

**ATLANTIC CITY GOLF.
ITS TOURNAMENT NEXT.**
More Than One Hundred Entries
Received for Big Meeting.

Upward of one hundred entries have been received for the annual fall open golf tournament of the Country Club of Atlantic City, to be held on Thursday, Friday and Saturday of this week. As this will be the last save one of the Northern tournaments this season the amateurs are especially anxious to pay another visit to the course by the sea.

It was back in 1899 that the first golf tournament was held there. Since then, besides being the scene of many different matches, the course has also seen the battleground for several championships. In 1901 the amateurs gathered for the national tournament, which was the first important competition where the new golf ball proved a factor. Walter J. Travis went to Atlantic City fully intending to use a solid ball, but in practice the day before the start of the tournament he played with a lively ball, and was so impressed with its advantages that he then and there renounced the solid and used the rubber core the rest of the tournament. How he defeated his old rival, Findlay S. Douglas, in a match that went thirty-eight holes and later beat Walter Egan in the final round, is a matter of history.

The intercollegiate Golf Association also held one of its championships there, and J. G. Lindsey, of Harvard, won the individual title. Harvard also won the team competition. Another contest out of the ordinary was the exhibition match, in which Harry Vardon beat the best ball of Douglas and Herbert M. Harriman. The match was a thirty-six-hole affair, and the four times open champion of Great Britain won by 3 to 1.

At the time the course was pronounced by Vardon to be more like a British seaside links than any other he had seen during his travels in this country.

Only last spring the Women's Eastern Golf Association held its second annual championship tournament in conjunction with the tri-city matches for the Clement A. Griscom trophy. Miss Mary B. Adams won the title, after a sensational outburst of a tie with Miss Fanny C. Osgood. The Boston women also won the team match.

Conditions for this week's tournament call for an eighteen-hole medal play qualifying round, consisting of six sixteens. Those who make the first sixteen will continue on at match play for the governors' cup, second sixteen for the president's cup, third sixteen for the Atlantic City and fourth sixteen for the Northfield cup. Special cups will be offered for the fifth and sixteens. All matches will consist of eighteen holes, and on Saturday there will be an eighteen-hole medal play handicap.

It is expected that Jerome D. Travers, of Montclair, the national champion, will compete. Travers played at Atlantic City in the spring tournament, winning the low score prize in the qualifying round, but losing at match play. This was one of the few occasions in which he met defeat during the last season. Fred Herreshoff, of this city, won the chief cup, defeating Dr. Simon Carr, of Philadelphia, in the final round. Following is a table showing the qualification round winner at each tournament:

Low Score Prize.	First Cup.
1899—W. H. Davis, 178.....	W. H. Davis.
1900—J. Travis, 180.....	J. Travis.
1901—F. S. Douglas, 178.....	F. S. Douglas.
1902—W. J. Travis, 190.....	W. J. Travis.
1903—G. T. Brokaw, 190.....	G. T. Brokaw, Jr.
1904—W. C. Powness, Jr., 187.....	W. C. Powness, Jr.
1905—W. C. Powness, Jr., 187.....	W. C. Powness, Jr.
1906—H. W. Perrin, 171.....	H. W. Perrin.
1907—J. Travis, 182.....	J. Travis.
1908—G. T. Brokaw, 183.....	G. T. Brokaw, Jr.
1909—W. C. Powness, Jr., 187.....	W. C. Powness, Jr.
1910—J. D. Travers, 164.....	J. D. Travers.

Entries close on Wednesday night for the qualifying round with W. E. Edge, secretary of the Country Club of Atlantic City. Those wishing to enter for the handicap only may do so as late as Friday night. The tournament committee consists of J. Haines Lippincott, Frederick S. Sherman and Mr. Edge.

It is not unlikely that the conditions governing the tri-city matches for the Lesley cup will be changed here the Boston, Philadelphia and Metropolitan teams meet in the tri-city matches. It is thought that a majority of the golfers who competed at the Country Club of Brookline recently are dissatisfied with the two-ball foursome, which was substituted for the four-ball competition.

Lighton Calkins, secretary of the Metropolitan Golf Association, who saw both matches at Brookline, was not impressed with the two-ball foursome. While admitting that the change seemed to have little to recommend it, Mr. Calkins stated that he preferred to wait before placing himself on record with a decided opinion. Later on he intends to communicate with those who played on the Metropolitan team with a view to ascertaining how they stand on the matter now that the two-ball affair has been given an actual test.

A number of decisions were recently announced by the rules of golf committee of St. Andrews. One of these deals with a ball becoming impaled on a hairpin, an incident which happened at Troon several months ago. On that occasion the player who had the misfortune to see his ball crippled in that way went on the assumption that it was a rule of the green, for he not only continued to play the ball carrying the hairpin along the course but actually attempted to hole out with it. The rules committee returned the decision that such a ball should be considered as unfit for play.

