RIGHT ROYAL WINS.

TWO FALLS IN 'CHASE.

The Squire Beats Falcada for Consolation Cup.

[By Telegraph to The Tribune.]

Washington, Nov. 23.—Right Royal, running in the colors of Sam Lazarus, romped home an easy winner here to-day in the feature event, the Benning Special, for three-year-olds and upward, at a mile and a half. Scratches reduced the field to four starters, and Right Royal was always favorite, ruling at 6 to 5 in the betting. Pins and Needles also had some play, but the bulk of the money went to Right Royal. McDaniel, who has been riding with great success here, got the favorite off to a good start and won with plenty to spare, although Pins and Needles made a determined challenge in the stretch. The muddy track just suited the winner.

It was a dismal afternoon here, the rain falling heavily and making the track a slough of mud. The crowd was small and the only redeeming feature was the racing itself.

Falcada again proved a disappointment today. The Squire, a second choice, with Notter up, capturing the sixth Grand Consolation Cup in easy fashion. The favorite was considered a good investment, even though the odds favored the layers. The bookmakers were deluged with Falcada money, although there was a sharp play on The Squire. Once they were off, the race was never in doubt. Notter opened up a lead of ten lengths on The Squire before the quarter mile post was reached. He took no chances, however, and helped The Squire all the way. Falcada closed fast in the stretch, but had no chance to catch the winner. Smoker ran a fair race.

There were two falls in the Hunters' Champion Steeplechase, but neither of the riders was hurt seriously. Tellfare was the favorite and would have probably won, but he fell early in the race. Mr. O'Brien was dragged in the mud, but he caught his horse, remounted and finished third to My Grace and Warrenton. My Grace followed Warrenton nearly all the way and came away easily at the end. J. T. Morgan threw T. Wilson on the second turn of the course.

Poquessing, the second choice in the betting, was the opening winner. After a long delay at the start St. Joseph was the first to show in front, and led for a quarter of a mile, only to give way to Nancy, which stayed in front to the eighth pole, where Poquessing took command to win handily. Nancy was second, a head in front of Killochan. Comilfo was backed down from 60 to 1 to 20 to 1, but he was never prominent in the running.

Two-year-old maidens went to the post in the fifth race. It was a rather poor lot. The winner turned up in Goshen Chief, which was not especially pleasing to the players, as Tenakee, the favorite, was heavily backed. Goshen Chief went to the front when the barrier was released and stayed there to the finish, winning in a drive by half a length from Tenakee. Wonder Worker got a poor start, but ran a good race.

Ivanhoe won the final event, a selling race, for mares and geldings three years old and upward. Killiecranke was second, two lengths back. Ocean Spray was a poor third.

BENNING SUMMARIES.

Weather raining. Track muddy.

FIRST RACE.—Selling; for three-year-olds and upward; $400 added; seven furlongs, Columbia Course. Start good. Won driving. Time, 1:31. Winner, b. or br. g., by Knight of the Thistle—Octa Reed. Owner, F. A. Herold.

Horse.	Wt.	Start.	Str.	Finish.		Jockey.	Betting. St.	Betting. Pl.
Poquessing	107	2	3³	1¹		Brussell	7-2	1
Nancy	97	5	1½	2ª		Jegon	10	4
Killochan	102	4	4¹	3ª		Notter	5	2
Graziallo	110	8	2¹	4ª		Beckman	8-5	7-10
Comilfo	102	3	5½	5¹		J. Hogg	20	8
Countersign	102	7	11	6½		McDaniel	8	3
Lord Badge	102	12	7	7¹		W. McIntyre	15	4
Westover	102	11	8	8		J. J. Walsh	60	15
Prisoner	101	10	9	9		Gaines	40	12
Jerry C.	107	9	10	10		O'Brien	40	12
St. Joseph	108	1	6¹	11		Bergen	25	8
Grace Cameron	97	6	12	12		Buckley	60	15

SECOND RACE. — THE HUNTERS' CHAMPION STEEPLECHASE; for five-year-olds and upward; $1,000 added; about three miles. Start good. Won easily. Time, 6:33. Winner, ch. g., by His Grace—Varsouvienne. Owner, C. H. Smith.

