Automobiling ★ Shooting ★ Fencing ★ Swimming ★ Bowling ★ Chess ★ Other Sports

GUNNERS OUT IN RAIN

FULL SCORES SCARCE.

E. F. Pelham Does Best Work at Travers Island Traps.

Under the most discomforting conditions the weekly shoot of the New York Athletic Club was decided at Travers Island yesterday. Rain fell throughout almost the entire afternoon, and a wind swept in from the Sound that made high scores impossible. So poor was the day that only six gunners reported at the traps. In spite of the trying conditions the marksmen decided not only the regular weekly programme but many club trophy shoots.

On account of the rain it was decided to reduce the weekly leg on the monthly cup from fifty to twenty-five targets. The event was won by N. Z. Lenane, who returned a card of 23. Mr. Lenane was also the winner of one of the club trophy shoots. The best work of the afternoon was done by E. F. Pelham. The captain of the shooting team of the New York Athletic Club won three of the club trophy shoots and tied with N. Z. Lenane in the weekly shoot for the Souer trophy.

The shoot for the high score prize also ended in a tie. The gunners who returned the same card were Dr. Jones and W. J. Elias. Each of the marksmen broke twenty-one out of a possible twenty-five targets. W. J. Elias also took one of the trophy prizes. Fred Hodgman was high gun in the weekly shoot for the Walsrode trophy, and a club prize was taken home by C. Lenane, jr. Another event that went to E. F. Pelham was the weekly leg for the handicap cup.

The various events that were not decided on Lincoln's Birthday on account of the darkness were again postponed, as the gunners mixed up in the ties were not at Travers Island yesterday. The shoots will in all probability be decided on Saturday. The leading scores follow:

JANUARY CUP—25 TARGETS.

Name.	Hdp.	Tl.	Name.	Hdp.	Tl.
N. Z. Lenane	0	23	C. Lenane, jr.	3	19
E. F. Pelham	1	22	Dr. Jones	1	18
F. Hodgman	0	21	W. J. Elias	1	15

SOUER CUP—25 TARGETS.

E. F. Pelham	2	24	Dr. Jones	0	21
N. Z. Lenane	2	24	C. Lenane, jr.	3	20
F. Hodgman	0	21	W. J. Elias	1	19

HIGH SCORE CUP—25 TARGETS.

Dr. Jones	0	21	N. Z. Lenane	2	18
W. J. Elias	1	21	F. Hodgman	0	18
E. F. Pelham	1	18	C. Lenane, jr.	3	15

HANDICAP CUP—25 TARGETS.

E. F. Pelham	1	23	F. Hodgman	0	20
N. Z. Lenane	2	21	W. J. Elias	1	19
C. Lenane, jr.	3	21	Dr. Jones	0	18

WALSRODE CUP—25 TARGETS.

F. Hodgman	0	23	W. J. Elias	1	21
E. F. Pelham	0	22	N. Z. Lenane	1	19
Dr. Jones	0	22	C. Lenane, jr.	3	18

TROPHY SHOOT—25 TARGETS.

E. F. Pelham	1	23	F. Hodgman	0	20
N. Z. Lenane	2	21	W. J. Elias	2	19
C. Lenane, jr.	4	21	Dr. Jones	1	18

STEPHENSON HIGH GUN.

Many Full Scores at the Crescent Athletic Club Traps.

George G. Stephenson was high gun yesterday at the Crescent Athletic Club traps at the Parkway Driving Club's track. He won five out of the twelve matches contested. In the continuous match for the stake trophy he won with a full score of 25 targets. He also shot the top score —24—in the match for the February Cup, in which seven men competed; and out of the possible 25 in the shoot for a special cup offered by A. E. Hendrickson Mr. Stephenson broke 24 targets.

The weather was anything but favorable in the early afternoon for accurate shooting, but the conditions improved later, when the sun came out. Four of the seven men that competed in the scratch shoot tied with scores of 12 each. In the shoot-off G. G. Stephenson was the winner, with a score of 14. L. C. Hopkins won two 15 target trophy matches, each with a full score, and John Johnson was the winner of two similar trophies—one with a full score. He also divided a prize with G. G. Stephenson in a match where they had tied with scores of 13 apiece. F. B. Stephenson and A. A. Hegeman each won a 15 target match, with scores of 12 and 14, respectively.

The Crescent team that will meet one from the Boston Athletic Association on February 29 is being selected, but no word has been heard from the Boston committee as to the details of the match.

The summary of the leading events follows:

SCRATCH SHOOT—15 TARGETS.

Name.	Total.	Name.	Total.
F. B. Stephenson	12	J. H. Ernst	11
A. E. Hendrickson	12	John Johnson	10
A. A. Hegeman	12	L. C. Hopkins	4
G. G. Stephenson	12		

Shoot-off—G. G. Stephenson, 14; F. B. Stephenson, 10; Hegeman, 10.

