

YALE CATCHES TARTAR

HARD PRESSED TO WIN.

Scores Only Twice in Game with Washington and Jefferson.

(By Telegraph to The Tribune.) New Haven, Nov. 2.—Yale got a distinct and unpleasant surprise this evening from the Washington and Jefferson eleven, which held the Blue to two touchdowns in the second half of play. The final score was: Yale, 11; Washington and Jefferson, 0.

The Yale team trotted out on the field confident of overwhelming their opponents, the same team that Princeton beat three weeks ago by the score of 40 to 0, but ten minutes of the first half had not been played before the Blue players realized that they were playing football and not having a quiet little tea party.

So strong was the defence of the Pennsylvanians that Yale, try as she might, could not force the ball over for a touchdown or score in any way during the first half. In the second half Yale worked harder and finally succeeded, by a series of line plunges and punts, for yard passes, aided by a penalty, in showing Bomar over for a touchdown. Later, after Washington and Jefferson had solved Yale's offence and held her on their 10-yard line the Blue forwards broke through and blocked a kick. Alcott picked up the ball and dashed across the goal line for the second and last touchdown. Biglow then kicked goal.

Allowing for the changes that have been made in the Yale eleven during the week the showing of the team was bitterly disappointing to the coaches. Yale, while able to gain much ground, found her offence generally inadequate when it came to the supreme effort that should have been made in the Washington and Jefferson game. The Blue line by no means impregnable, and Yale supporters got a bad scare in the first half when, with the score 0 to 0, the Pennsylvanians rushed the ball to their 10-yard line. Eli then braced, however, and took the ball away on downs.

Tad Jones played a good game at quarter, and it was partly due to his dashes that Yale got within scoring distance, from which point she finally carried the ball over.

Dines took Jones's place at quarter in the second half and ran the team well. Captain Biglow played his usual strong game, but the work of the Blue on the whole was ineffective. There was none of that dash and fire associated with the work of Yale eleven. The defence, while good, was open to much criticism and showed poorly in comparison with the work of the same eleven at West Point. The offence was no stronger, and hardly as strong, in fact, as that developed in the Army game. On the whole Yale played a weaker game all around than she did three weeks ago.

Duffy had his collarbone broken in the second half and was replaced at right end by Wetstone.

Table with 2 columns: Positions, Wash. and Jefferson (6), Yale (11). Lists names of players and their positions.

MICHIGAN LUCKY TO WIN.

Vanderbilt Defence Strong—Goals from Placement Give Victory.

Nashville, Tenn., Nov. 2.—The University of Michigan defeated Vanderbilt University here today in a hard fought game, 8 to 0. The teams were well matched and there were no touchdowns. Graham's two lucky place kicks, following fumbles by Vanderbilt in the first half, winning for the Wolverines. Vanderbilt had two similar chances, but in each instance Blake missed the goal. Vanderbilt's chances followed straight hard play which in Michigan's territory. Each team tried the forward pass three times and each succeeded once. Michigan outweighed her opponents by an average of ten or twelve pounds a man, but Vanderbilt's defence was at all times effective. The weather was fine, but the field was a bit heavy. An immense crowd saw the game, and enthusiasm was intense.

SYRACUSE TEAM WINS.

Bucknell Makes Stout Resistance, but Meets Defeat.

Syracuse, Nov. 2.—The Syracuse football team, expecting a easy victory, met with a surprise in the strong resistance of the Bucknell team, and won only by the hardest kind of work to-day. The final score was 29 to 6. Rain and a heavy field made fast and open play difficult. Fumbles and penalties were frequent, Syracuse suffering most in this respect.

For the first three minutes after the kick-off neither side was able to make much progress, and the game became a punting duel. Then came the spectacular part of the game. Stein, for Syracuse, made a long forward pass from the centre of the field into the hands of Clark, the Bucknell right half, and the Pennsylvanian got away in a clear field for a sixty-yard run to a touchdown. From this point the Orange team woke up, and before the half ended had scored two touchdowns. Stein and Herz crossing their opponents' goal line.

