AUTOMOBILING

TIMELY AUTO TOPICS.

J. J. BROWN ENTERS CAR.

Westchester Road Race Attracts White Plains President.

John J. Brown, president of the village of White Plains and secretary of the Republican County Committee, entered yesterday a Maja car in the Westchester stock car race, to be held on April 24. Mr. Brown nominated Daniel D. Murphy, formerly with Harry Bostwick, as his driver. Another entry was one from Montague Roberts, of a Thomas Flyer, which he will drive himself. It is expected that another Thomas Flyer will be entered from the Detroit factory.

The Lozier Motor Company is in receipt of a letter from Walter W. Law, who is giving the cup for the Briarcliff stock car road race. The communication was accompanied by a shipment of American Beauty roses, and read as follows:

Briarcliff Manor, January 28, 1908.

The Lozier Motor Company.

Gentlemen: I am extremely gratified by the announcement that you have christened a regular Lozier model with the name of "Briarcliff," and accept it as a tribute to the interest I feel in the contest that is to take place up here in April, and as a tribute of my appreciation I am sending down to you by express some Briarcliff American Beauty roses, the fragrance of which as they unfold I hope will be an augury of your own victory with this model in the contest. Very truly yours,

WALTER W. LAW.

The announcement by the Lozier Motor Company that they would build duplicates of the stock racing runabouts to be driven by Mulford and Michener in the Briarcliff race, and which would be offered for sale under the name of "Briarcliff Model," was immediately followed by orders for these cars by David H. Mahany and W. E. Bedell. There is evidently a demand for a car fast enough for road and track racing and still durable enough for tourabout purposes, and the Briarcliff model of the Lozier Motor Company seems to have met this want.

Despite zero weather and snow drifts a 1908 Thomas Flyer is being driven from Buffalo to Boston by way of Rochester, Syracuse, Utica, Albany, Pittsfield, Springfield, Hartford, New Haven, New York, Providence and Worcester. The car, with William Schuster at the wheel and Mason B. Hatch, sales manager of the E. R. Thomas Motor Company, and F. J. Clark as passengers, left Buffalo Thursday at 8 a. m. Although the thermometer registered below zero, the winter tourists arrived in Rochester at 10 a. m. and Syracuse at 5 p. m. At one point the party found a bridge down and were compelled to cross a river on the ice. The car reached Syracuse Friday noon and arrived at Utica at 3 p. m., leaving that city yesterday at 7 a. m. The party reached Albany at noon and after a stop of three hours arrived at Pittsfield at 6 p. m. last night.

When Nelson S. Riley, of New York, went to Honolulu last fall, he bought a new Studebaker "30" car from the Studebaker branch in San Francisco and took it with him to the Islands. The machine attracted a good deal of attention in Hawaii, especially as it was the first car ever seen there employing the "make and break" system of ignition. Mr. Riley writes that the quiet running qualities of his car have been particularly commented upon and its noiselessness has earned for it the name of "The Gliding Car."

"With the number of different makes of automobiles now on the market it certainly has become a task for a prospective buyer to make a choice. It is especially so with the man of moderate means who wants to buy one for business use and expects to care for it himself," says J. C. Cunningham in the January number of "Country Life in America." "The advertisements and agents of the different makes all tell of perfect scores and victories in different contests, until the buyer, bewildered, believes them all good, and buys what he thinks is the most popular that comes nearest the size of his pocketbook. Speaking only as a user, after seven years' experience, and not as an expert or authority on the subject, I look at the situation in the light that the perfect car is not built, and that the old user, as a general rule, in trying to get something better, buys a new make of car each season, endeavoring to find the perfect car.

"For a practical, busy man's car I do not advocate more than one or two cylinders. There is a craze for the other cars just now, but they have drawbacks for the man who must economize. Of course, in very high powered engines it is necessary to add cylinders, though even then it has not been proved that it is necessary to go beyond four. In the recent Glidden contest a two-cylinder car finished with a perfect score (a Reo touring car), doing all that the four and six cylinder cars were required to do. The four and six cylinder advocates talk of their even torque, their extra number of explosions to the revolution, the lack of vibration, with the consequent reduction of strain on all parts; the flexibility of control without changing speed, etc., but they say nothing about adding more complication, more weight, more wheel base, extravagance in fuel and oil and wear of tires. There is a fascination in running a four or a six cylinder car that is not found in the one or two cylinder car, and to the man of means I would certainly say, 'Own one.'"

Demonstrations to prospective purchasers of automobiles are as much a part of the selling end this year as ever. They are, if anything, more important, for the average customer is now well informed about the details of motor car construction, and a dealer must pull through on his initial trip without a flaw if he expects to make an impression. The average high grade American automobiles do not differ essentially in engine construction, and it is often a matter of trifling detail that wins the day. Nor does the fancy price tag have as much influence, even to those who have money to burn, which latter is being demonstrated daily this season by the sales of medium priced cars to persons well qualified to pay ten times the price. Commenting on the latter phase, General John T. Cutting, of the Oldsmobile Company, of New York, cites an instance which happened early this week. A well known autoist rang up to arrange for a demonstration in the Olds six-cylinder at a certain hour, but it was impossible to accommodate him at the moment. A day later he came in and asked for a specific demonstration on roads and hills of his own selection. He was taken out, and after a severe test over the worst roads he could find, which tried out the riding qualities of the car to his satisfaction, he placed his order.

