

CARNIVAL PLANS GROW

MANY AUTOS IN LINE.

Old and New Racing Cars Will Be a Feature of the Parade.

The chief marshal of the auto carnival parade, R. G. Howell, and Colonel K. C. Purdie, the chairman, have been literally overwhelmed by applications for space in the big automobile carnival parade to be held on Tuesday night, April 7.

The pageant will be the biggest surprise New Yorkers have ever seen. The first two sections will be an educational view of the gradual evolution of the automobile to its present state.

It is most appropriate that the old pioneer models be given the position of honor at the head of the procession. Many of them are "infants" and will make laborious progress. Some of them may require assistance from newer cars.

The second, or dealers', division will present the most complete display of the "finest" in automobiles ever exhibited. During the last winter there were three distinct automobile shows, but this dealers' section will comprise all the leading cars, licensed, unlicensed and foreign, from the smallest runabout to the largest 6-cylinder, 30-horsepower car, all groomed and polished in exhibition trim.

In the third, the decorated, section there will prevail riot rivalry. Many surprises in this division are promised. Elaborate trophies are to be given to the first and second most handsomely decorated cars and to the most grotesquely decorated.

The list of applicants in this division is increasing at an astounding rate. Because of the competitive element little real information has thus far leaked out regarding the nature of these decorations. Many of them will be startling; all promise originality. No names or advertising devices will be allowed.

The final, or commercial, section will be without doubt numerically the largest and the most varied. All entrants not eligible to the first three sections are to be assigned to this fourth division. Floats, advertising trucks with decorations and commercial vehicles of all kinds will find place here.

Special features are promised at a number of the dealers' display rooms. Many contracts have been let for both interior and exterior decorations. By Wednesday or Thursday of this week the decorations will follow the advance and make an invasion of the automobile district, loaded down with flags, hunting, signs and all forms of decorative material.

By Monday morning, April 6, the district will be in gala dress, ready to receive the tens of thousands who will take the opportunity to visit the trade and inspect the latest models of cars during "open house" week.

All those who wish information regarding the parade should call on or communicate with the chief marshal, R. G. Howell, No. 167 Broadway. Letters are being sent to the trade requesting an early response regarding the names of those who will attend the run to Gramatan Inn, Bronxville, on the afternoon of Friday, April 10.

Automobiles will go to the inn at any time during the afternoon to suit their convenience. The dinner will be served at 7 p. m.

Latest parade plans include a 1903 Mercedes, which will be the Berlin-to-Paris race in that year; A. M. Houghland's 1908 Stearns, a Simplex and a float furnished by the General Automobile Supply Company.

In order that the carnival spirit may be present throughout the entire week it has been suggested that those cars bearing pennants or decorations be allowed to remain intact during the week while running about town.

The Haynes Automobile Company will be represented by ten models, covering ten years of automobile building—an interesting and instructive sight. The Hartford Rubber Company will have in the parade a float illustrative of the pioneer work in tire building.

RACING BOARD TO MEET.

Definitions of New Rules for Automobile Contests.

A special meeting of the racing board of the American Automobile Association has been called for Thursday, when final action will be taken upon the new racing rules, which have been prepared by a special committee consisting of Messrs. Jefferson De Mont Thompson, S. A. Miles, A. L. Riker and Alfred Reeves.

Among some of the definitions contained in the new rules are the following: Amateur—A man who has never driven or raced a motor car for pay, either in cash or any other valuable consideration, who has not competed for a cash prize, who does not make his livelihood or any part of it as a result of racing or driving.

Stock Car—A motor car completely described in the manufacturer's catalogue for the current or any preceding year, which is manufactured in quantities of ten or more, which is on sale by the regular selling representatives of the manufacturer and is manufactured for delivery to buyers.

Stock Chassis—A chassis which, without any changes whatsoever, except that lighter rear springs may be used, can, by adding the necessary parts, be assembled into a complete stock car for which it is designed.