FEBRUARY CUP—25 TARGETS—HANDICAP.

	Hdcp.	Total.		Hdcp.	Total.
G. G. Stephenson	3	24	John Johnson	2	17
L. C. Hopkins	5	22	A. Hegeman	4	17
F. B. Stephenson	0	19	J. Henry	4	14
A. E. Hendrickson	4	19			

STAKE TROPHY—25 TARGETS—HANDICAP.

G. G. Stephenson	3	25	A. E. Hendrickson	4	22
John Johnson	2	23	J. H. Ernst	4	22
A. Hegeman	4	22	F. B. Stephenson	0	21
L. C. Hopkins	5	23			

HENDRICKSON TROPHY SHOOT—15 TARGETS—HANDICAP.

G. G. Stephenson	2	14	A. E. Hendrickson	2	11
L. C. Hopkins	5	13	A. A. Hegeman	2	10
F. B. Stephenson	0	12	John Johnson	1	8
J. H. Ernst	2	12			

Won by G. G. Stephenson.

TROPHY SHOOT—15 TARGETS—HANDICAP.

John Johnson	1	15	A. E. Hendrickson	2	10
G. G. Stephenson	2	12	J. H. Ernst	2	10
L. C. Hopkins	3	11	A. A. Hegeman	2	10
F. B. Stephenson	0	10			

Won by Johnson.

CHILDREN RIDE TO MUSIC.

Boys and Girls Show Marked Ability at Durland's Academy.

The special children's day ride at Durland's Riding Academy yesterday was well attended. The number of children participating in the music ride with which the programme was opened exceeded the sanguine expectations of the management, no fewer than 106 mounts being engaged for the occasion. In spite of the large class, the manœuvres, executed under the direction of Charles Krauss, were managed without the slightest hitch, the cleverness of the young riders evoking continual applause from the gallery.

This is believed to be the largest ride of its kind ever held in this country, and one of its remarkable features was that the most intricate evolutions taught by Mr. Krauss to the senior classes were performed by the children, after several weeks of preparation, without the slightest trouble.

After the music ride a number of events were held, including a run for stalls, manœuvring to order by a special class of sixteen children, jeu-de-barre, an egg and spoon race and a game of tag. The results in these events were as follows: Run for stalls, Edward De Cernea; jeu-de-barre, Cyril L. Carr; egg and spoon race, Miss Wilhelmina Walsh, and game of tag, Miss Vera Cushman.

At the end of the programme a reception for the children was held in the private clubrooms on the fourth floor, where a number of women assisted in serving refreshments to the children. Among the boys and girls who took part in the ride were Miss Cynthia Kearney, Miss H. R. Morgan, Miss Harriet Bull, Miss Vera Cushman, Miss Clarine Cushman, Arthur Cushman, Miss Dorothy Hall, Miss Edna Prall, William H. Taylor, Miss Edith Walsh, Miss Wilhelmina Walsh, Henry M. Davenport, Raymond P. Johnes, Walter De Bow, Townsend Cannon, A. Irving Smith and Miss Gertrude Moran.

AUTOISTS WORKING WEST.

Three Cars Reach Geneva in the Long Race to Paris.

Geneva, N. Y., Feb. 15.—Three of the six cars in the long race from New York to Paris by way of Bering Strait arrived here about 6 o'clock tonight, about two days behind the schedule owing to the bad condition of the roads. The drivers will spend the night here, going on in the morning. For fifteen miles out of Geneva the state roads are in fair condition, but after that more trouble will be experienced.

The three cars ran in close company all day, first one and then another blazing the way through the snowdrifts and mud. North of Seneca Falls the cars were stuck in the mud for some time, and it took them four hours and forty-five minutes to make the run of sixteen miles from Auburn to Seneca Falls.

The machines were fairly plastered with mud, but appeared to be in good condition. The cars to arrive here were the De Dion (French), Thomas (American) and Zust (Italian).

Syracuse, Feb. 15.—The German automobile in the New York to Paris race arrived here to-night, Lieutenant Koeppen, the driver, having made up some lost ground and gained slightly on the leaders. It has taken him three days and a half to cover the three hundred miles from New York. He is confident that he will overtake his rivals in a few days, as his machine is running smoothly. Word has been received that the Motor-Blac, a French car, arrived at Utica in good condition. The party will spend the night there.

The Naudin car is still in the garage at Peekskill, but M. Pons hopes to continue his journey to-day.

DISCORD IN OPPOSITION CAR.

Le Louvier Left Behind When Auto Starts Afresh for Paris.