Then there was the case of a ball which lay on a piece of soft ground. In playing the ball it and the mud stuck to the face of the club, which gave rise to the question, What should the player do under the circumstances? The rules committee, after admitting that there was no rule dealing with the subject, suggested that the player should have shaken the ball off the club without penalty at the spot where the incident occurred.

This tolerant spirit had not always marked the answers of committees was shown by a ruling on a similar point some years ago. This was when ball and mud adhered to the putter on the putting green during a match at the Faversham Golf Club, and the rules committee rather brusquely replied that it had no experience of such tenacious mud, and that such a contingency should be provided for by the local rules.

Several apparently sensible recommendations have been offered by the committee. One is that when heavy rain falls in course of a stroke competition, covering some of the putting greens and holes with large pools of water, the local committee would be adopting a fair as well as a sensible practice in declaring such a competition held on that day null and void.

The Campbell family was well represented in the recent tournament of the Eastern Professional Golfers' Association at the Country Club of Brookline. Alec won the title with a score of 144 for the thirty-six holes, while his brothers Andrew and Matt were in a four-cornered tie for seventh position with a score of 158. Jack, another brother, finished fourteenth, with a score of 170.

In the four-ball competition on the following day they finished second, third, fourth and thirteenth respectively, with their partners. On the last day, when the "pros" were paired with amateurs, the Campbells finished in these respective positions with their partners: Alec, second; Matt, eighth; Jack, twenty-first, while Andy failed to return a card. The latter is only nineteen years of age.

In the "News of the World" tournament at Sunnyside the major part of the \$1,200 prize money. James Braid won first prize, \$500, and a gold medal. This makes the third win for Braid, the other winners being J. H. Taylor, in 1896, and Alec Herd, in 1898. In the final round of the recent competition Braid beat Taylor by 4 up and 2 to play, the latter receiving \$150. In the previous round Taylor beat Harry Vardon 1 up, while Braid defeated E. Hay, 4 up and 3 to play. Both of the defeated semi-finalists received \$75.

A BRIEF CORRESPONDENCE.
Once a damsel yclept Mag
On a farm she wrote her name upon an egg;
Wrote her name upon an egg;
Meant no harm.
"Maybe 'twill be seen," quoth she,
"Far away.
Some nice man may write to me
Any day."

Two years later, to a dot,
Came a screw;
And its tone was rather hot,
Warm indeed.
It was found an actor's fin,
By the by.
Hence the egg had landed in
His old eye.
—Louisville Courier-Journal.

TIMELY AUTO TOPICS.

Exhibitors at Garden Show Yesterday—Cars To Be Seen.

Although the general public was not admitted yesterday to the automobile show at Madison Square Garden, which had its opening on Saturday night, the big amphitheatre was far from deserted. Many of the exhibitors went to the Garden to look after further space arrangements that could not be attended to in time for the opening, while occasionally the covers would be lifted from certain automobiles to allow pictures to be taken by a score or more of photographers. The doors of the building will be opened to the public from 10 o'clock this morning until 11 o'clock at night.

At the show the Packard Motor Car Company, of Detroit, has on exhibition its 1908 Packard "Thirty" as the standard touring car, with cape cart top; as a limousine, as a runabout and as a standard chassis in the priming coat. The four-cylinder vertical motor is of 5-inch bore by 6 1/2-inch stroke. The inlet and exhaust valves are on opposite sides, mechanically operated and interchangeable. The crank case is of aluminum alloy, in three sections. The bottom one is a removable oil well. The carburetor is of the float feed, aspirating nozzle type, with automatic auxiliary air inlet. It is water jacketed for uniform temperature, and has a butterfly throttle. The motor is water cooled by means of a gear driven gear pump and a tubular radiator with fan. Ignition is by pump spark, with an Eisemann low tension magneto. There is a storage battery for reserve and for starting from the seat. A transformer coil for the magneto and a vibrator coil for the battery are in a box on the dash. The high tension wires are connected with the spark plugs by knife switches. Lubrication is by splash from the crank case, to which oil is pumped from a warmed copper tank between the cylinders. The engine speed is controlled by hand spark and throttle levers on the steering wheel, a hydraulic governor on the throttle and a pedal accelerator.

A fine line of Stearns cars is displayed at the show. These have made such a remarkable showing in the last season on hills, track and the straightaway, breaking four world records, that the new models will be scanned with much eagerness by prospective buyers. There are shown a Pullman seven-passenger car, black and green stripes; two regular five-passenger touring cars, one red and black, the other dark blue, and also a four-cylinder light gray roadster with gray leather cushions and seats.