Horse.	Wt.	Start.	Str.	Finish.		Jockey.	Betting. St.	Betting. Pl.
My Grace	163	1	1¹	1¹⁰		Henderson	4	1
Warrenton	153	5	2¹ª	2¹⁰		A. Williams	15	3
Tellfare	170	2	4²	3¹		J. O'Brien	8-5	1-2
Fly's Machine	156	4	3	4		R. Taylor	5-2	7-10
J. T. Morgan	156	3	Fell.			T. Wilson	25	5

THIRD RACE.—THE GRAND CONSOLATION; for two-year-olds; $3,000 added; seven furlongs, Columbia Course. Start good. Won easily. Time, 1:30⅘. Winner, ch. g., by Prince of Melbourne—Homespun. Owner, Thomas Welch.

Horse.	Wt.	Start.	Str.	Finish.		Jockey.	Betting. St.	Betting. Pl.
The Squire	107	1	1²	1¹		Notter	5-2	7-10
Falcada	110	3	2¹	2ª		McDaniel	7-10	1-4
Smoker	117	2	3³	3½		Beckman	30	7
King Sol	110	4	5	4²		Brussell	15	3
Live Wire	110	6	4¹	5⁸		G. Swain	12	5-2
Jubilee	110	5	6	6		Christian	20	4

FOURTH RACE.—THE BENNING SPECIAL; for three-year-olds and upward; $1,000 added; one mile and a half. Start good. Won easily. Time, 2:45. Winner, blk. h., by Rapallo—Mrs. Delaney. Owner, Sam Lazarus.

Horse.	Wt.	Start.	Str.	Finish.		Jockey.	Betting. St.	Betting. Pl.
Right Royal	119	3	1½	1²		McDaniel	1	1-4
Pins & Needles	106	4	2¹	2ª		Beckman	7-2	3-5
Beauclere	102	2	3ª	3¹⁰		Notter	8-5	2-5
Pete Daly	109	1	4	4		McCabe	60	15

FIFTH RACE.—For maidens two years old; $400 added; five and a half furlongs. Start poor. Won driving. Time, 1:13. Winner, ch. c., by The Greek—Miss Belinda. Owner, Max Hirsch.

Horse	Wt.	Start.	Str.	Finish.		Jockey.	Betting. St.	Betting. Pl.
Goshen Chief	117	1	2ª	1ª		McDaniel	3	1
Tenakoe	114	5	1¹	2ª		W. McIntyre	8-5	4-5
Wonderworker	117	8	2¹	3²		Beckman	8	3
Woolspun	114	7	6	4²		McCabe	10	4
Mary Holland	114	2	7	5½		Cullen	15	6
Margaret	114	6	4½	6ª		Brussell	20	8
Roddigore	117	14	12	7		Raynor	8	3
New Garter	114	10	10	8		C. Brady	15	6
Heap Talk	117	4	8	9		J. Hogg	30	10
Mufti	117	12	11	10		J. J. Walsh	20	7
Ingraham	114	3	9	11		Yorke	40	15
Bobbin' Around	117	16	13	12		Hurley	8	3
Jiu Jitsu	117	9	5¹	13		G. Swain	50	20
Tennis	117	11	14	14		Noone	25	10
Campobasso	117	13	15	15		Gaines	60	20
Pitcher	117	15	16	16		Henry	80	10

SIXTH RACE.—Selling; for mares and geldings three years old and upward; $400 added; one mile and three-sixteenths, old course. Start good. Won easily. Time, 2:07. Winner, ch. g., by Hermence—Georgia Kinney. Owner, Arverne Stable.

Horse.	Wt.	Start.	Str.	Finish.		Jockey.	Betting. St.	Betting. Pl.
Ivanhoe	103	2	1²	1½		Notter	8-5	7-10
Killiecrankie	108	7	3ª	2ª		Yorke	6	2
Ocean Spray	107	1	2¹	3³		McDaniel	6	2
Dele Strome	99	9	4ª	4¹⁰		Henry	15	6
Punky	97	3	5	5ª		G. Swain	3	1
Al H. Woods	107	4	6	6ª		W. McIntyre	10	4
Noblesse Oblige	98	5	7	7		Brooks	50	15
Destroyer	98	6	8	8		J. Hogg	20	8
Tide	98	8	9	9		Jegon	100	80

BENNING ENTRIES FOR MONDAY.

FIRST RACE—Handicap; for three-year-olds and upward; $400 added. Six and a half furlongs, Columbia Course.

Name.	Wt.	Name.	Wt.
Dolly Spanker	123	Battle Axe	98
Comedienne	122	Baby Willie	94
Cruculum	118	Rectortown	90
Berkeley	112	Taddo	90
Oxford	109	Frank Lubbock	88
Royal Lady	107	Listless	86
Simple Honours	104		

SECOND RACE—Steeplechase; selling; for four-year-olds and upward; $500 added. About two miles.