Touring Car—A car provided with a tonneau and seats for at least five adults, two in front and three or more in the tonneau.

Touring Runabout or Tourabout—A car provided with seats for two persons side by side in front and one or two permanent seats, without tonneau, for one or two persons in rear.

Rule 21 provides for four bases of classification: First, piston displacement in cubic inches; second, horsepower as recorded by the association formula; third, price as per schedule below; fourth, weight as per schedule below.

Class A, Piston Displacement—Class 1, over 500 cubic inches; class 2, 351 to 500 cubic inches; class 3, 251 to 350 cubic inches; class 4, 150 cubic inches and under.

Class B, Horsepower—Class 1, 75.1 horsepower and upward; class 2, 60.1 to 75 horsepower, inclusive; class 3, 45.1 to 60 horsepower, inclusive; class 4, 30.1 to 45 horsepower, inclusive; class 5, 15.1 to 30 horsepower, inclusive; class 6, 15 horsepower and under.

Class C, Price—Class 1, \$4,001 and over; class 2, \$3,001 to \$4,000; class 3, \$2,001 to \$3,000; class 4, \$1,501 to \$2,000; class 5, \$851 to \$1,500; class 6, \$500 and under.

SALE OF A SPEEDWAY FAVORITE. The Speedway favorite, Crown Prince, 2:17 1/4, was sold yesterday by A. H. Coaden to H. A. Biggs, treasurer of the Hampton Advertising Company.

The price paid is said to have been \$150. Crown Prince has been one of the most popular matinee performers for several years. Last season, guided by Mr. Coaden, he finished inside the money in every event in which he was entered.

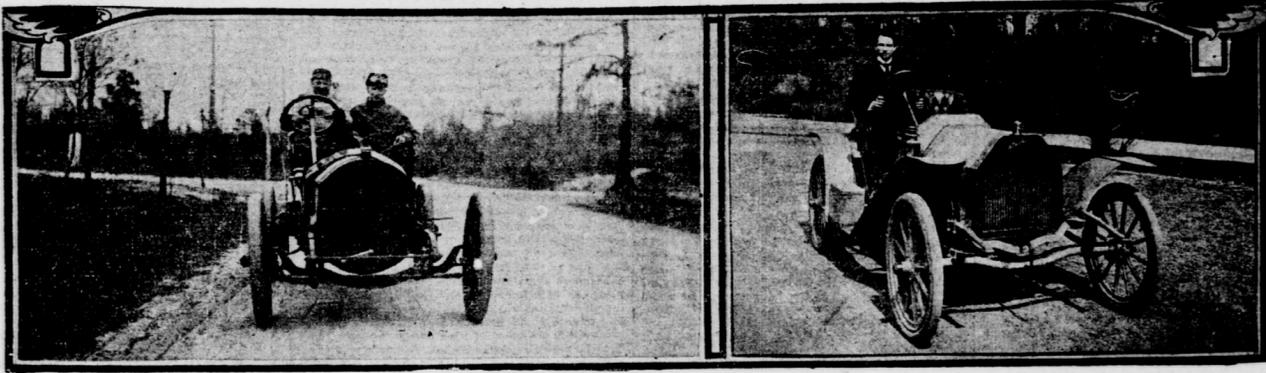
Mr. Biggs expects to drive him in most of the coming Speedway events and at the matinees in the Eastern circuit.

KING EDWARD AS A BOOK LOVER. From Tit-Bits. One of the King's hobbies is to collect rare and valuable books. He has a large collection of the best letter books and first editions of the English classics. His majesty's sporting taste shows itself in his fancy for collecting works on outdoor pastimes, such as the quaint "Minute Encyclopedia" of sports issued in the seventeenth century.

SPORTING AND OTHER WORKS WITH COLORED PLATES BY LEACH, EDWARDS, CRUIKSHANK AND OTHERS; BOOKS ON GARDENING AND EXCEPTIONAL ORIGINAL EDITIONS OF THE ILLUSTRATED PERIODICALS.