A. W. Church, of Wyckoff, Church & Partridge, has just returned from a trip to the Stearns factory, in Cleveland. Mr. Church expresses himself as highly pleased with the outlook for a big spring business. "The three Stearns cars which will take part in the Briarcliff races," said Mr. Church, "are now being assembled and will arrive in New York within a month."

The entire eastern coast of Florida is jubilant over the fact that at last the territory between Miami and Jacksonville has been properly explored, surveyed and mapped out, in addition to having been successfully travelled by an automobile after repeated unsuccessful attempts during the last three years. It remained for James Laughlin, 2d, of Pittsburg, the vice-president of the Cleveland Motor Car Company, to drive his 40-horsepower runabout, carrying four passengers in addition to a quarter of a ton of camping equipage, several hundred signs, shovels, pickax, skids and block and tackle, to make the trip over the four hundred miles of sand-barren cypress swamps and bogs which lay between Miami and Jacksonville, to say nothing of fording a dozen rivers and running the gamut of fierce forest fires in the turpentine woods.

What was probably the most complete private automobile show ever given was held in Syracuse on January 29 and 30 by the H. H. Franklin Manufacturing Company. The Alhambra, one of the theatres of Syracuse, was engaged for the occasion, and for two days and nights was packed with a throng of people from all over Central New York. Dealers brought in parties of prospective customers from many nearby towns, while the Syracuse public turned out en masse. While the Franklin was the only automobile exhibited, a number of accessory manufacturers displayed their products. These included the Diamond Rubber Company, the Goodrich Rubber Company, Robert Bosch, maker of magnetos; the Pittsfield Spark Coil Company and a number of local concerns.

American motorists in Great Britain and on the Continent will this year have the advantages of a new organization which will facilitate their travels in a pronounced degree. This organization is provided by the establishment in London, at No. 166 Piccadilly, and under the auspices of Lord Montagu of Beaulieu, the well known motorist, of British headquarters of the French body, the Association Générale Automobile of France.

It will now be possible for those Americans either taking their own cars or hiring them abroad to be met on arrival at any of the chief English ports by accredited agents with tours mapped out according to their requirements, either specified in advance or at the time. The necessary licenses will be obtained for them on payment of merely the official charges, and they will be guided through the country and passed across the Continent from one country to another without any trouble over duties.

If any doubts exist in the minds of the pessimists as to the outlook of the coming automobile season, all they need do is to take a trip to the Wayne factory in Detroit and have a look at the 1908 order books. They will find that with all the hue and cry as to tightness of the money market and kindred existing evils, the Wayne Company has already made three times as many bona fide sales for January, 1908, as it did in January, 1907.

"Not alone is it the construction of the Elmore clutch that makes the control of the Elmore car so nearly perfect, nor is it this fact alone that allows of the almost perfectly smooth starting of the Elmore car, but it is more largely the inherent principle of the engine which propels the car that is responsible for these all important features," is the statement made by B. A. Becker, of the Elmore Manufacturing Company, which makes Elmore two-cycle valveless cars. Mr. Becker continues his explanation by saying that the even and continuous power application is after all the real source of comfort.

Six-cylinder success has received the highest possible compliment—that of being attacked anonymously. The Winton Company has received from various parts of the country two clippings, the text of which was not complimentary to the "six." These clippings were mailed by a Chicago press clipping bureau to automobile owners, broadcast and, since there is no other possible explanation, it appears that the press clipping bureau was paid for its work by a manufacturer having only "fours" to sell, who lacked the courage to attack the "six" in the open. It is interesting as showing American fairness of mind that a number of motorists who received the clippings have asked for detailed information about the Six-Teen-Six, declaring that if the "six" is strong enough to draw fire from ambush it must be well worth investigating.

"A discussion of the use of skidding chains in the park over my signature might carry the impression that because of my connection with the handling of automobiles I would be unduly prejudiced against legislation which tended to restrict their use," writes E. S. Partridge. "It has always been my aim to view matters of this kind from an unprejudiced point of view, and I have frequently criticised certain uses to which automobiles have been put where I was convinced that public safety was endangered. I have always voiced the protest of myself and my firm against the use of the public highways for racing or speeding beyond the legal limits, without the proper permits or police protection, although the amount of publicity derived therefrom would not be inconsiderable. The prohibition of skidding chains in the parks has, I have no doubt, been brought about through the best of motives, although to my mind the situation has not been carefully investigated from every standpoint. That chains do have a tendency to cut up the drives no one will deny. That the damage done is slight is the opinion of many who have watched the results of their use."

