

Automobiles.

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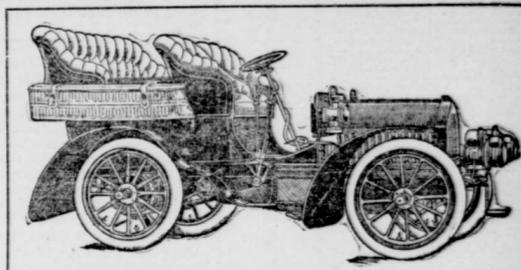
Automobiles.

# Locomobile GASOLENE CARS

## DELIVERIES.

Up to date we have delivered all this season's orders as promised, and ON TIME. Does this interest you? We are able to make excellent delivery on account of unequalled facilities, and because our car is NO EXPERIMENT. Two-cylinder and 4-cylinder gasolene touring cars. Front vertical motors only. Prices, \$2,000 upwards.

The LOCOMOBILE Company, Broadway, Corner 76th Street. TELEPHONE 1120 RIVERSIDE. Member Assn. Licensed Auto. Mfrs.



FRENCH, ENGLISH AND AMERICAN AUTOMOBILE AND MOTOR BOAT APPAREL SUPPLIED EXCLUSIVELY BY SAKS & COMPANY, BROADWAY, 85D TO 84TH STREET, NEW-YORK.

### "AUTO" RUN ON RAILS.

Car Will Go on Cartracks or Ordinary Roads.

In self-propelled railway inspection cars a new departure is made on a vehicle just produced. It has an arrangement for attaching a set of steel flanged tires to the wheels, without removing the pneumatic tires. Equipped in this manner, the machine is ready for a run on rails, while by sim-

hour on the road, and fully thirty-five miles an hour on a railroad, carrying fuel for about one hundred miles.

Patents have been applied for on this new double rim construction.

**WINSTON CHURCHILL'S NEW "AUTO."** W. G. Brokaw Buys One Fitted with Reclining Chairs, Lamps and Tables.

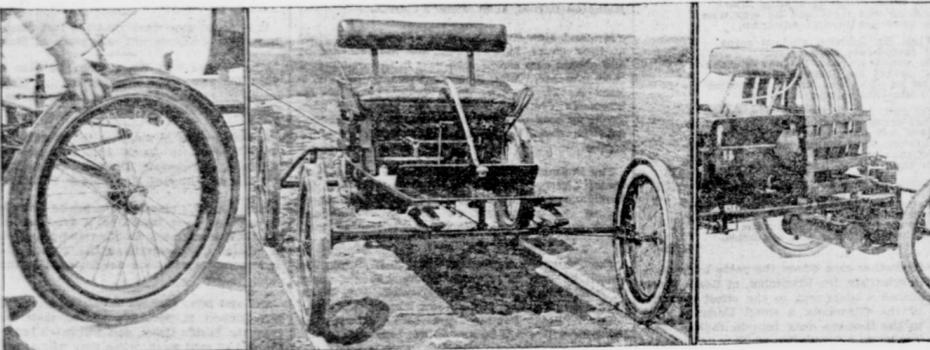
A handsome touring car was recently purchased by Winston Churchill, of Boston, Mass., author of

the auspices of the Automobile Club of Great Britain and Ireland, from London to Edinburgh, also without a single stop.

### "AUTO" RUN TO ST. LOUIS.

At Least One Thousand Cars Expected to Take Part.

The automobile run to the St. Louis Fair in July, held under the auspices of the American Automobile Association, is expected to be a



SELF-PROPELLED RAILWAY CARS.