Philadelphia, Feb. 15.—The French automobile which left New York last Tuesday afternoon on a self-conducted 22,000-mile trip from New York to Paris by way of Bering Strait made another start from here to-day, leaving behind Eugene Le Louvier, one of the three Frenchmen who started the trip. Le Louvier, who is said to have originated the idea of the New York to Paris race, had some differences with Maurice Dreighe and Max Hohnman, his companions, and they decided to go on without him. Le Louvier says he will return to Paris at once.

The automobile with the three Frenchmen arrived here early on Wednesday morning, after suffering a breakdown near Trenton, N. J. After making repairs the Frenchmen resumed the journey on Thursday afternoon, but their machine again broke down at the city limits. The start today was made at 9:05 a. m. The two Frenchmen will cross Pennsylvania by way of Reading, Harrisburg and Pittsburg.

PRINCETON BEATS ARMY.

Both Teams Score Freely in Rough Basketball Game.

[By Telegraph to The Tribune.]

West Point, N. Y., Feb. 15.—The West Point basketball team was defeated by the Princeton five here to-day by a score of 40 to 32. The cadets were without the services of Captain Higley, Elting and Johnson. Meese started the scoring for Princeton by making an easy shot. The half ended, 24 to 19, in Princeton's favor.

In the second half the game was fast and rough and a good many fouls were called. Beardslee made six goals from the foul line. The feature of the game was the shooting of Meese. At a recent meeting Cadet Jacob Devers was elected captain of the team to succeed Higley. The line-up follows:

Princeton (40).	Position.	Army (32).
Meese	R. F.	Conard
Keyes	L. F.	Devers
Clark (Thompson)	C.	Surles
Ryan (Veeder)	R. G.	Harry (Jones)
Warner	L. G.	Beardslee

Goals—Meese (10), Keyes (5), Thompson (2), Ryan (2), Conard, Devers (4), Hardy, Beardslee (7). From foul line—Beardslee (6), Ryan (2). Referee—Lieutenant Stilwell.

WITH THE CHESS PLAYERS

Dates Arranged for Two International Matches by Cable.

Acceptance of the challenge issued by Captain Louis J. Wolff, of the Columbia University chess team, on behalf of that university, Harvard, Yale, Princeton, Cornell, Brown and Pennsylvania to play for the Rice intercollegiate trophy by cable has come in a letter from N. J. Boughton, president of the Oxford University Chess Club, who acts both for his own university and Cambridge. The date, March 21, appears to be acceptable. The rules which the American committee proposed are not dealt with satisfactorily, nor is the question of representation met squarely. No obstacles, however, are placed in the way of the Americans, and the points in doubt are left with the British umpire, Walter Penn Shipley, of Philadelphia, to decide.

Mrs. S. R. Burgess, of St. Louis, holder of the woman's chess championship of the United States, has arrived in this city. She will remain here two weeks, and in that time may meet several of the best players in the East. Recently she was challenged for the title by Mrs. F. W. Lynn, of Chicago, but the match did not materialize because of the removal of Mrs. Lynn to Dallas, Tex.

Jacques Mieses, the German chess master, is expected back in town to-day, and will be at the rooms of the Manhattan Chess Club in the afternoon. While out West, Herr Mieses attempted to arrange a few games with J. W. Showalter, of Georgetown, Ky., the former United States champion, but the negotiations fell through. The German master expects to sail for home the last week of this month, and before going will visit Toronto and Boston.

Six players have entered the annual tournament for the chess championship of the Crescent Athletic Club. In the first round H. M. Barrett, the champion, won a hard game, lasting sixty-seven moves, from F. Ross. G. S. O'Flyn defeated W. D. Walker, and W. Randall won from J. F. Hurley.

March 13 and 14 are the dates agreed upon by the Brooklyn Chess Club and the City of London Chess Club for the international match by cable, America vs. Great Britain, for the Sir George Newnes trophy. The event has been scheduled one week earlier than the 'varsity match. It is confidently expected that J. W. Showalter will play on the American team.

Many of the best players in the city will participate in the annual championship meeting of the New York State Chess Association, to be held at the Everett House in this city on Saturday. Among these will be D. G. Baird, C. Curt, E. Delmar, L. Eisenberg, J. Finn, J. H. Hanham, H. Helms, A. B. Hodges, C. Jaffe, E. W. Libaire, L. B. Meyer, A. Pulvermacher, O. Roething, L. Rosen, H. Rosenfeld, J. Rosenthal, A. J. Souweine, J. H. Taft, H. Zirn.

The annual dinner of the Manhattan Chess Club will be held at the Hotel Astor on Saturday evening, March 14. Last Thursday H. M. Phillips played against eighteen men, winning nine games, losing one and drawing eight.

NEW RACING BOARD MEETS.