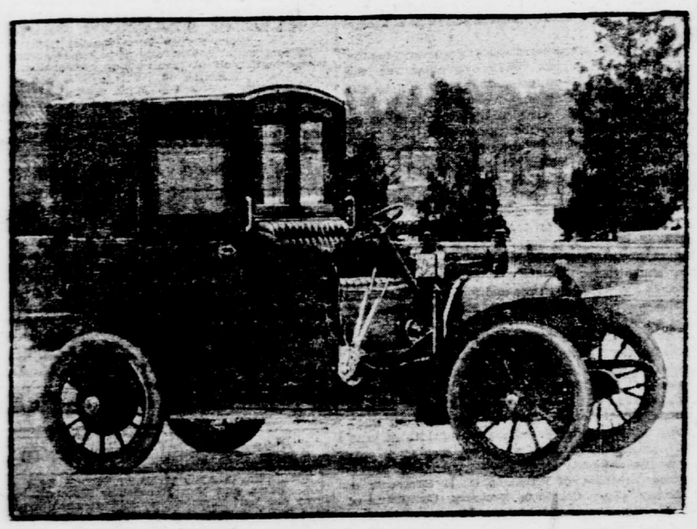
MORE TROUBLE FOR TAD JONES.

Yale Baseball Captain Trying to Boost Up His Twirlers in Studies.

New Haven, Feb. 1 (Special).—Captain Tad Jones of the Yale baseball nine is having trouble, not only in changing the coaching system, but in getting his pitchers on the faculty eligibility list. He has depended on Merritt, pitcher for the freshmen last year, as the mainstay in the box, but he is in trouble with his studies. Dunbar, the football centre, who was to be Merritt's leading understudy, is conditioned in his studies and making extra efforts to remove his technicalities. Van Vleck, the other pitcher, has been barred from the basketball team for low scholarship. With prompt attention to business, all the pitchers will probably regain their eligibility.

Captain Jones has again asserted his novel ideas by informing the candidates for the nine that they need not report for practice till February 17. For years they have begun work in January. His new schemes have completely upset the system which has been in vogue at Yale. He began by giving up fall practice, and next abolished the Easter trip South. Next he dropped professional coaching, and he has finally decided to call the candidates together weeks later than usual.

The report that Jones is to start a system of graduate coaching is far from accurate. Jones will act as captain and head coach. He will lean more heavily for advice on Walter Camp, but he will be assisted in coaching by several former Yale stars, including Walter Carter, George Case, Monro Beall and George Redington.



THE THOMAS TAXICAB.
Which runs under all weather conditions.

TO BEGIN WORK ON POOL SOON.

Yale Swimming Tank Expected To Be Ready November 1.

Architects have been instructed to proceed with the final plans for the Carnegie swimming pool at Yale. Within a month the committee in charge of the work believes that actual construction of the pool will have begun. It is expected that it will be finished by November 1.

In January, 1907, Andrew Carnegie gave to Yale $40,000 to be used for the erection of a swimming pool. At that time this was thought a sufficient amount. But as those who had charge of the work wished the pool to be the finest in the East it was decided to wait until an additional $15,000 could be raised. Through the efforts of Ogden M. Reid, '05, this sum has finally been secured.

BASKETBALL SCORES.

Among the basketball games played yesterday were:

At Pennington, N. J.—Pennington Seminary, 73; Drexel Institute, 18.

At Hoboken—Hoboken High School, 2; De La Salle Institute, 0. (Forfeited.)

At Stamford, Conn.—Kings School, 34; Fordham Preparatory School, 26.

TRACK AND FIELD ATHLETICS

RAMEY BEATS HILLMAN

N. Y. A. C. MAN FALLS.

Dan Kelly Shut Out in Trial Heat at Boston A. A. Games.

Boston, Feb. 1.—All of the prominent athletes of the principal colleges and big athletic clubs of the East, including a squad of men from the Chicago Athletic Association, competed to-night in the annual indoor track games held in Mechanics' Hall under the auspices of the Boston Athletic Association. Prominent among those entered were Dan Kelly, holder of the world's record (0:09 3-5 seconds) for the 100-yard dash, and Forrest Smithson, of Portland, Ore. These men failed to win a place, and Kelly was shut out in his trial heat. Harry Hillman was defeated by Ramey in the special 600-yard race. The former fell in the last lap.

The relay races as usual were the features, and many interesting contests resulted. The summaries follow:

Forty-yard dash (invitation)—Won by R. C. Taylor, Chicago A. A.; Sherman, Dartmouth, second; Nelson, B. A. A., third. Time, 0:04 4-5.

Forty-yard handicap—Won by F. Maynes, Holy Cross (8½ feet); E. H. Baker, Phillips-Exeter (3½ feet), second; J. B. Hawley, Dartmouth (5 feet), third. Time, 0:04 4-5.

Team race, 1,560 yards—University of Maine and University of Vermont—Won by University of Maine (Cook, Dean, Torrey and Littlefield). Time, 3:22 2-5.

Team race, 1,560 yards, Bowdoin vs. Tufts—Won by Tufts (Boyd, Hubbard, Powers and Green). Time, 3:16 1-5.

Team race, 1,560 yards—Won by St. Alphonsus A. A., Boston; Cambridgeport Gymnasium Association, second; South Boston A. C., third. Time, 3:30.