STRETCH OF BRIARCLIFF CUP COURSE AND THE WINNER OF RECENT HILL CLIMB.

TAKING A PRACTICE SPIN OVER THE AUTO COURSE IN WESTCHESTER COUNTY. THE OVERLAND CAR, G. W. GARLAND, JR., DRIVING, WHICH WON THE INDIANAPOLIS HILL CLIMB.



GUY VAUGHAN, WHO WILL DRIVE A STEARNS CAR IN BRIARCLIFF TROPHY RACE.

TIGER SWIMMERS LEAD.

Defeat Harvard in Intercollegiate Meet at Princeton.

[By Telegraph to The Tribune.] Princeton, N. J., March 28.—The Princeton swimming team defeated Harvard in Brookbank tank this evening in a one-sided meet by a score of 38 to 13, and thus tied Pennsylvania for first place in the league. Each team had won four meets and lost one, Princeton to Pennsylvania and Pennsylvania to Harvard by default. If the two teams can agree upon a pool, they may swim off the tie in a neutral tank.

The feature of to-night's meet was the 100-yard swim, in which J. W. Chambers, of Princeton, established a new intercollegiate record of 1:30.25, two seconds better than the former record. This event developed into a sensational race between Chambers and Captain Withington, of Harvard. The two men swam almost abreast the entire distance, and Chambers won by only one-fifth of a second. Withington turned the tables in the 220-yard race and defeated Chambers. This was the only first place Harvard got. Princeton won the relay race by fifty feet. The summaries follow:

800 foot relay, won by Princeton (Rall, Bannan, Denniston and Chambers). Time, 2:42 1-5. 50 yard swim, won by Denniston, Princeton; Withington, Harvard. Second, Parke, Princeton. Time, 1:09 2-5. 100 yard swim, won by Chambers, Princeton; Withington, Harvard. Second, Kimball, Princeton. Time, 1:30 2-5. Fancy diving, won by Parke, Princeton; Vezin, Princeton. Second, Hill, Harvard. 220 yard swim, won by Withington, Harvard; Chambers, Princeton. Second, Time, 2:49 2-5.

WON LAST P.C.C. WON LAST P.C.C. Pennsylvania 4 1 800 Yale 2 2 500 Harvard 3 2 300 C. C. N. Y. 1 4 500

ZUST AT GOLDFIELD.

German Car in New York-Paris Race Being Repaired.

Goldfield, Nev., March 28.—The Italian car in the New York to Paris automobile race arrived here at 4:30 o'clock this afternoon, after a long and arduous journey through the desert. It is now on the homestretch of its journey across the continent. The De Dion (French) car was reported at Kelton, on the northern shore of the Great Salt Lake, and should reach here by Monday.

MILES BEATEN AGAIN.

Loses to Latham at Clarence H. Mackay's Court.

In the court opened last June by Clarence H. Mackay on his estate at Harbor Hill, Roslyn, the English visitors, Peter Latham and Eustace H. Miles, met in the fourth match of their trip at court tennis yesterday. As on the previous occasions, it resulted in the victory of the professional, who conceded the same odds of 15. Latham's one check during the journey has been his defeat by Jay Gould at Tuxedo, 2 sets to 1, 22 games to 4, amateur also receiving 15.

MONTCLAIR TRAPS KEPT BUSY.

Montclair, N. J., March 28 (Special).—Taking advantage of the excellent weather of to-day, more than forty gunners who have championship aspirations gathered at the traps of the Montclair Gun Club to practise for the Metropolitan championship, which is to be decided here on Wednesday. The local club had in operation for the first time the two new traps which are to be used on Wednesday. The gunners found them excellent for good sport, and as the old traps were also working the large field was handled quickly and to the satisfaction of all.