Monkey Puzzle	145	Meddlesome Boy	132
Economy	142	Sir Wooster	132
Touchwood	142	J. J. McGill	132
Canvas	142		

THIRD RACE—For three-year-olds; non-winners of $950 in 1907; $1,000 added. Seven furlongs, Columbia Course.

Tony Bonero	116	Taddo	111
Lally	116	King of Bashan	108
Eldorado	116	Fusilade	108
Bright Boy	113	Wise Hand	108
Estimate	113	Belle of the Bay	108
Royal Lady	113	Russell T.	108
Greene	113	Kempton	103

FOURTH RACE—Selling; for fillies, maidens, two years old; $400 added. Six furlongs, Columbia Course.

Malaga	115	*Woolspun	110
Silver Ball	115	*Tinker Bell	110
Kingsessing	115	*Winning Star	110
Gay Gryselle	115	*Dottie S.	110
*Maycella	110		

FIFTH RACE—Selling; for three-year-olds and upward; $400 added. One mile, Columbia Course.

*Monacodor	106	Easton	98
Solon Shingle	107	*Society Bud	98
Baldmoore	106	Greeno	98
Workman	106	Campaigner	98
Jerry C.	103	*Balance All	98
Ballot Box	103	Wise Hand	95
St. Joseph	103	Gramsar	95
Ivanhoe	103	*Emmola	94
Higginbotham	102	*The Wrestler	90
Eldorado	98		

SIXTH RACE—Handicap; for two-year-olds and upward; $600 added. One and one-sixteenth miles, old course.

Dolly Spanker	122	Dixie Himmel	100
Berkeley	116	Alauda	99
Ocean Spray	107	Ardri	95
D'Arkle	106	Campaigner	90
Killiecrankie	105	Servile	87
Thistledale	102	De Burgo	84

*Apprentice allowance.

MONTCLAIR GOLF CLUB.

Only two cards were returned in the eighteen-hole handicap at the Montclair Golf Club yesterday. J. H. Staats won with 96—18—80, while R. G. Kerr, the other contestant to finish, had 103—16—87. On Thanksgiving Day there will be an eighteen-hole medal play handicap for a prize presented by the club.

BELLARS THE CHAMPION

WINS HARD CONTEST.

Irish Club Takes Team Honors in Cross-Country Run.

Over a rugged course, laid out in the vicinity of Celtic Park and Laurel Hill, Long Island, the national cross-country championship of the Amateur Athletic Union was decided yesterday. Individual honors were won by Fred Bellars, of the New York Athletic Club, and his club mate, J. Eisele, finished second, forty yards away. The team honors were won by the Irish-American Athletic Club, under the auspices of which the event was run off. Three weeks ago Bellars, who is not yet nineteen years old, surprised the keenest judges by winning a four-mile run at Celtic Park, defeating Daly, Bonhag and other champion distance runners.

The winner gave a splendid exhibition yesterday. He was up among the leaders all the way. The distance was six miles and a quarter, and it took in some of the stiffest country that hill-and-dale runners have been asked to negotiate since this event was started.

The championship team score of the Irish Athletic Club men, five of whom finished in order from third to seventh position, was 25, and the New York Athletic Club team scored 42 points.

Bellars covered the course in the excellent time of 33 minutes 12 seconds, finishing nearly fifty yards in front of J. Eisele, the Princeton runner, who also runs in the colors of the Mercury Foot Club. It was a great surprise to all followers of hill-and-dale running, as J. J. Daly, the veteran of many similar races, was picked to win handily, but he had to give way to younger blood and be satisfied with third place. Bellars ran in second place up to the last mile; then he hit up the pace and went to the front, never being headed thereafter, winning with plenty in reserve.

Down in sixth place was George Bonhag, the Marathon runner, and close behind him was J. J. Joyce, of the Irish-American Athletic Club, both of whom have won this race in former years. They had no excuse. It was a tough course and the pace was too stiff for them. The winner and the runner-up both deserve great credit. The first ten men finished as follows:

Name and club.	Time.
Fred Bellars, New York Athletic Club	33:12
J. Eisele, New York Athletic Club	33:19
J. J. Daly, Irish-American Athletic Club	33:25
Tom Collins, Irish-American Athletic Club	34:16
J. Crowley, Irish-American Athletic Club	34:31
G. Bonhag, Irish-American Athletic Club	35:07
J. J. Joyce, Irish-American Athletic Club	35:19
W. Noble, Mohawk Athletic Club	35:21
Sam Mellor, Mohawk Athletic Club	35:22
J. J. Farrell, New York Athletic Club	36:22