Two-mile special run (scratch)—Won by F. P. Bellars, New York Athletic Club; T. J. Collins, Irish-American A. C., New York, second; J. J. Lee, Boston A. A., third. Time, 9:56 4-5.

Team race, 1,560 yards, Massachusetts Institute of Technology vs. Williams—Won by M. I. T. Time, 3:11 4-5.

One-thousand-yard run (handicap)—Won by R. Warner, Worcester Academy (50 yards); D. Mahoney, Newton High School (50 yards), second; W. B. Salisbury, M. I. T. (26 yards), third. Time, 2:26⅘.

Six-hundred-yard run (special)—Won by H. P. Ramey, Chicago A. C.; Harry L. Hillman, N. Y. A. C., second. Time, 1:20. Hillman fell in last lap.

Putting 16-pound shot (handicap)—Won by Bangs, Harvard (5 feet); distance, 46 feet 11½ inches). Bartlett, Worcester Academy (3 feet 9 inches), second; distance, 46 feet 10½ inches. Schoenfuss, unattached (2 feet 9 inches), third; distance, 45 feet 9½ inches.

Team race (2,560 yards; Harvard class teams)—Won by 1910; 1909, second; 1908, third. Time, 3:16⅗.

Team race (1,560 yards; Brown versus Amherst)—Won by Amherst (Stearns, McClure, White and Shattuck). Time, 3:12⅘.

Forty-five-yard hurdle race—Won by Shaw, of Dartmouth (scratch); O. E. Holman, Dartmouth, second (8 feet); F. Smithson, Portland (scratch), third. Time, 0:06.

Putting 12-pound shot—Martin J. Sheridan, Irish-American A. C., 50 feet 7 inches; Schoenfuss, unattached, second, 50 feet 5½ inches; Coe, Boston A. A., third, 50 feet 3 inches.

Team race (Harvard '10 vs. Yale '10)—Won by Harvard. Time, 3:16⅗.

Six-hundred-yard handicap run—Won by A. W. Bacon, Wesleyan (22 yards); G. T. Treadwell Amherst (20 yards), second; O. Daniels, Brookline School (22 yards), third. Time, 1:17⅘.

Team race (Boston College vs. Holy Cross)—Won by Holy Cross (Foley(Riley, Maynes and Jones). Time, 3:17⅘.

Team race (Columbia vs. Syracuse)—Won by Syracuse (Roy, Marble, Dickerson and Barnes). Time, 3:17.

High jump (handicap)—Won by Porter, Irish-American Athletic Club (scratch), distance, 6 ft. 1½ in.; L. Robertson, New York Athletic Club (5½ inches), and G. E. Roosevelt, Harvard (3 inches) tied for second place, at 6 ft. ½ in.

Team race (1,560 yards, Boston Athletic Association and Irish-American Athletic Club vs. Chicago Athletic Association)—Won by Boston Athletic Association and Irish-American Athletic Club. Time, 3:17⅘.

Team race (1,560 yards, Boston Athletic Association vs. New York Athletic Club)—Won by Boston Athletic Association. Time, 3:12⅘.

Four-hundred-and-forty-yard run—Won by S. Miller, Boston Athletic Association; Lockett, M. I. T., second; Steinert, Boston Athletic Association, third. Time, 0:58.

Team race (3,120 yards)—Won by Cornell; Dartmouth, second; Pennsylvania, third. Winning team made up of Halsted, Hitchcock, Townsend and French. Time, 7:14.

One-mile run (handicap)—Won by I. L. White, New York Athletic Club (25 yards); Eldred, M. I. T. (60 yards), second; Reardan, Boston Athletic Association (20 yards), third. Time, 4:37⅗.

Yale-Harvard relay race—Won by Yale. Time, 7:25.

BRADSHAW KEEPS TITLE.

Wrestling Champion Meets Hard Man in Clubmate.

Benjamin J. Bradshaw, of the Boys' Club, holder of the Intersettlement, Metropolitan, National and Olympic wrestling championships, defended his intersettlement title last night against G. Chadwick, also of the Boys' Club, in the final bout of the Intersettlement Athletic Association, held at the Boys' Club, 10th street and Avenue A.

Bradshaw had a tough opponent in Chadwick, and after the boys had wrestled for 5 minutes and 30 seconds the champion was able to get a double scissor and a half Nelson, and downed his man. He was carried to his dressing room on the shoulders of his clubmates. In his other bouts Bradshaw defeated Shapiro, of the Educational Alliance, in 2 minutes.

J. Hein, the 115 and 125 pound champion, threw S. Selloctor in 1 minute and 45 seconds, and in the 125-pound class won over A. Weingard, of the University Settlement, after 15 minutes of wrestling. The summaries follow:

One-hundred-and-five-pound class (first semi-final heat)—P. Sichel, Union Settlement, defeated M. Geiger, Clark House. Time, 3:10. Final bout—T. Lauer, Boys' Club, defeated P. Sichel, Union Settlement. Time, 0:08.

One-hundred-and-fifteen-pound class (final bout)—J. Hein, Boys' Club, defeated S. Selloctor, Educational Alliance. Time, 1:44.