(From The Motor World, April 7, 1904.)

ply detaching the steel tires an automobile pure and simple is had. The car illustrated was built for the president of one of the railroads of Alabama, and has just been shipped to him. The novel feature referred to consists of a cast steel flanged rim, made on its outside to fit the rails, and on the inside a curved surface to fit the periphery of the tire. When the tire is inflated, this auxiliary rim is rigidly held in place. Under test, it has been found that 90 or 70 pounds side pressure cannot start it. In fact, the wheel itself can be crushed before it can be pushed out of this rim. To re-

"The Crisis" and "Richard Carvel." The car is of the double phaeton type, 60s entrance and Victoria top, roomy and comfortable. A removable glass shield over the dash gives protection from wind and dust. Mr. Churchill is a member of the Massachusetts Automobile Club and has been an automobilist for a number of years. In placing his order for the Decauville car, the feature that appealed to Mr. Churchill was the steel pan which not only supports the entire mechanism, but also completely protects it from water, dust and mud. This is one of the features that is responsible for the many sales the Standard Automobile Company,

marked success. At least one thousand automobiles are now counted on to take part. The division from this city will leave here on July 24, and the New-England section will start the day before, and meet the others at Buffalo. There will also be sections from Cleveland, Denver, Kansas City and other Western cities.

Although no set pace will be maintained, every driver will try to complete the tour, and the American Automobile Association will probably provide certificates for those who make the trip on schedule time. The night stops and the mileage of the principal divisions are shown in the following itinerary, which is subject to change:

New York (main section)—Leave New York City on Tuesday, July 20, with night stops at Kingston (94 miles), Delhi (71 miles), Binghamton (59 miles), Bath (104 miles), Buffalo (129 miles), for rest on Sunday, July 25. Mileage, New York to Buffalo, 468 miles.

New-England section—Leave Boston on Monday, July 26, with night stops at Springfield, Mass. (107 miles), Albany (100 miles), Utica (110 miles), Syracuse (150 miles), Rochester (82 miles), Buffalo (71 miles), for rest on Sunday, July 31. Mileage, Boston to Buffalo, 604 miles.

Combined New-York and New-England sections—Leave Buffalo on August 1, with night stops at Erie (84 miles), Cleveland (110 miles), Toledo (125 miles), Waterloo (93 miles), South Bend (112 miles), Chicago (162 miles), for Sunday, August 7, will be spent. Total mileage, Buffalo to Chicago, 520.

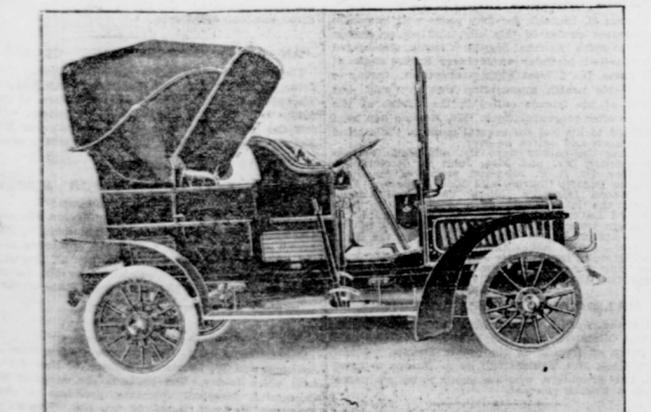
Combined North, Northwest, New-York and New-England sections—Leave Chicago on Monday, August 8, to Bloomington (122 miles), Springfield, 60 miles, St. Louis, 102 miles, arriving there Wednesday night, August 10. Total mileage, Chicago to St. Louis, 288.

Total mileage for the tour from New-York, 1,354. Average mileage per day, 92.

New-York alternative route No. 1—Leave New-York City on Tuesday, July 20, with night stops at Poughkeepsie (75 miles), Albany (100 miles), where the New-England section will be joined.

Southeastern section—Leave Washington, Baltimore or Philadelphia on July 27, with night stops at Gettysburg (121 miles from Philadelphia), Bedford (75 miles), Connersville (70 miles), Pittsburg (82 miles), for Sunday, August 1, at Cincinnati (68 miles), and Cleveland (68 miles), where the main body will be joined on August 2.

New-York alternative route No. 2 and 3 will be via the Southeastern and Central sections respectively.



