
Beau Ormonde, 90 (G. Thompson)	0	8—1	3—1	

Time—1:49⅘.

Star fair. Won in a mild drive by one length; one length between second and third.

FIFTH RACE—For two-year-olds; selling; $400 added. Six furlongs.

J. A. McGarry's b. g. Malden, by Lissak—May Rapture, 107 lb. (O'Connor)	1	2—1	4—5	
J. L. Holland's ch. g. The Golden Prince, 110 (Burns)	2	8—5	3—5	
R. J. Hiner's b. f. Queen Carnival, 93 (Brennan)	3	3—1	1—1	
Edgefield, 104 (Mitchell)	0	6—1	2—1	
Hija, 101 (McCue)	0	25—1	8—1	
Rubens, 95 (G. Thompson)	0	50—1	12—1	
Gone, 98 (Cogswell)	0	30—1	12—1	
Olev, 98 (Walters)	0	30—1	12—1	
Ziegfeld, 96 (Hoar)	0	100—1	30—1	

Time—1:16¾.

Fair start. Won driving by half a length; one length between second and third.

SIXTH RACE—For two-year-olds; selling; $400 added; six furlongs.

H. T. Griffin's ch. f. Animosity, by Star Ruby—Harmony II., 104 (Burns)	1	1—1	out.	
G. F. Johnson's ch. c. Piederich, 96 (G. Thompson)	2	15—1	5—1	
J. L. Holland's br. c. Yorkshire Boy, 101 (McCue)	3	12—1	5—1	
Ginki, 99 (Miles)	0	4—1	7—5	
Golden Boy, 107 (O'Connor)	0	12—1	4—1	
Caliban, 101 (R. Williams)	0	5—1	2—1	
The Brother, 96 (Shaw)	0	60—1	15—1	
Graylette, 101 (J. Slack)	0	12—1	4—1	

Time—1:16½.

Bad start; won easily by one length; a head between second and third.

ENTRIES FOR TO-DAY.

FIRST RACE—Maiden, three-year-olds; selling; $400 added. Five furlongs.

Name.	Wt.	Name.	Wt.
Prince Richard	105	Frank Webb	102
Mordelmo	105	Fatalist	102
Osceola	102	Charawind	102
Tristan Belle	102	Lanza	102
Cephalalgia	102	Uncle Josh	102
Gracie K.	102	Lizzie Regent	97
Staten Island	102		

SECOND RACE—For two-year-olds; $400 added; weights 5 pounds below the scale, with allowances. Five and a half furlongs.

Brandy Smash	114	Gallimoor	106
Timothy Foley	109	Chaos	106
Manchitria	109	Nonpareil	106
Monad	109	Dactyl	106
American	109	Princess H.	106
Orderer	109	Orienta	106
Frank Callahan	109	Lady Padden	106
Rochampton	109	Mary Stuart	106
East Keiston	109	Alzora	106
Automaton	109	Lambkin	101
Advocator	109		

THIRD RACE—For three-year-olds and over; selling; $400 added. Mile and a sixteenth.

Kinnikinic	113	Carbuncle	105
Tension	107	The Amazon	103
Dolando	106	Belgrade	102
Hesper	105	Belle of Orleans	101

FOURTH RACE—All ages; $500 added; weight for age. Mile and a half.

Intrusive	126	Tension	123
Compensation	126	Belgrade	117
Imp	123	McMeekin	117

FIFTH RACE—For two-year-old fillies; $400 added; allowances. Five and a half furlongs.

Ondurdis	119	All's Well	101
Pleasant Sail	112	Laura Kimball	101
Katherina	112	Princeton Girl	101
Gracious	107	Malachite	101
Kid	107	Novelty	101
Edgeworth	107	Miss Lazzarone	101
Helen O'C	107	Anna Darling	101
Zenaide	101	Reina	101

SIXTH RACE—For three-year-olds and over; selling; $400 added. Mile and seventy yards.