One-hundred-and-twenty-five-pound class (first semi-final)—A. Weingard, University Settlement, defeated L. Schindler, Clark House. Time, 5:22. Final bout—A. Weingard, University Settlement, got decision over J. Hein, after fifteen minutes of wrestling.

One-hundred-and-thirty-five-pound class (final bout)—F. Jaskocy, Boys' Club, got decision over M. Rupp, Boys' Club, after two bouts of nine minutes each. Second semi-final bout—G. Chadwick, Boys' Club, got decision over F. Jaskocy, Boys' Club. Time, 9:00. Final bout—B. J. Bradshaw, Boys' Club, defeated G. Chadwick, Boys' Club. Time, 5:30.

One-hundred-and-forty-five-pound class (semi-final bout)—J. Smolick, Boys' Club, defeated P. O'Brien, Union Settlement. Time, 5:00. Final bout—J. Smolick, Boys' Club, defeated B. Mendelsohn, Educational Alliance. Time, 1:17.

One-hundred-and-fifty-eight-pound class (first semi-final bout)—M. Ludeck, Educational Alliance, got decision over E. Huttner, Boys' Club. Time, 9:00. Second semi-final bout—O. Huttner, Boys' Club, got decision over G. Rudolph, Boys' Club, on work. Time, 6:00. Final bout—M. Ludeck, Educational Alliance, defeated O. Huttner, Boys' Club. Time, 0:13.

ARGONAUTS TO ROW AT HENLEY.

The famous eight of the Argonaut Club, of Toronto, the one that won the championship of the United States and Canada last year in the fastest time ever made over the national course at Philadelphia, will be the only crew entered at the Henley regatta this year outside of those of England.

The ban placed on foreign crews by the stewards of the English regatta does not bar Canadian crews.

COUNTRY CLUB MEET AT BROOKLINE.

The twenty-seventh annual race meeting of the Country Club at Brookline, Mass., will be held on June 13, 15 and 17 under the rules of the National Steeplechase and Hunt Association. The conditions for the various stakes have been announced, and entries will close on March 16, with a supplementary closing on May 16 with C. T. Rowe, clerk of the course, Brookline, Mass.

DEVINE WINS MILE RACE.

Big Field Fights for Honors at 9th Regiment Games.

From a field of more than fifty starters John Devine, of the National Athletic Club, won the one mile handicap by the close margin of a foot at the annual games and reception of the 9th Regiment Athletic Association, held in the armory in West 14th street, last night.

The race was one of the features of the meeting. The field of starters was so large and the handicaps were so generous that soon the leaders had caught up with the back-mark men, forming a complete circle. Only those who had followed the race closely were able to tell who was in the lead. W. G. Frank, the Olympic runner of the Irish-American Athletic Club, and Mike Spring, the cross country runner, were among those who had to concede big handicaps to the other men, and neither got a place. Harry Jenson, of the St. Bartholomew Athletic Club, finished second, and W. Hayslip, of the Irish-American Athletic Club, third. The time was 4 minutes 31 1-5 seconds.

The 1,000-yard run, open to members of the Military Athletic League, was hotly contested, and was won by C. Walther, of the 23d Regiment, who forged to the front in the last lap. William Berker, of the New York Athletic Club, was second, three yards behind Walther. W. A. Wagner and F. E. Holloway, of the Young Men's Christian Association, were first and second, respectively, in the 300-yard handicap, which also aroused plenty of excitement. The 60-yard handicap went to George Merz, of the New York Athletic Club. The summaries follow:

Sixty-yard (novice; closed)—Won by M. Pasternick, Company B; R. W. Le Clare, Company H, second; M. J. Drexler, Company B, third. Time, 0:07⅗.

Sixty-yard (handicap)—Won by George Murz, New York A. C. (16 feet); C. Steinert, unattached (16 feet), second; Otto Landorff, St. Bartholomew A. C. (10 feet) third. Time, 0:06⅗.

Half-mile run (handicap; closed)—Won by Julian Murphy, Hospital Corps (scratch); Richard Gregory, Hospital Corps (12 yards), second; J. Herlich, Company H (28 yards), third. Time, 2:07⅗.

Four-hundred-and-forty-yard run (handicap; closed)—Won by A. Grove, Company G (20 yards); Richard Gregory, Hospital Corps (scratch), second; W. F. Hayes, Hospital Corps (12 yards), third. Time, 0:54⅘.

One-thousand-yard run (handicap, closed to Military Athletic Leagues)—Won by C. Walter, 23d Regiment (48 yards); William Berker, New York Athletic Club (34 yards), second; William Van Thum, 13th Regiment (52 yards), third. Time, 2:14⅘.

Three-hundred-yard run (handicap)—Won by W. A. Wagner, Young Men's Christian Association (22 yards); F. E. Holloway, Young Men's Christian Association (20 yards), second; D. J. McCue, Holy Cross Lyceum (22 yards), third. Time, 0:32.

One-mile Intersettlement relay race—Won by Clark House; West Side House, second; East Side House, third. Time, 3:45.