WINSTON CHURCHILL'S DECAUVILLE CAR.

move it, the tire has to be entirely deflated, and then it can be lifted off by the aid of a screw-driver or other instrument. The manufacturer believes that this principle of construction is going to prove satisfactory, and might be serviceable for a great variety of uses in the future, even aside from inspection car purposes. For instance, in military operations any number of automobiles could be run with supplies on the rails to the nearest available point, and then, by removing the steel rims, be able to continue their drive on ordinary roads. For use as a railway inspection car, this principle seems almost ideal, as the inspector can leave the rails and ride wherever his services are required. The machine, as shown, will make easily twenty-five miles an

importers of the Decauville car, have made this season. Another sale this company recently made, was to W. Gould Brokaw of a 6-horse-power car, fitted with a special Pullman body. This car is to be thoroughly upholstered and to be fitted with reclining seats, running water, reading lamps and tables. The body is being built by Quinby & Co. The Standard Automobile Company of New-York fully guarantee its cars. The 6-horse-power Decauville car holds the world's track record for fifteen miles, and among some of the endurance feats its makers lay particular stress on, is the run of one thousand miles without a single stop, and the run conducted under

### COLUMBIA'S FOOTBALL SCHEDULE.

No Michigan Game—U. of P. Only Out of Town Game.

John G. Prall, manager of the Columbia football team, yesterday announced the dates of the games that the local college eleven will play this fall. Despite all announcements by graduates of the University of Michigan, there will be no game with the Western institution. Eleven games will be played, only one out of town. Yale meets Columbia in this city on October 29, a week after the game with Pennsylvania, for which the Blue and White will go to Philadelphia. As yet the home grounds have not been chosen, as Manager Prall is still un-

decided whether to use the Polo Grounds or American League Park. The schedule follows:

September 24, Union; September 28, Franklin and Marshall; October 1, Wesleyan; October 3, Tufts; October 8, Williams; October 12, Swarthmore; October 15, Amherst; October 22, Pennsylvania; October 29, Yale; November 5, Stevens, and November 12, Cornell.

### CRESCENT TEAM WINS.

Stevens Lacrosse Team Defeated, 9 Goals to 3.

Rain and fog did not dampen the enthusiasm of the lacrosse players yesterday, for when the men from the Crescent Athletic Club and the Stevens Institute got together on the grounds of the former at Bay Ridge they played a spirited game of two twenty minute halves. It resulted, however, in a hollow victory for the Crescents, for while their opponents' play was good in spots, they were clearly outclassed by the Crescent players, whose team work was brilliant throughout. The score, 9 goals to 3.

Crescent played on the aggressive, and in the first half scored 8 goals to 1 for Stevens. The latter team made 2 goals in the second half to 4 made by the Crescents. Gill, the outside home of the Brooklyn team, shot the first goal, three minutes after the start. O'Flynn passed the ball to Gill. Two minutes later Kennedy passed the ball to Wall, who shot it into the enemy's net, making two goals in five minutes for the Crescents. Cole, of Stevens, after five more minutes of rough play, scored the first goal for his team. One minute later Kennedy passed the ball to O'Flynn, who made a pretty shot and a goal for Crescent. Liffiton, assisted by Wall and Gill, assisted by O'Flynn, made the next two goals, both for the Crescents. The score at the end of the first half was: Crescent, 5; Stevens, 1.

The first and second goals in the second half were made for Crescent by Kennedy and Simpson, the latter assisted by Wall. There was some clever passing between these two and O'Flynn. On a pass from Johnson, Davis made the third goal for Stevens. Then O'Flynn made one for the Crescents in thirty seconds, Liffiton following with another in one minute. Galley, on a pass from Davis, made the final goal for Stevens.