In the second half Bucknell had no chance to score. Stein on his second attempt succeeded in making a goal from placement from the 39-yard line. Dudley in this half also made a touchdown after a 40-yard run around end. The feature of the game was the running of Banks. The plucky Syracuse quarterback on catching punts time and again ran through the most of the Bucknell team. The line-up and summary follow:

Table with 3 columns: Syracuse (26), Positions, Bucknell (6). Lists names of players and their positions.

CHICAGO BEATS MINNESOTA.

Several Hurt When Bleachers Collapse During Exciting Game at Minneapolis.

Minneapolis, Nov. 2.—Chicago defeated Minnesota here to-day by the score of 12 to 8 in one of the greatest football games ever seen in this section of the country. The score swung first one way, then the other, and the result was in doubt to the end. Capron made both of Minnesota's scores, making two drop kicks. Steffen made the first touchdown for Chicago after a run of fifty yards. He then kicked the goal. The first half ended with the score of 8 to 6 in Minnesota's favor. Five minutes after play in the second half Chicago scored again on a forward pass. During the excitement a section of the bleachers collapsed. Several persons were hurt, one man having a leg broken.

TRINITY, 94; C. C. N. Y., 0.

Hartford, Conn., Nov. 2.—The Trinity eleven beat the football team from the College of the City of New York here this afternoon 94 to 0. The game was played in a downpour of rain. The visitors had the ball three times during the game, and a 10-yard gain on a forward pass in the second half was the only time during the afternoon that they made their distance.

TUFTS, 19; BOWDOIN, 2.

Portland, Me., Nov. 2.—Tufts outplayed Bowdoin to-day, and by good kicking on the part of Green won by a score of 19 to 2.

HAMILTON, 6; UNION, 0.

Clinton, N. Y., Nov. 2.—In a drizzling rain Hamilton College defeated Union College at football to-day by a score of 6 to 0.

WISCONSIN, 6; IOWA, 5.

Iowa City, Iowa, Nov. 2.—Wisconsin University defeated Iowa University here by the score of 6 to 5. It was a close match, Iowa leading a lead of 5 to 0 on a touchdown without a goal from the end of the first half until five minutes before the end of the game, when the Iowans caught an outside punt and ran thirty-five yards to a touchdown. Mezzmer kicked goal, winning the game.

THREE FIXTURES WON.

L. W. Pomares Returns Fine Card at Hackensack Club.

There was a closing up of accounts in the competitive way yesterday at the Hackensack Golf Club. Returns were posted in three of the season fixtures, J. W. Holberton winning the J. R. Marshall cup for all winners of scheduled events, J. P. Clarendon's prize to the player having the highest total by points being awarded to F. H. Hale and W. H. Watt's trophy for the best selected score going to L. W. Pomares, who had the remarkable card of 63. The card, showing distances, follows:

Table with 2 columns: Yards, out, and Strokes, in. Lists scores for various players.

Yesterday's contest was at medal play, the best two to qualify for a cup presented by E. D. Shotwell. Only non-winners of first or second prizes could start. The qualifiers were Walter Terhune, 79 net, and W. H. Watt, 82 net. An handicap for two prizes has been substituted for a cross country match on Election Day.

DUNWOODIE COUNTRY CLUB.

The severity of the storm proved too much for the golfers in Westchester County, postponements being announced at nearly all the links. At the Dunwoodie Country Club, however, Christopher McLaughlin and G. F. Lawson got through in the final round for the Andrews Cup and McLaughlin won by 4 up and 3 to play.

LONG CHASE FOR FOX.

Many Members of the Meadow Brook Club at Hunt.

Meadow Brook, Long Island, Nov. 2 (Special).—To show that a pouring rain has no terrors for them, many members of the Meadow Brook Hunt Club turned out early this morning, with the pack of American foxhounds brought from Mississippi this summer by Paul J. Rainey. Before the end of the forenoon the field of twenty-five had hunted over a large portion of Nassau County, and while no "kites" were reported the hunters had a fine chase. The meet was at Woodbury, at 7 o'clock. The hounds were hunted to-day by Mr. Rainey. They soon caught the scent of a big fox, which set off across country, the wet ground making trailing easy. Several times the game was in sight, but always disappeared when it seemed as though the pack would close and kill. Finally, when the pack and field had gone about eight miles, the fox threw the hounds at fault. Among those to finish were Mr. Rainey, Samuel Willets, W. Burling Cox, Miss Gladys Mills, Mrs. Tom Pierce, Mrs. F. W. Swift, R. W. Grace, Miss Cornelia Bryce, Harold Philipps, Beverley Robinson and G. G. Griswold.