THOMAS PEOPLE OFFER REWARD.

Because allegations have been made that the Thomas car in the New York to Paris automobile race is not a regular stock car, the E. R. Thomas Motor Company has offered a \$1,000 reward to anyone who will prove this is not true. The company says:

"We hereby certify that the Thomas Flyer in the New York to Paris race is absolutely an ordinary stock car, not specially prepared or tested, and was not selected only six days before the race, and was not specially prepared or tested. Furthermore, it is identical in motor, clutch, driving shaft, radiator, carburetor, transmission gears, frame, wheels, bearings, etc., in all other essential features of its mechanism with other cars now in use by Thomas owners.

"We also certify that the Thomas Flyer ran from New York to Cheyenne, a distance of 2,028 miles, almost entirely over roads made practically impassable by snow and mud, climbing mountains, plunging through ruts and fording streams without overheating once, without repair or replacement of cylinders, spark plugs, transmission, bearings, clutch, carburetor or other mechanical parts. In fact, the only breakage was two chain links, easily replaced, and a sprocket housing."

PROFESSIONAL BASEBALL GAMES.

At New Orleans—New Orleans (Southern), 1; Cleveland (American), 4. At Atlanta—Atlanta (Southern), 4; Chicago (National), 7. At Charleston, S. C.—Philadelphia (National), 3; Charleston (South Atlantic), 2. At Jacksonville, Fla.—Brooklyn (National), 4; Jacksonville (South Atlantic), 3. At Columbia, S. C.—Columbia (South Atlantic), 3; Buffalo (Eastern), 2. At Lynchburg, Va.—Toronto (Eastern), 3; Lynchburg (Virginia League), 2. At San Antonio, Tex.—San Antonio (Texas), 8; St. Louis (National), 2.

Auto News for Owners and Buyers.

Early Spring, Carnival and Briarcliff Trophy Race Lend a Stimulus to the Trade and Sport.

The intimation of an early spring in all parts of the country seems to have had a salutary effect on the retail automobile trade in all quarters. Inquiries are more frequent than they have been at any time since the first of the year, and sales on a conservative basis are reported from nearly all sections of the country. The opening of the season is being stimulated to a considerable degree by the Briarcliff carnival, with its attendant parade and hill climb.

The coming Briarcliff trophy race is also attracting attention in racing circles. Scheduled to start at 4:30 a. m. on the morning of April 24, the race is likely to be an interesting one from many standpoints. The field will be fairly large, and the course is much more difficult than that at Savannah, there is likely to be a much heavier elimination before it is half finished.

The Quaker City Automobile Club announces a "roadability" test to Cape May from Philadelphia on April 11, which will be of some interest. Cars will start from the Hotel Walton, the time allowed being indicated in sealed papers carried by the cars. The car which makes the run in elapsed time nearest to the allowance made by the club but only announced at the close of the run is to be the winner. As a mild reading test alone the idea is novel. What it is to prove, outside of general reliability, seems hazy.

The Acme Motor Car Company is considering the entry of one of the six-cylinder runabouts in the Briarcliff race. A car of shorter wheel base will be used if the entry is made. It is not settled who will drive the car, though Malcolm A. Newletter, who drove so consistently at Savannah, is course has the call.

The Maja car which is entered in the Briarcliff race has had its mud guards and exhaust manifold removed, and been generally groomed for practice on the course. It is announced that cars will be allowed on the roads for two or three weeks before the race from sunrise to 7 o'clock each day. Eustace H. Murphy, who will drive the Maja car entered by Major Brown, of White Plains, desires to take advantage of this opportunity. The Maja is the lightest and lowest powered car in the race, but it responds freely to the driver's control, and is easy to handle on the road.

There is a big demand for the new map of Westchester County which has been issued by the Maja company. In addition to grades, road conditions and the usual data of maps, it gives the roadhouses and country clubs, and indicates the spots where the police are wont to be most active.