The new racing board of the American Automobile Association held its first meeting yesterday. The Wilkes-Barre Automobile Club was ordered to deliver a prize won by Walter C. White in a White steamer last Memorial Day. The prize was held back by the club on a technicality. The revised racing rules were discussed, but no announcement was made of the changes. A special committee made up of Chairman Thompson, Al. Reeves, A. L. Riker and S. A. Miles, is to have another session on the rules on Tuesday.

POLICE ATHLETES PUT TO WORK.

General Bingham, who has threatened to put the "world" athletes on the force "to work," transferred three of them yesterday to the license squad at City Hall. Martin Sheridan, the all round champion athlete, will henceforth be under the direction of the Mayor's marshal, and Matthew McGrath and John J. Flanagan, two weight men, received places in the same department.

DANIELS TIES RECORD.

WINS WITHOUT EFFORT.

Champion Equals His Own Mark in Race for 220-Yard Title.

C. M. Daniels, champion swimmer from one hundred yards to one mile of the New York Athletic Club, was the star performer at the swimming races at the New York Athletic Club last night. He won the 220-yard swim for the Metropolitan A. A. A. U. championship in the remarkable time of 2:32 3-5, thereby equalling the record.

This race was the feature of the evening. Daniels won his first heat with ease in the slow time of 3:08 3-5. He did not have to exert himself. The second preliminary heat was won by Karl Schmitt, of the College of the City of New York, who was pushed by N. C. Manley, of the New York Athletic Club. The final heat saw Daniels, Schmitt, Manley and J. H. Reilly, of the New York Athletic Club, lined up for the start.

Daniels took the lead with the crack of the pistol and was never headed. At the first fifty-yard mark he had a clear lead of five yards and steadily increased it until he was twenty yards ahead. Apparently satisfied with this lead, he did not exert himself in the last few yards of the race, else there would have been another record for the distance.

In the handicap plunge for distance, which was the first event, Daniels was handicapped sixteen feet, but did not get a place. This event was won by H. M. Barker, unattached, who had a twelve-foot handicap. His actual plunge was 64 feet 6 inches. The record is 70 feet. A. D. Smith, unattached, with a handicap of 17 feet, was second, and N. C. Manley, New York Athletic Club, was third.

The one-hundred-yard novice swim brought out a big field. Four preliminary heats were raced and then the winners of these met in the final. C. H. Herold, unattached, won both his preliminary and the final and race in good style. The time was 1:12 3-5.

The last event of the evening was the fifty-yard swim, handicap. There were so many starters that it required many heats before the final. In the semi-finals William Friedlander, of the West Side Young Men's Christian Association, with a five-second handicap, and John Manley, unattached, with a six-second handicap, were the winners. The final heat was a beautiful race, in which Manley nosed out Friedlander in the last five yards.

The Columbia water polo team defeated the College of the City of New York team by a score of 2 to 1. Forty-four seconds after the beginning of the first half by clever work the New York team scored a goal. For the remainder of the half there was a desperate fight of the roughest order, but the heavy Columbia team could not overcome the stubborn resistance of the far lighter collegians.

The second half was marked by even more desperate play by both teams. After nearly two minutes of play Columbia scored a goal. The City College men were somewhat disgusted, as they said it had been scored after a foul had been committed. With the score a tie both teams returned to the attack, and for a time the play was in Columbia's territory. Then it ebbed into that of the College of the City of New York, and while defending their goal determinedly a whistle sounded and somebody yelled, "Time's up!" Some of the collegians stopped playing, but the referee shouted, "Time's not up!" and Columbia by a swift attack scored the second and winning goal.

The summaries follow:

One-hundred-yard swim (novice)—First heat won by C. H. Herold, unattached. Time, 1:14. Second heat won by Helm Bedford, Young Men's Christian Association. Time, 1:15⅕. Third heat won by Otto Tzschentschler, West 23d Street Young Men's Christian Association. Time, 1:19. Fourth heat won by A. Manley, West Side Young Men's Christian Association. Time, 1:17⅘. Final heat won by C. H. Herold, unattached; Helm Bedford, Young Men's Christian Association, second; Otto Tzscheutschler, 23d Street Young Men's Christian Association. Time, 1:12⅘.

Two-hundred-and-twenty-yard swim (Metropolitan Amateur Athletic Union championship)—First heat won by C. M. Daniels, New York Athletic Club; J. H. Reilly, New York Athletic Club, second. Time, 3:08⅘. Second heat won by Karl Schmitt, College of the City of New York; N. C. Manley, New York Athletic Club, second. Time, 2:54⅘. Final heat won by C. M. Daniels, New York Athletic Club; J. H. Reilly, New York Athletic Club, second; Karl Schmitt, College of the City of New York, third. Time, 2:32⅘, equalling the world's record.

Fifty-yard swim (handicap; semi-finals)—First heat won by Friedlander, West Side Young Men's Christian Association (5 sec.); Nill, unattached (8 sec.), second. Time, 0:29⅘. Second heat won by John Manley, unattached (6 sec.); H. W. Eylers, West Side Young Men's Christian Association (10 sec.), second. Time, 0:29⅘.