Preceding the banner event was the junior championship, the team honors being won by the Mohawk Athletic Club, with a score of 42 points. M. Spring was the first man to finish, and the great Pastime runner was easily the best of the large field of cross country athletes. He was followed closely by J. Gould, of the Xavier Athletic Club. O. Miller, of the Mohawks, was third, and T. Lorz and J. Malone, of the same team, finished fifth and sixth, respectively. The Pastime Athletic Club got second place in the team score with 49 points, and the Mott Haven Athletic Club was third with 51 points. Following is the time of the first ten men to finish:

Name and club.	Time.
M. Spring, Pastime Athletic Club	36:24
J. Gould, Xavier Athletic Club	36:40
O. Muller, Mohawk Athletic Club	36:42
J. Edwards, Pastime Athletic Club	36:47
T. Lorz, Mohawk Athletic Club	37:21
J. Malone, Mohawk Athletic Club	37:32
H. Anderson, Mott Haven Athletic Club	37:47
J. Gilbert, Mott Haven Athletic Club	37:53
F. Devlin, Mott Haven Athletic Club	37:54
F. Masterson, Mott Haven Athletic Club	37:58

ON THE GOLF LINKS.

Travers and Napier Beat Douglass and Williams.

[By Telegraph to The Tribune.]

Hackensack, N. J., Nov. 23.—Jerome Travers, the national champion, and Thomas S. Napier beat Findlay Douglass, former champion, and George H. Williams in a foursome match on the links of the Hackensack Golf Club in a medal and match play here to-day by two points. The best ball of the winners was 75 against 76, for eighteen holes. Archie Graham, national runner-up, and Jack Sage beat Max Behr and W. D. Moffatt in a foursome. The winner's best ball was 75. The golfers were guests this evening at the first Winter's Night Club dinner at the golf club. A big gallery followed their game this afternoon.

That the course of the Country Club of Lakewood is in capital condition was shown conclusively in a recent match played between Layton De Forest and Gerald Curtis in the club championship. At the end of the eighteen holes De Forest won by 1 up, making the round in 76, as against 77 for Curtis.

The first six holes were halved in good figures, but De Forest became one up with a 4 at the seventh. Halves at the eighth and ninth holes left De Forest still 1 up at the turn. He went out in 40, to 41 for Curtis. The former made it 2 up with a 3 at the eleventh, but Curtis got a hole back with a 3 at the thirteenth, and finally succeeded in squaring the match with a 4 at the seventeenth. De Forest, however, won the match with a 4 at the home hole. Both made the home journey in 36. Their cards were as follows:

De Forest, out	4	4	5	4	5	4	4	5	5	5—40	
Curtis, out	4	4	5	4	5	4	4	5	5	5—41	
De Forest, in	3	3	4	4	4	4	5	5	4	5—36	—76
Curtis, in	3	4	4	3	4	4	5	4	5	5—36	—77

BALTUSROL GOLF CLUB.

James A. Tyng, who continues to thrive like the green bay tree, won the championship of the Baltusrol Golf Club yesterday afternoon, defeating U. A. Murdock by 2 up and 1 to play in the final round. Of late years Tyng has not figured prominently as a tournament winner, although his game at the present time is as strong as it ever was. In Murdock the veteran was opposed to a former Harvard player, who at one time was president of the Intercollegiate Golf Association.

The treasurer's cup was won by Theodore Kerr, who defeated W. L. Garey by 2 up and 1 to play in the final round. F. R. Upton, jr., won the ball sweepstakes with a card of 81—6—75. Quite a large field started. The last competition of the season will be held on Thanksgiving Day.

FOX HILLS GOLF CLUB.

Both match and medal play competitions were included in the programme on the links of the Fox Hills Golf Club yesterday. In the final round for the club championship C. West Tainter beat Charles T. Stout by 7 up and 6 to play. Conditions called for thirty-six holes. Tainter gained an early advantage in the morning, and thereafter always had the match well in hand. Until recently these golfers have done most of their playing at the Richmond County Country Club.

Cozzens Hardy won the eighteen-hole medal play handicap in Class A with a card of 91—14—77, while F. Bruce showed the way in the B division with 102—30—72. The scores follow:

CLASS A.

	Gross.	H'cap.	Net.
Cozzens Hardy	91	14	77
E. T. Allen	84	6	78
W. G. Hoopie	87	8	79
A. H. Pogson	94	14	80
G. W. Lembeck	94	13	81
J. J. Hazen	91	10	81
George Armstrong	95	14	81
M. S. Fearey	92	10	82
E. C. Johnston	96	13	83
J. B. Wooten	97	14	83

CLASS B.