PLANS FOR RACE TO BERMUDA.

Arrangements for Start of Fleet from Marblehead Being Completed.

Boston, Nov. 2 (Special).—Commodore Henry Moss of the Corinthian Yacht Club of Marblehead completed arrangements yesterday with Thomas Fleming Day of New York, representing the Royal Bermuda Yacht Club, by which all the arrangements will be made by them for the sailing race to Bermuda. This race will be started from Marblehead on June 3, three days before the motor boat race starts from New York, so that all the boats may arrive at Bermuda at about the same time. All classes will be provided for this year, so that yachts larger than ninety feet over all—which was the limit last year—can take part in the race. This should increase the interest and result in a larger fleet than before. A circular will soon be issued stating the conditions. Commodore Moss will offer a trophy for each yacht which completes the course to Bermuda, but does not win a prize. Marblehead will be a convenient place for starting the race. With several well equipped yacht yards, there will be ample opportunity for yachts to make their necessary preparations, and all supplies can be procured in Marblehead or Boston. For a reasonable period before the race the fine house of the Corinthian Club at Marblehead will be at the disposal of visiting yachtsmen, who may depend upon a cordial reception there.

The Corinthian Yacht Club has had long experience in the management of races, and will doubtless be able to handle this ocean race in a satisfactory manner. The fact that the start will be off Marblehead will really be an advantage to New York yachtsmen, as during the trip around Cape Cod previous to the race they will be able to test the condition of their vessels, and get their crews "shaken down" and working well together.

RICE TEACHING FRESHMEN NOW.

Rowing at Columbia Continues Long After Usual Time for Close of Season.

An innovation in fall rowing at Columbia was started this week by Rice, who, instead of closing the boathouse for the winter after the fall regatta, has kept two freshman crews hard at work on the Harlem. Rice wants to have the freshmen able to handle a shell when they start work in the spring, and with this end in view he intends to keep them rowing this fall until the river is blocked with ice. In the spring he will be able to devote all of his time to teaching them the fine points of his stroke.

The "variety" candidates are not practicing, as the crew next season will be composed of six veterans who have pretty well mastered the Rice stroke. The first year men are rowing in barrels at present, but it is not at all unlikely that Rice will have them head in shells when the season finally comes to a close.

YALE "GRADS" CAN HAVE 7,000 SEATS.

Additional Space Provided for Princeton Game by Sacrifice of \$10,000 Tree.

New Haven, Nov. 2.—Applications of undergraduates in Yale for tickets to the Yale-Princeton football game on November 16 call for a total of about twenty thousand seats, which, with seventy-five hundred applied for by Princeton, will leave less than seven thousand seats for graduates of Yale. The time for making applications closed last night. The stands have been increased in capacity by eleven hundred seats, making the total a little over thirty-two thousand. An additional space was obtained by cutting down a massive oak tree just behind the press gallery and by removing the latter to an overhang on the upper part of the west stand. The tree was a legacy of the old football association, and had been nicknamed the \$10,000 relic, for the reason that practical minds had figured out that had the space it occupied in the grandstand section been available the extra revenue would have reached \$10,000 in the last four years. Some sentiment was attached to the tree, but the increasing loss finally induced a decision to sacrifice it.

STEVENS INSTITUTE, 11; R. P. I., 9.

In their fastest and hardest fought game of the season Stevens Institute yesterday defeated the Rensselaer Polytechnic Institute eleven by the score of 11 to 9. It looked like a victory for Rensselaer until the last few minutes of the game, when, on a trick play, Utz skinned the left end for a touchdown. The line-up and summary follow:

Table with 3 columns: Stevens (11), Position, Rensselaer (9). Lists names of players and their positions.

Referee—Mr. Hopkins, Cornell. Umpire—Mr. Fauser, Oberlin. Line-men—Lantry, Stevens, and Krieger, Rensselaer. Touchdowns—Meyers, Inglis, Utz. Goals from field—Wood. Goals from touchdowns—Roberts. Time of halves—29 and 27 minutes.

YALE CUBS BEAT ANDOVER.