Elsie Skip	103	Ceylon	97
Island Prince	103	Spurs	94
Trocha	102	Decimal	92
Kirkwood	102	Maple	91
Ross Clark	100	Rowdy	87
Give and Take	97		

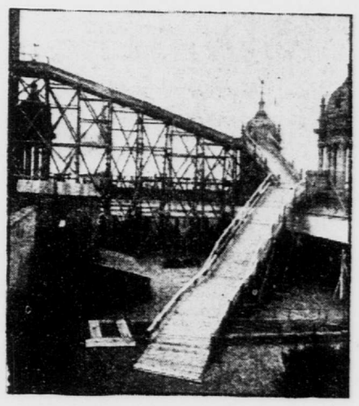
AUTO SHOW POPULAR.

ELECTRIC HYDRANTS—MILITARY MOBILE—AUTOMOBILE TRAIN TO TOUR THE WEST.

Interest in the Automobile Show at Madison Square Garden seems to increase rather than diminish, and the attendance yesterday afternoon was larger than at any previous afternoon during the exhibition. People well known in the social world have apparently set aside regular hours for visiting the Garden to inspect and admire the new horseless carriages. From 4 to 5 o'clock in the afternoon and from 9 to 10 o'clock at night seem to be the favorite hours. Those flying vehicles are travelling practically all day and half of the night, and the visitors apparently never tire watching the scene. Those fortunate enough to have a personal acquaintance with some of the manufacturers or their salesmen never seem weary of riding around the oval. Some of the exhibitors invite most of those who visit their booths to take a spin around the track.

A large majority of the machines move around the track without noise, and with a smoothness and ease of motion illustrating the remarkable progress the American manufacturer has made in such a short time. It is noticeable that the machines of foreign make are nearly always noisier, heavier and less graceful in outline than the machines already turned out by the American manufacturer.

The first meeting of the manufacturers will be held this morning at the Hoffman House to see if, in the opinion of the majority, an association of makers should be formed. The plan to have an automobile train will, it is believed, be indorsed. The idea is to make up a train of about fifteen vestibuled baggage cars, two sleepers and a buffet car. The automobiles will be placed in the cars, and the train will visit the large cities of the West



DEVICE ON MADISON SQUARE GARDEN ROOF FOR TESTING HILL-CLIMBING WITH AUTOMOBILES.

in regular order. The sleepers and buffet car will be used for the attendants and mechanics. It is proposed to start from Chicago some time in January, and to visit in turn Kansas City, Omaha, St. Louis, Salt Lake, Spokane, Los Angeles and San Francisco. In most of the cities it is intended to stop over for two days and show the automobiles. It is proposed to remain a week, and hold shows at the Tramway Building, in Denver, and the Mechanics' Building, in San Francisco. It is said that five ordinary automobiles can be placed in one of the baggage cars.

The Automobile Club of America, under whose auspices the present exhibit at the Garden is held, has extended to each exhibitor the privileges of the clubrooms at the Waldorf-Astoria, and in addition has invited the makers to a supper, which will be held at the Garden to-morrow night about the time the show closes.

A new machine was shown on the track for the first time yesterday. It is heavier than most of the ordinary kind, and is intended for war purposes. It is propelled by steam and has seats for four persons, two in front and two in the rear. The men who manned the machine were dressed in full marching order. It looked real enough until some of the experts discovered that they were not real soldiers, and that "Eddie" McDuffie, the ex-champion at middle distance cycle racing, was working the lever.

According to the manufacturer, the machine made a record trip yesterday from Kingsland Point to this city, making the distance, thirty-two miles, in sixty-five minutes. The vehicle is equipped with room for one thousand rounds of ammunition, four military rifles, four pairs of blankets, four soldier kits, cooking utensils, two intrenching shovels and enough condensed food to last the four soldiers three days, and it is said to carry enough fuel to take it two hundred miles without recharging, as well as being guaranteed to make one hundred miles on an ordinary country road in twelve hours. Two rubber shelters are arranged on the side of the machine for the use of the soldiers when camping out. The machine will be submitted for approval to the War Department.