Final heat won by John Manley, unattached, (6 sec.); William Friedlander, West Side Young Men's Christian Association (5 sec.), second; Joseph Nill, unattached (8 sec.), third. Time, 0:30.

LIVELY FENCING BOUTS.

New York Athletic Club Team Wins Competition with Foils.

The New York Athletic Club won the team fencing competition with foils at the Fencers' Club, No. 569 Fifth avenue, last night, for a cup offered by the Amateur Fencers' League Association. A gold medal was also given to the three members of the winning team.

Four teams were represented in the competition—the Mercury Foot by V. Curti, W. L. Bowman and G. K. Bainbridge; the New York Turn Verein by John Allair, P. Benzenberg and George Reinheir; West Point by Lieutenant F. W. Honeycutt, Lieutenant O. A. Dickinson and Lieutenant B. E. Gray, and the Fencers' Club by George H. Breed, Louis Curran and M. R. Kernochan.

The competition was decided in two rounds, the winning team of each to meet in the finals. In the first round the New York Athletic Club men put the soldiers out of it by winning with a total of five bouts to four. Lieutenant Honeycutt covered himself with glory by winning all his three bouts. In the second round the members of the New York Turn Verein met the Fencers' Club team and won by a total of five bouts to four.

In the final round the New York Athletic Club team had matters much its own way with the New York Turn Verein team and won with a total of four bouts to one.

A large crowd was in attendance and the bouts were of the kind to arouse the deepest kind of enthusiasm throughout the night. The summaries follow:

First round—New York Athletic Club won five bouts and West Point won four.
Honeycutt defeated Curti, Bainbridge and Bowman.
Bainbridge defeated Dickinson and Gray.
Bowman defeated Dickinson and Gray.
Dickinson defeated Curti.
Second round—New York Turn-Verein won five bouts and Fencers' Club won four.
Reinheir defeated Curran, Breed and Kernochan.
Allair defeated Breed and Ker.
Curran defeated Allair and Benzenberg.
Breed defeated Benzenberg.
Kernochan defeated Benzenberg.
Final round—New York Athletic Club, 4; New York Turn-Verein, 1.
Bainbridge defeated Allair and Reinheir.
Bainbridge defeated Allair and Reinheir.
Bowman defeated Bainbridge.
Reinheir defeated Bowman.

YACHTSMEN DINE AT CAFE MARTIN.

Members of Huguenot Club Report for Midwinter Cruise.

On the hurricane deck of the Café Martin during the first watch last night "all hands and the cook" belonging to the Huguenot Yacht Club, of New Rochelle, reported "present" at the rollcall of the thirteenth annual midwinter cruise of that reputable organization of small boat sailers.

The captain of the ship who occupied the place of honor on the quarter deck was Commodore George F. Lewis; the chief mate, B. W. Wilson, jr., had a berth alongside the second mate, Royal B. Curtiss; the third mate, Henry M. Myrick, and the purser, G. C. Allen, sat on the port and starboard sides under several fathoms of flags of all nations that were hung fore and aft through the cabin.

When the stewards had served the hardtack, cheese and coffee and the mariners had begun to "smoke up" the supercargoes began to swing their jaw tackle. Commodore Lewis introduced them in this order: George Gillespie Raymond, Mayor of New Rochelle; Frank Maier, commodore of the New Rochelle Yacht Club; Hazen L. Hoyt, commodore of the Manhasset Bay Yacht Club; Thomas Fleming Day, of "The Rudder"; Henry A. Jackson, of the New York Athletic Club, and Augustus Thomas. Others on deck included G. A. Suter, H. de F. Baldwin, W. B. Greeley, B. W. Wilson, George C. Allen, G. A. Kear, Charles P. Tower, Judge T. M. Hill, J. Albert Mahlstedt, S. F. Swinburne, J. P. Donovan and H. H. Van Rensselaer. The covers of the menus were a reproduction in miniature of the commodore's flag of the club.

YALE BEATS CORNELL.

Plays Uphill Game in Rough Contest at Basketball.

[By Telegraph to The Tribune.]

New Haven, Feb. 15.—In a fast and rough basketball game here to-night Yale defeated Cornell by a score of 18 to 16. The winners played a great uphill game, the score being 14 to 7 in favor of Cornell at the end of the first half. The victory gives Yale second place in the league race.

In the second period Yale sent Carrigan and Joe Murphy in, and they appeared to put new life in the team, and baskets were shot in quick succession.