A. L. Kull, general manager of the Hamilton-Kull Company, New York agents for the Aerocar, is of the opinion that there will be a speedy awakening of the retail buyers in the neighborhood of New York City. This belief is induced by the fact that there has been a constant inquiry at the Broadway headquarters. Mr. Kull gives it as his opinion that the retail buyer of 1908 will be more discriminating than ever. He said yesterday:

"We have to show every man who comes in here just what we have got. There is no such thing as a cursory inspection. The buyer of to-day wants to be told all about the ignition, transmission and cylinder capacity, and his knowledge of materials is extensive and sometimes embarrassing. Paint and finish do not count for as much as they used to, and I believe this will result in manufacturers stocking more closely to the standard colors and finishes."

Harry S. Hout, agent for the Thomas car in this city, visited the factory at Buffalo last week for the purpose of hurrying early deliveries. On his return to this city he said that the town car has become so popular that it has been decided to practically double the output. The hauliet is a splendid seller, he said, but the hauliet is become the leader in this city.

Elaborate preparations are now under way in Automobile Row for the carnival next week. The cups and trophies won by some of the concerns in the salesrooms windows give them an appearance not unlike that of a jewelry store. The superb bronze trophy in the Haynes window, won by a 30-horsepower 1908 model, has caused a crowd to gather about the window at all times of the day.

Dr. E. F. Denn, of Denver, in a Mitchell car travelled 223 miles, using only twelve gallons of gasoline, in a recent test.

The Overland roadster, which has no side levers, won the second contest at the Indianapolis hill climb last week, going up the half-mile grade in 50 seconds. The easy handling of the machine has made it popular with women drivers.

Large crowds gathered on Fort George Hill each morning last week to watch several of the cars entered in the hill climb contest to be held there on April 7 at practice. Exceptionally fast time was made by some of the machines, especially the 30-horsepower Wayne roadster.

Charles C. Clifton, treasurer of the George N.

Yachts, Boats, Launches, Etc.

KING, 4 CYCLE, 4 CYLINDER GAS ENGINES for boats. Equipped with fine air pump. Cylinders 6" bore, 5 1/2" stroke, rated 40 h. p. Workmanship highest grade. Net price only \$475.

NORTHERN MOTOR CAR CO., DETROIT, MICH.

New York, Boston, Chicago, Cleveland, San Francisco, Philadelphia and London. The acquisition of the Pittsburgh property by the White company raises offices, including real estate and equipment to approximately \$2,000,000.

A meeting of the committee of management of the American Motor Car Manufacturers' Association will be held to-morrow at the association's offices, No. 29 West 42d street. Members of the committee are Benjamin Briscoe, R. E. Olds, H. O. Smith, G. V. Rogers, W. H. Van Dervoort, S. H. Mora, R. M. Owen, Charles E. Lewis, W. C. Marmon, C. G. Stoddard and Alfred Reeves, general manager.

"According to figures compiled by the American Motor Car Manufacturers' Association, it is apparent that motoring enthusiasm has been rekindled with the coming of spring," says F. P. Brand, president of the Imperial Motor Car Company. "The registrations at Albany have been unusually heavy this month—751 cars having been registered in New York State during the first three weeks of March, which goes to prove conclusively that the automobile has a strong hold upon the public. I believe 1908 will witness the breaking of all automobile sales records."

"Whether or not an early show or a late show is the better one to hold I am not trying to say, as a general proposition," says E. A. Becker, of the Elmore Manufacturing Company. "However, one thing is certain in so far as the Elmore car is concerned, and that is that the late shows this year have been the more successful."

The unusually large number of prospective owners of cars who have enrolled for the April term of the West Side Young Men's Christian Association automobile school is regarded as an indication that the market for cars during the next few weeks will be lively. A number of these students are taking the course either with a view of operating a car already selected or with the idea of gaining technical knowledge of car construction which will enable them to choose from the competing types.