A six-cylinder roadster—green, with Valentine red running gear—is also exhibited. This is a duplicate of the car which broke the world's mile straightaway stock car record at Atlantic City, and which climbed Fort George Hill in the record time of 28 seconds. The same type of car recently made four miles on the circular Harlem track, Chicago, in the record time of 3 minutes, 48 seconds, defeating five other high power cars in a pursuit race. A polished exhibition Stearns chassis completes the exhibit.

The exhibit of the E. R. Thomas Motor Company, of Buffalo, provides one of the chief attractions of the new season's models and forms a centre of interest at the show. The four-cylinder engine has been made in a single simple casting, this tending greatly to make it much more compact, which is one of the essentials most desired in the power plant of a car intended solely for city use. In line with the policy adopted by the Detroit factory of the E. R. Thomas Motor Company, of Buffalo, at the outset, this end of the Thomas interests will devote its entire attention to the production of a single chassis for 1908, as it did during the present season. Its rating remains the same as that which gave it a distinctive title when first brought out, i. e., 40-horsepower, though its appellation has been altered to that of Thomas Detroit in order to better distinguish it from the product of the Buffalo works.

At the automobile shows each year the makers come forward with some distinct novelty which attracts attention. Oftentimes these are purely show cars. The George N. Pierce Company has offered an innovation this year at the Madison Square Garden show in the shape of a 40-horsepower Great Arrow limousine. The car is upholstered in hand tooled Cordovan leather. The elegance of the car and its general appointments carries the mind back to the days of feudal grandeur. The outside color scheme is a subtle combination of blue and red, whose depth and richness form a fitting complement for the refined and complete appointments of the interior, which is rendered in a deep russet. All of the upholstery below the lines of the windows is carried out in a heavy buffalo hide and ornamented by plain tooling. Above this hue the ornamentation becomes enriched with dainty accents of colored lacquer and gold leaf, reaching

come off; they are simply loosened to remove and tightened to fasten. When the nuts are tightened the expanding ring is forced inward and open till the rim is absolutely locked on. A feature of this removable rim is that of its being fitted with the Pisk mechanically fastened tire, which, although detachable, cannot possibly be pulled off accidentally.

WOULD-BE OHIO LYNCHERS FOILED.

Leading Citizens Aid Police in Saving Assailant of Young Girl.

Marletta, Ohio, Nov. 3.—John Sweeney, a married man, thirty-five years old, narrowly escaped lynching to-day, following his attack on Anna Koon, fourteen years old. Sweeney, who is the father of five children, was seen dragging Miss Koon into a building at the fair grounds. A crowd quickly gathered, bound Sweeney with a rope, and started for the Muskingum River, bent on throwing him into the water.

The police rescued Sweeney on the river bank and fought the crowd all the way to the police station. Leading citizens prevented the crowd from storming the lock-up. The girl is in a precarious condition.

ROBBER PLUNDERS FIVE HOTELS.

Prescott, Ariz., Nov. 3.—A highwayman, armed with a knife, entered five hotels last night, fatally wounded a guest who offered resistance and escaped, after robbing a score of persons. The robber

and will be placed on exhibition at once at the showrooms of the Fiat Automobile Company, on Broadway, between 58th and 63rd streets. The new showrooms have been especially prepared for the Fiat company in green effect. Handsome rugs are on the floor and the walls are tastefully finished.

That the tire subject is an uppermost one in the minds of motorists is evident from the interest taken in the tire exhibits at the shows. The matter of saving time in replacing a damaged tire on the road by the use of a removable rim with an inflated tire on it is one in which car users are taking more concern, as is plain from the steady demand for demonstrations of the Fiat removable tire. The rim slips on to a metal felloe and is held on the far side by a shoulder, while it is locked on the removable side by an expanding ring with a bevelled edge. The fastening bolts and nuts do not

first entered the Schuterman Hotel, where Robert Lutely resisted his demands for valuables, and was fatally stabbed. Ten minutes later the robber entered the Brinkmeyer Hotel, where he got considerable booty. In rapid succession he entered the Head, the Cliff and the Globe hotels, in each instance terrorizing and robbing the inmates.

RIVAL PENNSYLVANIA CLAIMS.

Philadelphia, Nov. 3.—The Republicans to-night predict the return of John O. Sneath, as State Treasurer next Tuesday by not less than 125,000, while the Democratic managers say John G. Harman will carry the state outside of Philadelphia by 75,000 plurality. This estimate is not encouraging to the Democratic candidates, as the usual Republican majority in Philadelphia is about 100,000.