(By Telegraph to The Tribune.) New Haven, Nov. 2.—The Yale freshmen defeated Andover here to-day by a score of 10 to 2. Church scored the first touchdown on a blocked kick. Hyde kicked a goal from placement.

SEWANEES, 12; UNIVERSITY OF VA., 0.

Norfolk, Va., Nov. 2.—For the first time in the history of Southern football the University of Virginia was defeated by Sewanee in a game on the exposition grounds this afternoon, by the score of 12 to 0. The loss of the game was due to Virginia's weakness rather than her opponent's strength. The Virginia eleven held Sewanee with a badly equipped and patched up team, and, doing full justice to Sewanee, it must be said that had the regular Virginia eleven been present Sewanee would have been defeated. The condition of the result would have been different. Virginia played strongly at times, but the substitutes did not appear to be of variety caliber.

AUTO RULES GARDEN.

LICENSED CARS ON VIEW.

A. L. M. A. Show Bigger than Ever—Crowds Out, Despite Rain.

A crowd that filled every part of the big amphitheatre of Madison Square Garden was in attendance last night at the eighth National Automobile Show, held under the auspices of the Association of Licensed Automobile Manufacturers.

What made the large attendance more auspicious was the fact that the weather was hardly such as to tempt one to go out. Drizzling rain was falling shortly before the opening of the show to the public, at 8 o'clock, and the skies opened. A big crowd stood in front of the building some time before the exhibition was opened, and when the doors were finally thrown open there was a steady stream of people that flooded into the building almost until the time for the closing.

The general question—and it could be heard from all as they first passed into the Garden—was, "Do you think it is as prettily decorated as last year?" The opinion seemed to be somewhat divided.

As for the show itself, it was worth the visit from a strictly spectacular point of view. It is a triumph over all former attempts at harmonious staging of the exhibits. Excepting for the big piece of stage scenery at the Fourth avenue end there is nothing to hurt the eye, although the scene is more brilliant than ever.

The handsome big cars stand becomingly in a setting of which the prevailing hues are gray and red and white, gray overhead and red underneath, with combinations of the two at the sides. Pure white lamp pillars and staff work statues, looming at regular intervals, adorn the centre of the main floor and the outer edge of the first platform above. There is not the confusion of color there was last year, and the effect of the whole is more restful and satisfying. Upon this point S. R. Ball, who had charge of the decorating, and those who attended the show last night are agreed.

There is a villa gateway, compounded of stage scenery and iron grillwork, just inside the entrance. It has high posts at the sides and a garden picture at the back of the recess within the gates. It doesn't mean anything, it does no harm, merely obscuring the perspective from the foyer. A great improvement has been made in the lighting, and the galleries in particular have a brightness they never knew before.

The most novel feature of all was the telharmonic music pouring from huge white horns, set in pairs at frequent intervals about the lower edge of the big dome. It was not intended for a while, but on the whole it seemed to be popular.

The exhibits themselves reveal that the industry is still growing. The exhibitors have grown in their business; the cars are bigger in size of engines and bodies. The materials used are better; the workmanship is finer. The tendency toward higher powered motors has not been checked and the chief exhibits are those of big cars for touring. There are cars of eight cylinders, six cylinders, four cylinders, two cylinders and cars having no cylinders, these being steamers and electrics, but there are no cars having one or three, or any odd number of cylinders.

On the main floor and the platforms overlapping it, are gasoline cars, all pleasure vehicles, and one exhibit of steamers. The electrics are grouped in the café, off the lobby, while in the basement the two extremes of motor vehicle development are found, in interesting juxtaposition—the motor cycle and the five-ton truck. The parts and accessories fill the spaces of the balconies and the concert hall, and they even crowd the basement space, clear around on the Fourth avenue side, which has never been used before. It is by long odds the biggest show and the handsomest ever seen in the Garden.

Among the cars the six-cylinder touring machine is the feature, eleven of the most representative makers displaying them as their leaders. In the general outlines the cars of 1908 show more straight lines and fewer bulging curves than formerly, giving a more substantial and less showy impression. In their engines and details of construction, there are many clever improvements to interest the initiated.

The motor cycles and trucks and delivery wagons in the basement are the most interesting and present many new features full of suggestion concerning the transportation of the future. The motor cycles fill the entire cross aisle of the basement, and make a showing apt to startle those who have not noticed how this department of motor travel has been growing.