F. Bruce	102	30	72
E. Robertson	99	17	73
J. P. McCollum	98	20	78
R. McClain	105	27	78
F. S. Pusey	95	15	80

GLEN RIDGE GOLF CLUB.

[By Telegraph to The Tribune.]

Glen Ridge, N. J., Nov. 23.—A turkey handicap, eighteen holes, for two twenty pound turkeys presented by the Glen Ridge Golf Club, was played for to-day, and the birds were won by L. L. Smith and Peter McEwan, with net scores of 74 and 75 respectively. The scores follow:

	Gross.	Handicap.	Net.
L. L. Smith	88	14	74
P. McEwan	89	14	75
F. W. Baldwin	86	7	79
K. D. Owen	105	25	80
E. W. Congden	94	14	80
R. C. Thomson	95	15	80
H. M. Edwards	98	18	80
H. D. Smith	89	8	81
C. W. Royce	91	9	82
H. M. Reeves	102	17	85
C. Ames	105	22	83
E. Doane	106	18	88
W. B. Colson	95	10	85
E. L. Cadmus	105	14	91
J. E. Kendall	121	22	99
B. F. Carter	116	15	101

TIMELY AUTO TOPICS.

WEEK'S TEST FOR CARS.

A. C. A. to Help Manage Florida Races Next March.

What will probably be the most satisfactory test of motor cars that has ever been given in this country is scheduled for the last week in June next in the White Mountains, which will be patterned after the famous Scottish trials given each June by the Scottish Automobile Club through the hills and dales of Scotland.

It is proposed to divide the cars into five classes, and give the winner of each class a principal prize, with prizes for the second and third in each class also. The trials will last for six days, the first five days being devoted to runs which will take the drivers through five states, the start being made each day at Bretton Woods, to which place a return will be made each night, so that those who take part will have ample hotel accommodations as well as first class garage facilities. The "climb to the clouds" up the eight-mile carriage road to the top of mighty Mount Washington, 6,200 feet above sea level, will be held on June 6.

The trials will probably be under the auspices of the White Mountain Good Roads Association, with a board of management selected from the principal New England clubs. The preliminaries are in charge of W. J. Morgan, at Bretton Hall.

The question as to the management and the future of the famous Ormond-Daytona Beach races was decided yesterday, when the Automobile Club of America directors accepted the invitation of the Florida East Coast Automobile Association to take over the management of the sixth annual meet, which has been scheduled to take place in March.

Wishing to make the tournament more international in character than formerly, the Florida East Coast Automobile Association desired to secure the co-operation of some powerful motoring body, and through negotiations by its New York representative, W. J. Morgan, a proposition was made to the Automobile Club of America, the pioneer automobile organization of this country, which conducted the first automobile shows, endurance runs and race meets ever given in America. As a promoting organization, the Automobile Club of America is internationally known, and is the only organization that receives the full recognition of the imperial clubs of Great Britain, Germany, Italy and the Automobile Club of France.

The arrangements for the meet in March will be entirely in the hands of the contests committee of the Automobile Club of America, of which Robert Lee Morrell is chairman. The programme of events will be made up by this committee and will include long and short distance races. The three principal events will be long distance races, one for gentlemen amateur drivers, one for strictly racing cars and one for stock cars.

The mile race for the Sir Thomas Dewar trophy will take place as usual. In order to prevent the entry of what have been know as "freak" cars, the committee will insist that all cars entered for the mile and two mile a minute races will have to qualify by going at least twenty miles at a minimum speed of about forty-five seconds to the mile.

Cable messages have been dispatched to the principal clubs of Europe, and the entries of famous European drivers are assured. A member of the Automobile Club of America contest committee and W. J. Morgan will leave for Florida in a day or two to complete the arrangements for the meet.

An article in a French journal dealing with the condition of the automobile industry and the status of foreign cars in this country laments that the European makes have not the prestige of distinctiveness which they had a few years ago, when the names of certain French made cars and of one German product were mentioned almost with bated breath, but adds that the consolation of some reflected glory may be found in the fact that the American Locomotive car, which now stands in distinctive relief and commands the top price here, is a development from the design of the French Berliet car. The article recommends to the French makers that they turn out a special product for America at reduced prices, a policy which some French and Italian concerns are accredited with following.