Thomas 1908

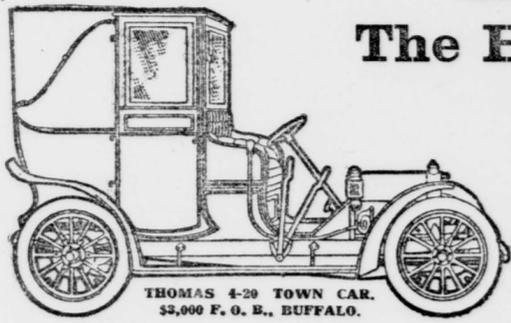
The Thomas Town Car

A type of car that is much in vogue abroad. America is now demanding them, and The Thomas Town Car is built to meet every high-class requirement. The Thomas Town Car is fitted with Limousine, Brougham, Landaulet or Cabriolet bodies. It's an ideal car for calling or shopping—a necessity for society functions and the theatre, or in inclement weather.

The smartness and utility of The Thomas Town Car assure its immediate acceptance as correct in form and necessary in every complete private garage.

All Types and Models on Exhibition at the Madison Square Garden Show, Booth 17 Main Floor and Booth 55 Basement.

E. R. THOMAS MOTOR CO., Buffalo, N. Y.
Member A. L. A. M.



THOMAS 4-20 TOWN CAR.
\$2,000 F. O. B., BUFFALO.

The HARRY S. HOUPT COMPANY,

NEW YORK—63d St. & Broadway. Tel. 6450
Columbus.
PHILADELPHIA—139, 141 South Broad Street.
NEWARK OFFICE—213 Clinton Avenue.
BROOKLYN—Bruno Auto. Co., 33 Grant Square.

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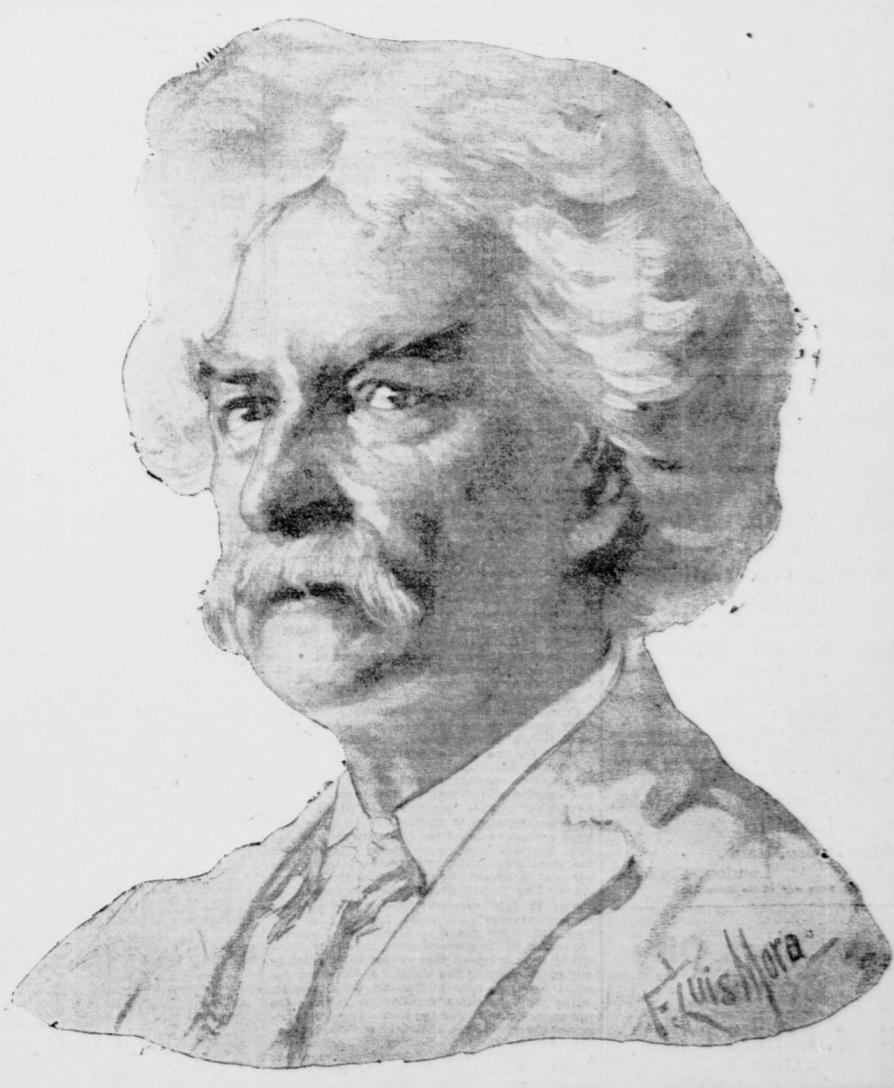


VOTE



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MARK TWAIN



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