The lineup and score: Crescent A. C. Position. Stevens Institute. Rose.....Goal.....Suhrr Doyle.....Point.....Eisenhower Moses.....Coverpoint.....Zimmerman Kelley.....First defense.....Caldina Layton.....Second defense.....Turner Kennedy.....Centre.....Murray O'Flynn.....Third attack.....Bart (Penk) David Scindly.....Fourth attack.....Cole Simpson.....Outside home.....Johnson

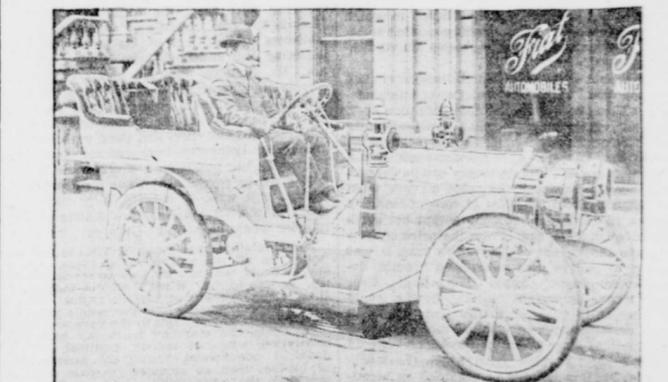
Goals—Crescent A. C. Gill (2), Wall, O'Flynn (2), Liffiton (2), Kennedy and Simpson; Stevens, Cole, Davis and Galley. Referee—Dr. R. J. Bell. Crescent A. C. Goal umpires—Crescent, William Murphy; Stevens, A. H. Potbury. Time—Twenty minute halves.

### CRANE KEEPS COURT TENNIS TITLE.

Boston Player Defeats Sands, of Local Club, in Three Straight Sets.

Joshua Crane, Jr., of the Boston Athletic Association, scored his fourth successive victory in the annual championship series at court tennis in the Raquet and Tennis Club yesterday. He defeated Charles E. Sands, of the local club, in three straight sets, the scores being 6-1, 6-3, 6-2. The Boston player was in excellent condition, and outplayed his adversary in the first and third sets. In the second, however, Sands, who seemed somewhat overtrained, played well, winning five games to a similar number by the champion, but the latter

### CLAUD FOGOLIN, WHO WILL HAVE CHARGE OF THE FIAT 60-HORSE-POWER CAR IN THE INTERNATIONAL CUP RACE.



FIAT "AUTO" BOAT TRAVELLING AT THE RATE OF TWENTY MILES AN HOUR OVER MEASURED COURSE IN NEWARK BAY.

begun the eleventh game on the service side and easily held the advantage. Crane's play was wonderfully quick all through, and the expert judges who crowded the galleries declared that he had a good eye, great strength and showed good judgment in his every movement. O. E. Campbell, of the New-York Raquet and Tennis Club, acted as referee, and John Hammond marked the game.

### SELF-EVIDENT.

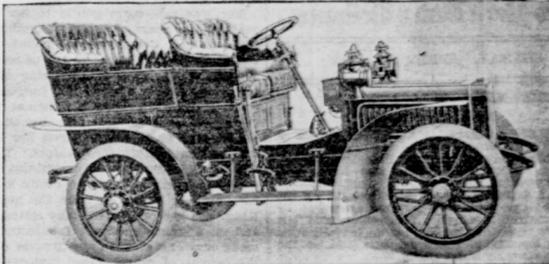
Newrich—A man can get along without ancestors. Mack—True. But his children can't.

### WHAT'S IN A NAME?

Hawkins—My wife never gossips. Robbins—Neither does mine. By the way, what does your wife call it?—(Crown Topics).

# DECAUVILLE

The Car with the Steel Pan to Protect the Motive Parts.



SIDE ENTRANCED DOUBLE PHAETON.

## The Decauville Car is fully guaranteed.

Built in France for American roads by the Société Decauville, the famous locomotive builders, and one of the largest and greatest engineering firms in France. The French Government selected the Decauville car for its army manoeuvres after comparative trials with all other cars.

One Thousand Miles Without a Single Stop Is an Official Record. EARLY DELIVERIES

You may have the body to suit your taste. The chassis will be sold separately if you prefer.

## STANDARD AUTOMOBILE CO. of N. Y.

Sole United States Agent. SALESROOM: 136 WEST 38TH ST. GARAGE: 146-148 WEST 39TH ST. NEW YORK. Licensed Importers Under Selden Patent.