It sounds a bit paradoxical to say that insufficient inflation is sometimes the cause of tires "blowing out," but this comes from such an excellent authority as E. H. Broadwell, of the Fisk Rubber Company, who explains it in this way: "When a tire is not pumped up sufficiently the pressure of the ground on the under side has a tendency to loosen the several plies of fabric in the envelope of the tire, so that they rub together, or shuffle, as tire makers say. In this fabric, or friction cloth, is where quality and good work count tremendously for tire economy, and this is the reason Fisk tires are more expensively made and have one more ply of friction fabric than others of the same diameter. The rubbing together, or shuffling, of two plies causes the threads to break, and so weakens the casing that the inner tube, with its high pressure, bursts through, or blows out. Old tires, therefore, more than new ones, should be properly inflated; not too hard, nor yet slack."

Emanuel Cedrino, driver of the Fiat Cyclone, has suggested a method by which the twenty-four hour championship may be settled. Cedrino suggests that a contest be established at Ormond, to be run in six periods of four hours each day. He proposes that the cars be locked up after each day's run and be turned over to the driver, after observation by an expert, and in time to start the next day's race. Mr. Cedrino believes that on Ormond Beach, under these conditions, a distance of nearly two thousand miles will be run. He stands ready with the Fiat to meet the Renault, Thomas, Lozier, Matheson and other cars, and also proposes that the contest be open to winners of second places in these various contests.

At the factory of the George N. Pierce company every preparation is being made for the three days' endurance contest which starts in Chicago next Tuesday. Two six-cylinder cars have been entered by H. Paulman, the Chicago agent, and these cars will be driven, as usual, by experts. Joe Lawrence, the Chicago driver, who has in three instances won victories this year in and around Chicago in touring contests, will operate one of the cars. The Pierce has been this year successful in all touring contests and in Chicago has gained great prominence through its splendid victories.

C. D. Warren, sales manager of the Haynes Automobile Company, has returned to the factory, after a hurried trip to the agents throughout the country. Mr. Warren says he believes that the coming season, in spite of the strenuous times, will be a splendid one for business. He has found with the agents of the Haynes that the demand for the 1908 product exceeds their expectations. The newest features of the Haynes have drawn a great deal of attention to the car, and this is especially the case with the double fly wheel. Mr. Warren says that he believes this feature alone will be one of the greatest of the year. This is special with the Haynes, as has been the case with so many other features during the last year.

The automobile industry, like the sporting life, is checkered, but never dull, and changes of cars and agencies are of frequent occurrence along Broadway. What is probably the most startling announcement of the week is that the famous Hol-Tan Company, composed of C. H. Tangeman and Harry Fosdick, that made the name and fame of the Fiat cars known from one end of the country to the other, has definitely decided to abandon the importation of foreign cars and hereafter will build a car of its own, which will be known as the Hol-Tan car.

That a firm of this standing should definitely announce its withdrawal from the foreign field in favor of the American car is certainly a remarkable testimonial in favor of the home product. C. H. Tangeman, in discussing the change, said:

"'Way back in 1903, when we started to exploit the Fiat car, our competitors thought we were crazy in bringing over an unknown Italian car. They said that Italy might be able to turn out macaroni and operas, but when it came to producing motor cars they were not in it. We soon showed that they were mistaken, as the Fiat car proved one of the best cars ever brought over, and in 1906 we imported 150 cars, the largest number of cars ever imported by one firm. Since then the demand for foreign cars has steadily decreased, and, not wishing to be identified with a dying business, we have, after careful thought, decided to build a car of our own that will, we believe, be the equal of any foreign car, sell for half the price and be built on lines better adapted for our roads.

"We have had all sorts of agencies and makes of well known cars offered to us, but after nearly a year's careful study of the situation we decided to build our own car, and have selected one designed by Louis P. Mooers, the original designer of the Peerless car, which will be manufactured by the Moon Motor Car Company, of St. Louis. We have taken 70 per cent of the output of the Moon factory and have secured all of the country east of Pittsburg and Buffalo, including New York, Boston and Philadelphia, as our selling territory.

"The company will offer for the season of 1908 three all American models—a seven-passenger car called the Hol-Tan Special, a five-passenger touring car, and a two, three or four passenger roadster.

"The price of the 1908 Hol-Tan Special chassis, 121-inch wheel base, with 36-inch wheels, has been fixed at $2,750; with a regular tonneau body, seating seven passengers, the price will be $3,750. Where special bodies are ordered the purchaser pays a contract price as agreed upon. The standard five-passenger and roadster types sell for $3,000."

Believers in automobile races are asking what has become of the proposed international twenty-four-hour endurance race between the Thomas, the Fiat and the Renault. The challenge issued by the Thomas people was tentatively accepted by the Fiat and Renault representatives and plans were made to hold the race between the two recent automobile shows, but at the last moment one of the contestants could not get his car ready. Now that the shows are over and conditions in automobile circles are once more normal there is a general disposition to arrange for the race.