Van Vleck, of Yale, and Goodwin, of Cornell were ruled off by the referee for rough and foul play. Yale's defensive play in the second half was so good that Cornell did not get a single basket from the floor. The line-up follows:

Yale (18)	Position.	Cornell (16).
Cushman	R. F.	Avery (captain)
Wren (Carrigan)	L. F.	Crosby
Van Vleck (J. Murphy)	C.	Shearer
F. Murphy	R. G.	Goodwin (Gardner)
Noyes (captain)	L. G.	Burd (Winnery)

Goals from floor—Wren (2), Cushman (3), Noyes, Van Vleck, J. Murphy, Avery (2), Crosby (3), Burd. Goals from foul—Van Vleck, Noyes, Crosby (4). Fouls called—On Yale, 9; on Cornell, 4. Referee—Walter Randall.

A PEEK INTO THE WILDS.

Sportsman's Show Will Usher in the Welcome Spring.

Washington's Birthday brings with it as usual the Motor Boat and Sportsman's Show in Madison Square Garden; in fact, it opens on Thursday night, February 20, two days before the holiday. Like its predecessors, the fourteenth renewal of the show is one of the earliest signs of spring and marks the passing of the winter, for it is possible to step out of the mid-winter cold of February into a realm of vernal green and forest freshness foreign at this time to the native atmosphere of the city.

Natural reproductions of forest and camp life more numerous than ever before "have been gathered from the forests and the prairies, from the great lakes of the North land, from the land of the Ojibways, from the land of the Dacotahs, from the mountains, moors and fenlands." They carry with them "the legends and traditions, the odors of the forest, with the dew and damp of meadows." From New York State come the guides from the Adirondacks and the Saranac Lake section, the Lake Placid forestry exhibit from Lake Placid and a magnificent representation from the Adirondack Lake Placid section. From Long Island, the opposite end of the state, come the all Long Island exhibit and Captain Will Graham, the pilot and published of "The Log," that peculiar magazine printed on brown paper, which is likely to be published daily, by the month or annually, and proudly boasts of its eleven years of age and a special Sportsman's Show edition.

A big Maine section, arranged by the Bangor & Aroostook Railroad, will be the most complete exhibition of the Maine fish and game region ever shown in one place, the leading feature of which will be a complete collection of animals, birds and game fish of the state.

When Gustave d'Aquin's band plays the opening bars of the late Dr. William H. Drummond's first famous poem, "The Wreck of the Julie Plante," which has been set to music by Herbert Spencer, of Montreal, the little ballad will be sure of a great welcome from the Canadian hunters at the show. "Johnny Courteau," "Habitant and the Voyageur" will also be recalled to mind by the Indian tepees, skin canoes, wolf hunters' trophies and outfit, camp huts and shacks from the line of the Canadian Pacific Railroad, the Richelieu & Ontario Navigation Company's routes and the Grand Trunk Railway system.

From the land of Arcadia and Evangeline and "the forest primeval" along the line of the Intercolonial Railroad Company will come a great representation of guides from the St. John (N. B.) Tourists' Association, the Fredericton Tourists' Association and the New Brunswick Guides' Association, under the patronage of the provincial government.

From "Ole Virginny" A. B. Moncure, of Petersburg, says that Uncle Jerry, of the Virginia exhibit, has been in correspondence with Uncle Remus 'way down in Old Georgia and gathered a collection of animals made famous by Uncle Remus and so entertainingly told of by Joel Chandler Harris.

New England, the land of steady habits, will have an exhibit of small mouthed bass from the Waramaug black bass hatcheries, in New Preston, Conn., and, coming closer to the metropolis, will be an exhibit from the Board of Trade of Asbury Park, N. J., representing salt water fisheries of the New Jersey coast. One exhibitor comes from Africa, showing a rare collection of lion, tiger, leopard and other skins, besides a magnificent collection of horned heads.

The decorations will be all in green, and thousands of native fir, spruce, pine and hemlock trees from the woods of New York, Maine and Canada will be used to decorate the great amphitheatre of the Garden.

With a view of teaching the young idea how to shoot a .22-calibre rifle shoot has been planned, and the boys will find lots to interest them in the boys' shooting contests for elementary schools, military schools and high schools, which will take place in the basement, under the auspices of the junior branch of the National Sportsman's Association.

Every sportsman's requisite will be found at the show. Camp outfits, tents, guns, rods, reels, flies, snowshoes, creels, pack bags, golf, baseball, cricket, tennis, football, basketball, canoes and paddles, skiffs and rowboats, hockey outfits, besides the innumerable little things so useful for outdoor sports, will be exhibited. To those who do not care to bother with constructing a log camp or bark shack the display of portable houses will appeal.

ON THE GOLF LINKS.

Connecticut League Changes Plan of Playing Team Match.

A radical change in the method of playing the team matches was decided on at the annual meeting of the League of Connecticut Golf Clubs, held at New Haven yesterday. In future the team contest must be held in conjunction with the championship qualifying round, and each team will consist of four men, who are to be named before the tournament starts.