A company has been formed in this city which will begin work immediately to operate an electric hydrant. These hydrants will be placed throughout the city, and on the good roads in the district. When a machine runs out of electricity the driver can pull up in front of one of these hydrants. He carries a sort of plug or key which will open the hydrant. Inserting the plug and making connections with his automobile, he turns on the electricity. He must first, however, drop a twenty-five cent coin in the slot. This will permit him to take 5,000 volts of electricity. If he desires only one-quarter or one-half of that amount he can regulate the amount with his plug or key.

The largest throng of the week was in attendance last night. The number of those well known in the social world was unusually large. Some of those present were Mr. and Mrs. H. Mortimer Brooks, Miss Gladys Brooks, Mrs. Hermann Oehrlichs, Mr. and Mrs. Edward McVickar, Frederick Gebhard, Mr. and Mrs. Alfred de Cordova, Mr. and Mrs. Hamilton Cary, George Isham Scott, Woodbury Kane, Lorillard Spencer, H. A. Kemp, Mr. and Mrs. McGee Ellsworth, Frederick Baldwin and H. V. Brown.

CLUBS MAY CONSOLIDATE.

A possibility is that the rival Automobile Clubs will be consolidated soon. At a meeting of the Long Island Club a few nights ago the suggestion of consolidation was brought up officially, and President Adams has appointed a committee of three to confer with a similar committee from the Automobile Club of Brooklyn looking toward amalgamation.

CYCLING.

AFFAIRS OF KINGS COUNTY WHEELMEN—CONVINCED OF THE STABILITY OF THE BICYCLE INDUSTRY.

The Kings County Wheelmen intend to have a lively indoor season. Several of the racing men will keep in condition in order to take part in the coming indoor meets. The handicap road race decided on Long Island on Election Day resulted in a victory for George E. Homans, who had a one minute handicap. Homans made the twenty-five miles in 1 hour 2 minutes 6 seconds, which is a road record for Long Island. Hugh R. Brown, jr., was second, L. W. Hyde, jr., third; M. W. Lediard, fourth, and A. R. Chapman, fifth. George Schofield, N. Vanderwall, H. W. Johnson and G. W. Green did not finish on account of accidents. There was not more than a length between the first three men at the finish. The club gave a "smoker" at the clubhouse, in Grant Square, on Monday night, to a large attendance.

M. L. Bridgeman, the ex-president of the Associated Cycling Clubs and a veteran dealer, well known in the trade, is a firm believer in the bicycle, and thinks that there will be just as much riding next spring as ever. "The person who has ridden for any length of time may tire of it temporarily," said Mr. Bridgeman, "but he is not going to give it up for good. I know several dealers who did better business this year than they did last. The automobile at present has the following, and I believe with the perfection of the machine the interest will increase. This does not mean, however, that wheeling is on the decline. The bicycle takes one out into the open air and gives him splendid exercise. After keeping off his wheel for a few weeks he feels the need of that fresh air, and is pretty sure to get out that old bicycle and turn it loose."

"Eddie" Bald, George Banker and "Eddie" McDuffie are interested in automobiles. It is not expected that any of them will face again unless it is on motor cycles.

The Madison Square Roof Garden.

Hill Climbing Automobile Tests.

A 40 per cent. grade climb has been built by The Mobile Co. of America to illustrate the power and staying qualities of its Mobiles.

As on this Roof Garden climb, so on steep country roads, the life of an automobile driver is constantly at the mercy of good material and fine construction. A carriage of steel and brass is in one respect like a watch. Fine looks do not make a good operator. You do not judge a watch by the brightness of its parts, but by the reputation of its makers. You ask *"What can it do?" The exhibition on the Roof Garden is intended to confirm the established reputation of the machines of The "Mobile" Company of America* for "DOING":—

First. It shows the power to generate steam sufficiently rapidly to meet the greatest demands which can be made.

Second. It shows the perfection of parts which can stand such extraordinary strains.

Third. It shows the wonderful "staying" qualities of the "Mobile."

Fourth. It exhibits the Company's new brake which permits the "Mobile" to stop at the will of the driver while coming down backward.

Besides these essential points of automobile excellence, the machines of the "Mobile" Company of America are noted for one most important requisite—their SIMPLICITY.