The Harry S. Houpt Company has Montague Roberts ready for the contest and is more than anxious to pull off the contest. He will use the same Thomas "60" that won the Brighton twenty-four-hour derby.

With present indications that the number of cars nominated to compete in the coming Chicago Motor Club's 630-mile sealed bonnet reliability contest will exceed fifty, and that it will include several makes that finished the 1907 Glidden tour with a perfect score, this run has become a truly national affair from almost any point it may be viewed. The dates set are November 26, 27 and 28, and the big Chicago show will open two days later. Unusual interest is being displayed in one of the entries by R. M. Owen. This will be the Reo that made such a sensational record in the 1907 Glidden tour. It is said that opinions vary as to how this husky little car will fare after weathering all the hardships it did during and since the Glidden tour. Mr. Owen, however, says that the car is running as perfectly as it ever did, and he sees no reason why it does not stand as good a chance for winning the Miles trophy as any of the bigger and much higher priced cars against which it shall compete. Two other entries are attracting more than usual attention by reason of this make of cars having also finished the last Glidden tour with a perfect score, and that they will make their maiden performance before the public in this contest. These are the new models, four-cylinder "30" and six-cylinder "45" Premier.

F. A. Babcock, of the Babcock Electric Carriage Company, sailed on the Lusitania, and while abroad will attend the Paris Automobile Show. Several Parisians spent considerable time looking over the Babcock models at the Madison Square show recently. Mr. Babcock expects to arrange for a Paris distributing branch while abroad. One Paris house began negotiations at the recent show, but Mr. Babcock preferred to make a personal investigation, with a view to being represented on the other side under the most favorable conditions.

Percy Owen, president of the New York Automobile Trade Association, has appointed Sidney B. Bowman a member of the committee on storage rates, the other members of this committee being William M. Haradon, of the Victor Auto Storage Company, chairman, and G. A. Knowles, of the Locomobile Company.

The danger of going to extremes in the matter of the selection and use of steels is pointed out by Hayden Eames, general manager of the Studebaker Automobile Company, than whom no one better qualified to speak authoritatively on this subject could be found.

"The craze for special steel is a phase through which the automobile industry at the present time is passing," he says. "That special steels have their place in automobile engineering is undoubtedly a fact, but if they are to be valuable, if they are to bring anything to the automobile industry, it must be done by the elimination of weight.

"A car which claims a special steel for every part, when the designer has no knowledge, or, to put it more plainly, when there are no computed data to be obtained that it is particularly adapted for this part, is a result of experimentation. To be more explicit, if a fine grade of 50-point carbon steel has been found by practice to be sufficiently strong for a certain part, then nothing is gained by replacing that with a special steel, unless the weight is actually reduced, and, so far as I have been able to judge, this has not been accomplished."

Space in the accessory division of the Importers' Automobile Salon, which is to be held on December 28 to January 4 at Madison Square Garden, is being rapidly filled, a great many of the booths being already taken, while applications are being received in considerable numbers each day at the office of C. R. Mabley, manager of the Salon, in the Bryant Park Building. Accessory men generally seem to realize that the late date will attract many visitors who are not users of foreign cars, but who will be present for purposes of comparison and general information.

Frank Eveland, of A. G. Spalding & Bros., New York agents for the Stevens-Duryea cars, has received word from F. W. Eveland, the Philadelphia agent, that the latter has entered a "little six" in the New Year's Day endurance run of the Quaker City Motor Club. The last run was held on January 1 and 2 of this year, the route being to Harrisburg and return. A Stevens-Duryea won that contest and is to take part in the coming contest to defend the cup which it holds. The route for the coming contest has not been decided on. The endurance run is set for the first of the year, in order to secure the very worst road conditions.