### CLAUD FOGELIN, THE CUP DRIVER.

Will Try for Mile Record as Well as Competing in Bennett Contest.

Claud Fogelin, who is to drive one of the Fiat 60-horsepower cars in the Gordon Bennett International Cup Race, arrived last week on La Touraine. He will try to beat the world's mile record, held by W. K. Vanderbilt, Jr., and will take part in the straightaway and track speed contests of the coming season. Fogelin has an international reputation as a driver of racing machines, and has been engaged by Hollander & Tangeman, the agents for the Fiat car in this country, to drive their machines and act as superintendent of their garage.

Fogelin will take part in the Commonwealth hill climbing contest, to be held in Boston on April 13. He will also take part in all other possible contests, until he returns temporarily to Europe to take part in the Homburg contests, after which he will come back here and compete in all the big tournaments.

Several 60-horsepower Fiat cars are due on the Koenig Albert, which arrives shortly. These machines are companions to the three Fiat cars

## AUTOMOBILES ON CREDIT!

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New 1904 Model Touring, \$514 guaranteed. Address for terms, A. M., 287 Tribune.

1904 WINTON TOURING CAR—Excellent condition, full set lamps, searchlights, touring baskets, complete set tools &c. price \$1,500. Also Packard Model '03 good condition, \$900. Will give demonstration by appointment. BENNETT, Ave. A & 13th St., Bayonne, N. J.

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## Revised Interest in WHEELING

is shown by the early demand for bicycles. Our wonderful mechanical devices, particularly

### The Two Speed Gear

and custom frames and forks, as applied to 1904 machines, make

### Cycling a Luxury.

All models and finishes of Pope Bicycles in stock.

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## CARRIAGE REPOSITORY.

Finest display in New York of Carriages of the highest grade and most fashionable designs.

BROUGHAMS, OMNIBUSES, VICTORIAS, STATION WAGONS, WAGONNETTES, TRAPS.

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A number of very fine combination Saddle Horses, thoroughly broken for both riding and driving and thoroughly accustomed. Can be seen at

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By Inquiring for HARRY BRINCHLEY.

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Exclusive "Turnouts" a specialty.

We are prepared to furnish Turnouts for the coming spring and summer seasons. Special rates under monthly or yearly agreements. Superior accommodations for the Boarding of Road and Private Horses.

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TWO good saddle horses; one good driving horse; one fast trotting horse; one set light double harness; one set light single harness; two Bailey runabouts; one Miller sulky. GEO. D. POWELL, 41 Third Street, Brooklyn.

## HEAVY HORSES, 4 and 6 years old, good stock team.

FOR SALE—Shetland pony, rubber tired government harness, whip, blinkers, etc.; perfect fit for children. F. N. BIRDWELL, 1 Broadway, Norwich, Conn.

NEW and second hand Wagons and Trucks and Top Delivery Wagons, reasonable prices. 104 East 54th.

### TO GET GOOD TREATMENT.

Readers are assured of good treatment if they will mention to advertisers they saw their advt. in The Tribune.

### Revival of Wrestling.

Englishmen Turning Again to an Ancient Sport.

From The London Mail.

The wrestling boom of the present day is no new thing. This country has experienced similar revivals of the sport throughout many centuries. At one time they might have been fitly termed annual gatherings, because they came in their allotted turn in each year's sporting calendar.

In the Middle Ages there were great annual displays at Moorfields and Smithfield, at which the Lord Mayor presided, and matches between the citizens of London and Westminster at St. Giles-in-the-Fields, which sometimes degenerated into

scenes of violent tumult. At the "Field of the Cloth of Gold" after the English wrestlers had vanquished their French rivals, "Buff King Hall" insisted on a bout with one of the wrestlers, and experienced as severe a fall as royalty ever encountered.

In more modern times we had the Cumberland and Westmoreland Society apparently firmly established in London. But where is it now? The second of the two principal English styles, the West Country, as practised by the men of Devon and Cornwall, once had a home down Hackney way, but you rarely hear of the existence of an exponent of this style in the present day.