One-mile run (handicap, closed)—Won by John Hayes, Hospital Corps (30 yards); M. J. Ryan, Hospital Corps (45 yards), second; J. Murphy, Hospital Corps (scratch), third. Time, 4:46⅘.

Six-hundred-yard run (novice)—Won by R. Stevenson, St. Bartholomew Athletic Club; L. O'Brien, Columbia, second; E. A. Miller, Twenty-third Street Branch, Young Men's Christian Association, third. Time, 1:23⅗.

One-mile run (handicap)—Won by John Devine, National Athletic Club (100 yards); Harry Jenson, St. Bartholomew Athletic Club (85 yards), second; W. Hayslip, Irish-American Athletic Club (85 yards), third. Time, 4:31⅕.

COLUMBIA'S SCHEDULE.

Baseball Team Will Play Fewer Games than Usual.

Columbia's baseball schedule, announced yesterday by the manager, A. Van Tine, includes nineteen games, six less than last year. The season opens on March 28 with a game with the Brooklyn Central Y. M. C. A. on South Field. One game will be played with Yale and two with Pennsylvania. For the first time in several years Cornell fails to have a place on the Columbia schedule. The annual Eastern trip has been abandoned and the Southern trip during the Easter vacation has also been considerably shortened.

Yale will play Columbia at American League Park on April 25. Two games are scheduled with Fordham, both to be played on Fordham Field.

The first call for candidates for the 'varsity team was made yesterday and practice will begin this week in the cage in the gymnasium under Frank A. Goodman, '08. The schedule follows:

March 28, Brooklyn Central Y. M. C. A., at South Field; April 1, open; 4, Brooklyn Polytechnic Institute, at South Field; 8, Stevens Institute, at South Field; 11, N. Y. U., at Ohlo Field; 15, Georgetown, at Washington; 16, Catholic University, at Washington; 17, open; 18, Annapolis, at Annapolis; 22, Rutgers, at South Field; 25, Yale, at American League Park; 29, Fordham, at Fordham; May 2, All-Collegiate, at South Orange; 6, C. C. N. Y., at South Field; 9, Syracuse, at Syracuse; 13, Pennsylvania, at Philadelphia; 16, Lafayette, at Easton; 20, Fordham, at Fordham; 23, West Point, at West Point; 27, Pennsylvania, at Polo Grounds; 30, Crescent A. C., at Bay Ridge.

YALE'S RALLY WINS.

Basketball Victory Snatched from Cornell at End of Game.

[By Telegraph to The Tribune.]

Ithaca, N. Y., Feb. 1.—In one of the hardest fought games ever played in Ithaca, Yale defeated Cornell at basketball here to-day. The Ithacans held the lead of 17 to 13 up to the last two minutes of play, when Yale forced three baskets in quick succession. The game was hard fought from the start, and brilliantly played, but Yale won through superior endurance and accurate shooting. Noyes and Wrenn starred for the visitors, while Burd and Avery played best for the Ithacans. The final score was 20 to 18. A large crowd of enthusiastic junior week guests witnessed the contest.

The line-up follows:

Cornell (18).	Positions.	Yale (20).
Avery	R. F.	Clifford
Crosby	L. F.	Wrenn
Shero	C.	Vondeck
Phelps	L. G.	Noyes
Burd	R. G.	Murphy

Y. M. C. A. SWIMMERS WIN.

Team from 23d Street Branch Defeats Bath Beach Club in Dual Meet.

The 23d street branch of the Young Men's Christian Association won the dual aquatic meet with the Bath Beach Swimming Club at the former's pool last night. R. Beck, of the association team, won the 100-yard swim, which proved to be the best race of the evening. Berk took the lead at the start, but was passed by M. Mulvey at the 50-yard mark. Once again Berk took command and finally won by a scant margin. The water polo game proved exciting. It was won by the visitors by the score of 3 to 0. The summaries follow:

Fifty-yard dash (final heat)—Won by R. Beck, 23d street; R. Mulvey, Bath Beach, second; D. Louissile, 23d street, third. Time, 0:26⅕.

One-hundred-yard-dash—Won by R. Beck, 23d street; M. Mulvey, Bath Beach, second; H. B. Morrell, 23d street, third. Time, 1:02⅘.

Relay race—Won by Bath Beach team; 23d street team, second (Berk, Thornberry, Fauere, Morrell).

SUTTON WILL PLAY HOPPE.

George Sutton, of Chicago, who recently defeated Ora Morningstar for the 18.2 balkline billiard championship, has accepted Willie Hoppe's challenge, and will name the playing place in a few days. Sutton deposited $250 with the Brunswick-Balke-Collender people yesterday. Hoppe has also challenged Jacob Schaefer, the holder of the 18.1 title, and Schaefer has until to-morrow to accept the challenge.

SHEPPARD MUST PAY PENALTY.

Philadelphia, Feb. 1.—The registration committee of the Middle Atlantic Association of the Amateur Athletic Union last night voted unanimously that the penalty imposed on Melvin Sheppard, the Irish-American runner, must stand for fouling Guy Haskins at the 1st Regiment armory a week ago. Sheppard had apologized to Haskins, confessed his guilt to the committee and requested to be reinstated. He was suspended until March 1.