Simplicity is the prevailing idea in the construction of a "Mobile." Few working parts, easily accessible and no unnecessary attachments. For the buyer who values finicky contrivances above strength, durability and power to do, attachments are kept ready to be put on without extra charge. But their use is not advised.

If $5,000.00 were offered for a carriage The "Mobile" Company of America could furnish no better machine than that which it sells for $750. The two machines which make these perilous roof garden ascents and upon which a man's life depends were taken at random and without special examination from the machines in the warerooms. They are fitted with the Company's "twenty-mile gearing" and "hill climbing" brake. These are put on any carriage when desired by the purchaser.

That the "Mobile" is an absolutely reliable machine is demonstrated in his long climb of 40 and 45 per cent. grades twenty or thirty times a day and day after day.

Never before in the history of automobiles has such a feat been even attempted. On the Roof Garden the "Mobiles" not only make this climb, but go up at the rate of from eight or ten miles an hour.

The public is invited to visit the factory of the Company at Kingsland Point, Tarrytown-on-the-Hudson, where the operations in every one of the factory's sixteen departments are open to the fullest inspection.

25 trains daily stop at PHILIPSE MANOR, The "MOBILE" CO. private station.

CHESS.

SEVENTH ROUND OF MASTERS' TOURNAMENT—LIPSCHUETZ AND SHOWALTER TIED FOR LEAD.

The seventh round of the masters' tournament played at the Manhattan Chess Club Tuesday afternoon and evening resulted as follows: Lipschuetz beat Baird in a Queen's Gambit declined after thirty-eight moves; Hymes beat Hodges in a Queen's Pawn Opening after thirty-two moves, and Showalter beat Marshall in a Queen's Gambit declined after thirty-four moves.

The scores were as follows:

QUEEN'S GAMBIT DECLINED.

WHITE. Baird.	BLACK. Lipschuetz.	WHITE. Baird.	BLACK. Lipschuetz.
1 P—Q 4	P—Q 4	21 K—R 2	R—K 2
2 P—Q B 4	P—K 4	22 P—K R 4	P—R 5
3 P x K P	P—Q 5	23 R—Kt 5	P—Kt 3
4 P—K 4	Kt—Q B 3	24 P—R 5	Kt—R 4
5 Kt—K B 3	B—K Kt 5	25 P x P	R P x P
6 B—B 4	K Kt—K 2	26 R—Q 2	Kt—K 6
7 P—K R 3	B x Kt	27 R—R 7	Kt—B 4
8 Q x B	Kt—Kt 3	28 R x Kt P	Kt x P
9 B—Q 3	K Kt x P	29 B x Kt	R x B
10 B x Kt	Kt x B	30 R x B P	P—Q 6 ch
11 Q—K 2	B—Kt 5 ch	31 K—B 2	P—Q 7
12 Kt—Q 2	Q—K 4	32 R (Kt 6) x Kt P	R—K 6 ch
13 Castles Q R	B x Kt ch	33 K—Kt 4	R—Kt 6 ch
14 R x B	Q x P	34 K x R P	P—Kt 4 ch
15 Q—B	Q x Q ch	35 P x P	R—Q 5 ch
16 B x Q	Castles Q R	36 K—R 5	P Queens
17 P—K 4	Kt—B 3	37 R x P ch	K—Q
18 R—Q 3	K R—K	38 R—Q Kt 7	R x P ch
19 R—Kt	P—K Kt 3	39 Resigns.	
20 P—R 3	P—Q R 4		

QUEEN'S PAWN OPENING.

WHITE. Hodges.	BLACK. Hymes.	WHITE. Hodges.	BLACK. Hymes.
1 P—Q 4	P—Q 4	20 R—Q Kt 5	R—Q Kt
2 P—K 4	P—K 4	21 P—K 4	P—K Kt 4
3 Kt—Q B 3	Kt—K B 3	22 Q—B	P—Kt 5
4 B—K Kt 5	Kt x P	23 R—R 5 ch	P—Kt 3
5 Kt x Kt	P x Kt	24 P—R 5	Q—Q 4
6 P—B 3	P x P	25 Q—R 2	K—B 2
7 Q x P	P—B 3