In all other respects the tournament programme will be the same as heretofore. This means that as many sixteens will qualify as return cards, and consolation eights will also have a chance to continue.

The New Haven Country Club offered the use of its clubhouse and links for the annual tournament, but the question was left to the executive committee. The latter body was recommended, however, to consider the proposition favorably, and also that the dates July 8 to 11 would meet with general satisfaction. The following officers were elected:

President, F. E. Sands, Meriden Golf Club; secretary-treasurer, R. P. Curtis, Brooklawn Country Club, Bridgeport; executive committee, the president, secretary-treasurer and H. H. Waples, Hartford Golf Club; C. H. Zimmerman, New Haven Country Club; H. H. Pease, Maple Hill Golf Club, New Britain; F. H. Gates, Highland Golf Club, Derby; F. W. Smith, jr., Brooklawn Country Club; state handicap committee, C. H. Zimmerman, New Haven Country Club, chairman; Charles H. Seely, Wee Burn Golf Club; H. H. Waples, Hartford Golf Club.

The treasurer's report showed the league to be in a flourishing condition, with a membership of eighteen clubs from as many cities and towns in the state.

Pinehurst, N. C., Feb. 15.—Allan Lard, of the Columbia Golf Club, Washington, won the president's, or first division, cup in the annual St. Valentine's tournament here to-day. He defeated L. C. Parrish, jr., of the Shinnecock Hills Golf Club in the final round.

OXFORD WINS FOOTBALL MATCH.

London, Feb. 15.—The annual football match between Oxford and Cambridge was played at the Queens Club grounds to-day and resulted in a victory for Oxford. The score was 4—1. Association rules were observed.

TIMELY AUTO TOPICS.

OUTLOOK SEEMS BRIGHT.

Business Expected To Be Much Larger This Year than in 1907.

At the meetings of both the Association of Licensed Automobile Manufacturers and the National Association of Automobile Manufacturers, held last week, the outlook for 1908 was freely discussed. M. J. Budlong, general manager of the Licensed association, when seen after the meeting, was emphatic that if the general policy of conservatism, coupled with rational business methods and a proper commercial practice, were adhered to, the business for 1908 would not only equal but be larger than that of 1907. The records and statistics for 1907, which have just been completed by the Licensed association, show to what extent the industry has grown the last year or two. During the fiscal year of January 1, 1907, to January 1, 1908, there were 47,302 pleasure gasolene cars manufactured in this country. The aggregated value is $96,169,572. During this same period there were 5,000 steam and electric pleasure vehicles built and sold in this country, with a total value of $7,500,000, this giving a total of 52,302 pleasure automobiles sold in the past twelve months, with a total value of $105,669,572.

E. R. Thomas, president of the E. R. Thomas Motor Company, is in receipt of the following telegram in connection with the delivery by the Thomas company of the first of the 1908 six-cylinder runabouts to the Harry S. Houpt Company, the New York Thomas dealers:

We express greatest gratification and heartiest congratulations to you and all concerned at the factory for the finest and most beautiful automobile we have ever seen, bar none, American or European—the six-cylinder roadster. It will unquestionably be king of the speedway, none even approaching it in magnificence, in its strength, power, beauty of design and perfection of detail. It is a masterpiece, your severest critics must admit. We are absolutely satisfied, our highest expectations are more than realized. In the automobile world you have built for yourself a monument that will always stand. In one bound you have placed American product far in the lead. With great impatience we await the receipt of its sister, the undoubted queen of the road, the six-cylinder touring car. All delays in placing these cars on the market, which have been so exasperating to all, we feel have been more than warranted. We cannot thank you enough for furnishing such a car.

One of the longest tours of recent years has just been successfully completed by R. H. Johnston, a member of the touring committee and of the good roads committee of the American Automobile Associatioon. Mr. Johnston drove his 30-horsepower White steamer from New York to Savannah by a circuitous route, passing through ten states and covering a total distance of 2,044 miles.

In speaking of the trip Mr. Johnston said: "We started from New York, not with the intention of doing any sensational stunt, but with the purpose of finding a good touring route between North and South and to do what little we could to forward the good roads movement. South of Louisville the roads were rather rough, but the going was not particularly severe, except on the twenty-five mile detour we made from the main route in order to visit the Mammoth Cave. The trip from Macon to Savannah was by far the hardest portion of the journey. The roads are hardly more than trails through the sand, which becomes heavier as one nears the coast. But the principal reason why few automobiles ever attempt this trip, even at a more propitious time of the year, is because almost all of the streams are without bridges. Even those streams which have bridges must be approached through water, as the bridges are built only over the deepest parts. As we made the trip after a season of heavy rain it can be imagined that we had to do some rather sensational fording. Often the water washed over our big 36-inch wheels. Several times our burner was extinguished. But this did not bother us, as we always had a reserve supply of steam in our generator sufficient to carry us to terra firma. We were almost three days in making the two hundred miles between Macon and Savannah, which was by far the slowest progress we made on any part of the tour. Our total elapsed time from New York to Savannah was three weeks and five days."