WATERPROOF WRAPPING PAPER.

Consul Thomas H. Norton, of Chemnitz, reports that there are two large establishments near that city engaged in the manufacture of waterproof packing paper of various grades, but all falling under the following categories: Brown paper coated on one side with asphalt and the same reinforced by a wide meshed cotton gauze; translucent yellow paper, impregnated with oil, and the same reinforced with wide meshed cotton gauze. This gauze is firmly attached to the side of the paper coated with asphalt by pressure, while the coating is in a viscous condition; it is incorporated with the oiled paper in a similar manner while the paper is in a soft condition. Linseed oil, either pure or treated by special process, is used for impregnating the paper. The muslin used to reinforce such papers is either pressed into the surface while the paper is soft and moist or attached later by gumming and pressing.

FENCING

ARMY WINS AT FENCING

EARNS LEG ON TROPHY.

Cornell Beaten Five Bouts to Three in Final Round.

The Army fencing team won the junior foils contest and a leg on the Manrique Trophy at the Central Young Men's Christian Association, No. 502 Fulton street, Brooklyn, last night, by defeating the Cornell team five bouts to three. The cadets deserve particular credit for their victory, because they defeated the same team which won the contest last year for Cornell.

Eight teams entered the contest. They were the Army, Cornell, Yale, Pennsylvania, the New York Fencing Club, the Foil and Mask Club of New York, New York Turnverein and the Carnegie Fencers' Club of New York. Princeton and the New York Athletic Club entered teams, but they did not report. Columbia withdrew her team early in the afternoon because it was impossible for two of her men to appear.

The preliminary round resulted in the Army defeating the New York Fencing Club by the score of 5 bouts to 2; Cornell, the Carnegie Fencers' Club, 5 bouts to 0; Yale, the University of Pennsylvania, 6 bouts to 3, and the Foil and Mask Club, the New York Turnverein, 5 bouts to 2.

In the semi-final round Cornell was paired with Yale, the Army with the Foil and Mask Club. Cornell gave the Elis a big surprise by running away with five bouts in quick succession, and the West Pointers did the same trick to the Foil and Mask Club.

West Point and Cornell then fought it out. The first bout in the final round was between Dickinson, West Point, the intercollegiate champion fencer of last year, and Harries, of Cornell. Dickinson won after a beautiful exhibition of fencing, and then the Army stock soared as Sears quickly beat Fassett, of Cornell. Greble then faced Howard, the third Cornell man. After the bout the judges were unable to decide the winner and ordered the men to fence one minute on each side of the mat. Again the judges disagreed, and then ordered the contestants to fence until a touch was made. Three times in succession it looked as if Greble had touched his man, but the judges said nay, and the gallery hissed its disapproval. Then it looked as if Howard scored a touch, but again the judges ruled it "no touch." Finally Greble landed an undisputed touch, and was heartily applauded as he took his seat.

With the score three bouts to nothing in the Army's favor it looked like a walkover. Right here, however, the Ithacans took a brace and Sears lost the next bout. Dickinson beat Fassett easily and the score stood 4 to 1. Greble and Howard fenced in desperate style, and it required two extra periods before Greble was defeated. Cornell won the next bout, making the score 4 to 3. Dickinson won the next bout and the contest.

Dickinson was in splendid form. He won every bout in easy style and apparently had every opponent outclassed. Greble, of the Army, made a bad start by losing his first two bouts. After that he improved, but lost two out of his three bouts against Cornell. On the whole the Army team appeared to be an unusually strong one even for the Army. If it has a weak point it is Greble, although the latter is a fencer of good ability.

Pennsylvania and Yale, in comparison with Cornell and the Army, were outclassed. Martin, of the Pennsylvania team, did good work, however, and won two out of the three bouts he fenced.

A large crowd witnessed the bouts and applauded the winner vigorously. The Manrique trophy has been won previously by Cornell and the Turnverein Club.

Preliminary round—Smith, of Yale, beat Martin, of Pennsylvania; A. C. Staley, of Yale, beat Taylor, of Pennsylvania; Trevino, of Pennsylvania, beat Haas, of Yale; Martin, of Pennsylvania, beat Staley, of Yale; Haas, of Yale, beat Taylor, of Pennsylvania; Smith, of Yale, beat Trevino, of Pennsylvania; Martin, of Pennsylvania, beat Haas, of Yale; Smith, of Yale, beat Taylor, of Pennsylvania; Staley, of Yale, beat Trevino, of Pennsylvania; Yale, 6; Princeton, 3.

Grossenbough, Foil and Mask Club, beat Pren, New York Turn Verein; Rien, New York Turn Verein, beat Grossenbough, Foil and Mask Club; Pren, New York Turn Verein, beat Conk, Foil and Mask Club; Hall, Foil and Mask Club, beat Trost, New York Turn Verein; Hall, Foil and Mask Club, beat Rieth, New York Turn Verein; Grossenbough, Foil and Mask Club, beat Trost, New Ycok Turn Verein. Foil and Mask Club, 5; New York Turn Verein, 2.