A tour among the exhibits of parts and accessories is one full of discovery, for in this direction new things to contribute to the comfort and convenience of the motorist are being developed daily. The range of the accessory exhibits will suggest to the least imaginative mind the possibility of a man buying his car piecemeal and putting it together himself. The exhibits indicate that this could be done, for there are frames, axles, wheels, tires, engines, cranks, shafts, gears, chains, batteries, springs, bearings, universal joints and all the essential parts of a car shown separately, to say nothing of lamps, plugs, coils, oils, varnishes, odometer, speed gauges, pumps, jacks, tire chains, magnets, self-starting devices and a score of other fittings, besides clothing of all sorts.

There is a great contrast between the talk of those who visited the show last night and the chatter of those who went to the shows of a few years ago. It is the thing now to be "wise to car" and those who are not really so have acquired a smatter of knowledge and a patter of talk that allow them to pass muster as real motorists, if they do not tarry too long at one place. There are not as many footers and funny questions being asked the exhibitors as at earlier shows, but occasionally some visitor relieves the humdrum of sophisticated talk. One of these last evening, a girl who appeared dashing enough to drive a car, contemplated a six-cylinder engine for a while, and naively asked if the motors were being made up "in pieces" so that they would cool easier.

The present show keeps up the record of increase that this remarkable industry has shown each passing year. It is a larger one in every way, although one distinct branch of the business, that of the foreign cars, which has figured in these shows hitherto, has been segregated and assigned to a separate date of exhibition. As against 255 last January, there are in the present Garden show more than 300 exhibitors. There are thirty-one different makes of gasoline cars, one make of steam car, eight different brands of electric cars and an assortment of thirteen commercial vehicles. The footers up fifty-three times as many makes of cars, besides which there are fifteen different sorts of motorcycles and 211 different exhibits of accessories.

Among the cars are eleven six-cylinder models, ranging in price from \$2,500 to \$6,500 each, with a seating capacity for seven persons and ranging in length of over 40 to 50 inches. There are also a number of four-cylinder models, ranging from \$1,200 to \$2,500. The new A. L. M. A. rating, from 42 to 70. In this horsepower rating there are some rather old figures, such as 48, 46.5, 43, 45, 51, etc. The A. L. M. A. rating is the first standard system to be adopted in this country, and it will be well for purchasers this year to take notice as to how the effects of these fancy are rated.

Two interesting new exhibitors are Alden Sampson, 24, and the Selden Motor Vehicle Company, the latter having a car named after the patentee upon whose grant from the Patent Office the Association of Licensed Automobile Manufacturers, the directors of the Garden show, is based. The committee of the Association of Licensed Automobile Manufacturers in charge of the show consists of Colonel George Pope, Charles Clifton and Marcus I. Brock, with N. L. Downs secretary. The show will be open day and evening until next Saturday night, but on Tuesday and Thursday evenings double admission will be charged.

EBBETTS IN FULL CONTROL AT LAST.

Charles H. Ebbetts, president and manager of the Brooklyn Baseball Club, announced yesterday that he had purchased the interests of Messrs. Abell and Hanlon and of the Vanderhoven estate, including the old Baltimore Club, which brought suit against the Brooklyn Club some time ago. The last named club is therefore now absorbed by the Brooklyn club, the stock being distributed

Advertisement for the new Columbia 7 Passenger Motor Car with Electric Transmission. Includes an illustration of the car and text describing its features and availability at the A. L. M. A. Show.

Advertisement for Continental Tires, featuring the slogan "Keep Your Eye on Continentals!" and "New Prices FOR Continental TIRES". Includes contact information for Continental Caoutchouc Co.

Advertisement for Gallia Electric Extension Front Landalette, highlighting its battery and motor features.

Advertisement for the HEALEY & CO. BROADWAY AND 51ST ST. featuring a list of cars and their specifications.

Advertisement for the HAYNES roller-plum direct drive answers all the problems. Includes an illustration of the car and text describing its features and availability at the show.

Horses and Carriages. TWO FRENCH COACH STALLIONS TO RENT FOR coming season. ELWOOD AKIN, Auburn, N. Y.