Just before the start of the New York to Paris race the drivers were asked what, in their opinion, would be the most serious cause of the delay and trouble sure to ensue on so terrific and extended a journey. Most of them hesitatingly pronounced tires to be the weak point, but Bourcier St. Chaffray and M. Pons strongly opposed this idea. "I have every confidence in my Michelin tires," said St. Chaffray. "I have know them to survive over mountain roads and across fields of snow and ice that cannot be surpassed in dangers and difficulties even by the worst sections of Alaska and Siberia." M. Pons said: "My experience with Michelins has been too thorough to allow me any doubts as to their ability to cover the course, rough and difficult though it is sure to be."

The American Locomotive Automobile Company has kept its factory running on full time right along, and reports the sale of its cars, made under French "Berliet" license, to be better than last year, although these cars command the highest prices.

General John T. Cutting, of the Oldsmobile company, of New York, left here on Thursday for Chicago to attend the reunion of Taylor's Chicago Battery B, in which he served during the War of the Rebellion.

"I have been often asked why I am so confirmed a user of newspaper space in advertising," said Charles A. Singer, yesterday. "The answer, or rather one of the several answers, is that it pays, and pays promptly. We put in our newspaper advertisements only such information as we feel that motor car buyers want to know, and their appreciation is shown by their response. One newspaper advertisement placed at the beginning of this week brought more than forty possible buyers to our showrooms on Monday, and on Tuesday there were not less than twenty persons in our salesrooms at any time between the hours of 10 a. m. and 4 p. m. Of course we sold cars—five in those two days—and gained in addition scores of interested prospective customers who are awaiting demonstrations. This is pretty conclusive evidence of the value of rightly used newspaper space. Of course the advertisement was a large one, but only large enough to tell our story adequately."

That the selling force of the Palmer & Singer sales organization is making itself felt is shown by the fact that last week the Simplex factory re-employed the 230 of their employes who had been temporarily laid off pending the improvement of the financial situation.

Among the scores of things in the way of equipment which Montague Roberts has on the 60-horsepower Thomas car which he is driving in the "round the world" race is a set of Truffault-Hartford shock absorbers. E. V. Hartford, president of the Hartford Suspension Company, yesterday said the records show that almost all cars entered in important touring and racing events have these pioneer shock absorbers as a part of their equipment.

George N. Pierce has retired from the George N. Pierce Company, and a complete reorganization has been perfected, with George K. Birge, president; Henry May, vice-president; Charles Clifton, treasurer; L. H. Gardner, secretary, and George K. Birge, Henry May, Charles Clifton, W. H. Gardner and William B. Hoyt, directors. For the last ten years this organization has been the same, with the exception of George N. Pierce, who retires. Mr. Hoyt takes his place on the board of directors. Mr. Pierce leaves the company with the kindest feelings of every one, and retires because of his anxiety to get out of active business life that he may take up a winter residence in the South with Mrs. Pierce, who is reported in bad health.

John Lurie, the proprietor of the Auto Supply Company, at No. 1733 Broadway, is priding himself on the way in which he equipped the Zust car to take part in the New York to Paris race across Alaska and Siberia. Among the articles furnished were shovels, pickaxes, hatchets, chains and ropes for hauling the car out of snowdrifts and mud holes, weed chains for the protection of the tires, siren horns and whistles, searchlights, scores of extra tubes and parts, a complete automobile tool chest containing every possible tool which can be used about a motor car, etc. On each article is a name plate of the Auto Supply Company, and Mr. Lurie fully expects to receive orders from the interior wilds of Siberia as a result of the trip. He is naturally watching the progress of the Zust car with keen interest.

Nearly one-third—199—of the 727 motor cars of the 1908 model already delivered by the Packard Motor Car Company have been equipped with limousine bodies. This is a remarkable demonstration of the growing use of the automobile as an all the year vehicle to replace the horse-drawn carriage. It is an encouraging sign in the automobile trade that such a large portion of the Packard sales should have been of cars with inclosed bodies. The condition shows that people who are buying these cars expect to remain motorists and are buying for comfort, utility and style, as well as for sport. Many of them have both touring and limousine bodies, as the Packard limousine is interchangeable with the touring car body on the same chassis.

"Two leading features in the selling of automobiles this season," states W. W. Burke, the Mora Motor Car Company's New York manager, "are the demand for six-cylinder machines and cars of medium price." He predicts a total revolution in automobile statistics when these are compiled at the end of the selling season. "Very cheap cars and