W. E. Harris, Cornell, beat H. Perrine, Carnegie; O. W. Howard, Cornell, beat Delapor, Carnegie; Fassett, Cornell, beat Dwyer, Carnegie; Howard, Cornell beat Perrine, Carnegie; Harris, Cornell beat Dwyer, Carnegie; Fassett, Cornell, beat Delaport, Carnegie; Fassett, Cornell, beat Perrine, Carnegie; Harris, Cornell, beat Delaport, Carnegie; Howard, Cornell, beat Dwyer, Carnegie, Cornell, 5; Carnegie, 0.

Dickinson, Army, beat Kernochan, New York Fencers' Club; Sears, Army, beat Breed, New York Fencers' Club; Faucon, New York Fencers' Club, beat Greble, Army; Dickinson, Army, beat Breed, New York Fencers' Club; Sears, Army, beat Faucon, New York Fencers' Club; Kernochan, New York Fencers' Club, beat Greble, Army; Dickinson, Army, beat Faucon, New York Fencers' Club. Army, 5; New York Fencers' Club, 2.

Semi-final round—Fassett, Cornell, beat Haas, Yale; Howard, Cornell, beat Staley, Yale; Harries, Cornell, beat Smith, Yale; Fassett, Cornell, beat Staley, Yale; Howard, Cornell, beat Haas, Yale. Cornell, 5; Yale, 0.

Dickinson, Army, beat Grossenbough, Foil and Mask Club; Sears, Army, beat Conk, Foil and Mask Club; Greble, Army, beat Hall, Foil and Mask Club; Dickinson, Army, beat Conk, Foil and Mask Club; Sears, Army, beat Hall, Foil and Mask Club. Army, 5; Foil and Mask Club, 0.

Final round—Dickinson, Army, beat Harries, Cornell; Sears, Army, beat Fassett, Cornell; Greble, Army, beat Howard, Cornell; Harries, Cornell, beat Sears, Army; Fassett, Cornell, beat Greble, Army; Dickinson, Army, beat Howard, Cornell; Harries, Cornell, beat Greble, Army; Dickinson, Army, beat Fassett, Cornell. Army, 5; Cornell, 3.

YACHTSMEN AT DINNER.

Frank Maier Elected Commodore of New Rochelle Club.

Lawrence Dunham, one of the steadfast members of the yacht club that is "forty-five minutes from Broadway"—the New Rochelle—at its annual dinner at the Hotel Manhattan last night, called the attention of the members to the fact that the club had much to be proud of in the possession of the two yachts—one sail and one power—that had won ocean races to Bermuda, and that its members are men who can sail their own boats in all sorts of weather.

Thomas Fleming Day, who offered a cup for an auxiliary cruiser race next season, told them that they should be proud of the fact that they elected last night as their commodore Frank Maier, who owned the Tamerlane, the boat that won the race to Bermuda in 1906, and of their rear-commodore, James Craig, whose power boat, the Ailsa Craig, had won the power boat race last year over the same course. Commodore Day gave the members some good advice about running a yacht club.

"I have given my life and my fortune," said he, "to uphold the sport, and all I ask in return is your good will while I live and your kind remembrance when I'm gone."

The other speakers were Commodore Van Rensselaer and Rear Commodore Lewis, of the Huguenot Yacht Club; H. A. Jackson, of the New York Athletic Club; Commodore F. S. Waldorf, who presided, and Vice-Commodore E. M. Gill. Others present included Warren Sheppard, Eugene Lambden, Charles Voltz, Henry Doscher, James Craig, Commodore Soper, of the Brooklyn Yacht Club; George Granbery and B. R. Stoddard.

The officers elected for 1908 were: Commodore, Frank Maier; vice-commodore, B. R. Stoddard; rear-commodore, James Craig, jr.; secretary, R. L. Forbes; treasurer, D. Edward Dealy; regatta committee, J. A. Mahlstedt, George W. Glover and M. S. Kattenborn; measurer, R. M. Haddock; law committee, John F. Lambden and J. O. Bull; trustees for three years, Henry M. Lloyd, J. F. Frantz and Charles M. Fletcher; entertainment committee, C. C. Houck and H. F. Meyer; art committee, H. J. E. Heath and J. S. Connolly.

ANOTHER WORLD'S SHOOTING RECORD.

Rochester, Feb. 1.—The fourth annual tournament of the Indoor 22-Calibre Rifle League of the United States was ended to-night. Arthur Hubalek, of Brooklyn, won the national championship match, with a score of 2,464 out of a possible 2,500. F. C. Ross, of Springfield, Mass., and R. Gute, of Jeffersonville, N. Y., were tied for second place at 2,460. The feature of the day's shooting was the work of Harry Harrison, of this city, in the rapid-fire event. Harrison established a new world's record, with a score of 570, firing eighty-one shots in one minute, all of which landed on the target. The record in this event was broken five times during the tourney. The Iroquois Rifle Club of Pittsburg will hold the 1909 meeting of the association.

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