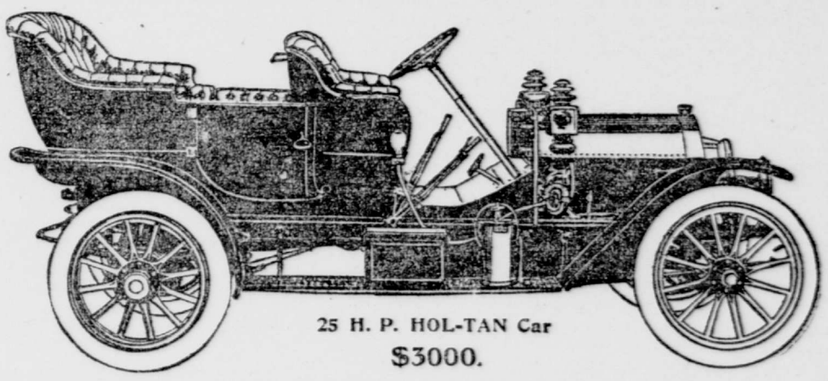
C. F. Wyckoff, of Wyckoff, Church & Partridge, has been spending several days in Cleveland at the F. B. Stearns factory. It is expected in a few day there will be on display at the salesrooms a complete line of 1908 models, including the toy tonneau which created such favorable comment at the recent show. The last 1907 Stearns car was sold on Wednesday afternoon. E. S. Partridge is in Baltimore this week arranging for a Stearns agency in that city. Before his return he expects also to make a deal with a Washington agent to represent Stearns cars in that city. Wyckoff, Church & Partridge have the complete Eastern representation of the Stearns cars, beginning with the Stearns 1908 models.

Automobiles. | Automobiles. | Automobiles.

THE HOL-TAN Automobile

THE HOL-TAN Company, for many years sole importers of the FIAT cars in America, begs to announce that it will close out the remaining models of this make at greatly reduced prices and hereafter devote its entire energies to marketing the new HOL-TAN Car.

In 1906 we became aware that some of the American cars were conforming closely to European standards in mechanical excellence and that the American demand was for a car of moderate horse power, cost and up-keep.



25 H. P. HOL-TAN Car
$3000.

We therefore reduced our importations of FIATS and requested Mr. Louis P. Mooers, the well known American engineer, to design for us a model to be known as The HOL-TAN Car, which should incorporate those principles and refinements which our experience had shown to be most satisfactory to our former customers.

After a year's work we are now able to offer to the public a satisfactory American car at the right price, $3000.

The car is manufactured for us by the Moon Motor Car Co. of St. Louis and includes the following special features:

Motor, 4-cylinder, 4 1-2 x 4 1-2, 25 H. P., with valves in the head.
Ignition, Bosch high tension magneto. Cellular radiator.
Multiple disc clutch. Direct drive. Mooers selective four speed gear.
Drop frame, permitting full elliptic springs in rear.

THE HOL-TAN CO.
Broadway and 56th Street, New York

ASSOCIATION FOOTBALL

Columbia Ties Staten Island—Morris High a Winner.

By dint of fast playing and stubborn defence Columbia succeeded in playing the fast eleven of the Staten Island Football Club to a standstill in the match at Livingston, Staten Island, yesterday afternoon, the score at the close being 2 goals apiece. It was a stubborn, uphill struggle, which tried the calibre of the collegians to the utmost, and when the contest ended after each side had tallied twice the boys from Morningside Heights were heartily applauded. The islanders scored two goals in succession in the first half, Sparks, centre forward, penetrating the net after an accurate pass from Humble. The latter shot the second goal from a difficult angle and with his left foot. Shortly before the close of the first period Captain E. Dwyer, receiving the ball from Billingsley on the right, tallied the first point for Columbia. It was in the second half that Tallant, for Columbia, showed to especial advantage. Columbia's goal was bombarded continually, being often in danger, but Tallant was equal to every emergency, though repeatedly charged and toppled over. Fifteen minutes after the re-start the ball travelled toward the Staten Island goal, and the most brilliant play of the game ensued. Diaz propelled the ball beautifully down the centre, and when obstructed passed out to Captain Dwyer on the left. The latter was prompt to respond, centring back to Diaz, who recovered and drove the ball home. The score having been equalized, the home team fought doggedly to regain its advantage, but to no purpose. Columbia's backs were vigorous throughout and reliable in time of peril. The forward line was well led by Captain Dwyer, who received fine support from Billingsley, Smith, Diaz and O'Brien. On the Staten Island side Merriweather, a newcomer at left halfback, proved himself a splendid addition to the team. Humble, Van Laar, Sparks and Whitelaw were the life of the play on the Staten Island side. The line-up follows:

Columbia (2).	Positions.	Staten Island (2).
Tallant	G.	Van der Zee
G. Dwyer	R. B.	Sindall
Voskamp	L. B.	Steinthal
Milkman	R. H. B.	Ross
Kistler	C. H. B.	Jenkins
Hartung	L. H. B.	Merriweather
Billingsley	O. R.	Bell
Smith	I. R.	Humble
Diaz	C. F.	Sparks
E. Dwyer	I. L.	Van Laar
O'Brien	O. L.	Whitelaw

Goals—Sparks and Humble, for Staten Island; E