The route laid out by James Laughlin, 34, in the 6-horsepower Cleveland runabout from Jacksonville to Miami, promises to make touring in Florida popular. Although the machine was driven through deep sand for a good part of the distance, five passengers were carried and nine hundred pounds in baggage. On the return trip Laughlin drove the machine to his home in Zellwood over the Orlando and Deland route, a distance in all of 92 miles. Before the pathfinding trip the machine had been driven 1,500 miles over Northern roads.

The New York Taxicab Company has arranged a private telephone system connected with its headquarters at each point known as taxicab stations. By calling up the headquarters a vehicle will be sent from the nearest station from which the address is given. If the call is within half a mile from the station and if all the taxicabs there are in use only pay for the actual distance covered from the starting point will be charged.

Ferdinand Cimolotta, of the Pullman car concern, said yesterday that he was much pleased with the way the automobile carnival was being advertised in the daily press, as it was the only channel in which money could be spent to advantage. "It is to the press of the city that we owe much of our prosperity," he said, "and it is only right that we should reciprocate when the opportunity presents itself. When we have the press of the city expounding our cause we have a champion not only able but fearless."

Much interest was aroused along Broadway last Tuesday when three big Studebaker electric trucks paraded from 49th street to the Battery, bearing each as its burden of triumph two big truck horses and hauling in the rear the old fashioned drays which the automobile trucks supplanted.

The White company will open a branch office in Pittsburgh on April 1, having secured the new and commodious garage formerly occupied by the Liberty Automobile Company. William B. Yoder will be in charge of the new branch, and his territory will include the western counties of Pennsylvania. The new branch is the eighth to be established by the White company, the others being located in

Automobiles.

TO BUILD AUTO STAND

SEATS IN BIG DEMAND.

Special Trains Will Be Run for the Briarcliff Trophy Contest.

Work will begin this week on the building of a grandstand for the Briarcliff trophy stock race over Westchester County roads on April 24. The stand will be located within one minute's walk of the Briarcliff Manor station, on the Putnam division of the New York Central Railroad. Directly opposite the stand it is proposed by the committee to have the tire camp of several of the companies who are equipping the machines of the contestants. Here it is expected that better protection will be offered the drivers in repairing or changing tires, and at the same time allow those in the stand to watch the work, which is one of the features in a contest of this kind.

That a great crowd will be on hand to see the race is already apparent. A number of persons have arranged for accommodations at the various hotels around the circuit over which the cars will race, while the farmers in the neighborhood of the course have been asked for lodgings on the eve of the contest. T. Francis Moore, the secretary of the automobile manufacturers' committee, whose auspices the race will be held, has been besieged with letters and telegrams for seats and boxes in the grandstand. Arrangements have been made by the New York Central Railroad for the running of numerous extra trains from this city.

On Wednesday entries will close for the contest, at which time it is expected that the list will reach twenty-five. The question of the ability of the Fiat and Isotta-Fraschini entries was referred to the technical committee on the ground that the machines had been entered in the Kaiser Cup race of 1907 and that they were racing cars. After an investigation it was decided that the latter race was for touring cars and not for racing cars, and that if the machines in question comply with the rules of the Briarcliff contest they are eligible for the race.

Liberal prizes have been offered by the Michelin Tire Company to the manufacturers and drivers of the first five cars in the race provided that the machines are fitted with this make of tire. To the manufacturer and driver of the winning car a cash prize of \$500 is offered. The second prize is \$375, the third \$200, the fourth \$150 and the fifth \$75.

N. Y. U. CREW IN NEW SHELL.

New York University's varsity crew took its spin yesterday in the shell recently presented by Commodore David S. Banks. The men paddled up to Kingsbridge and then came down the river with the stroke at racing speed. The entire regatta course was covered, and the men finished fresh and strong. It was by far the best work of the season.

E. S. Connel, the coach, was well pleased with the work of his men and the way the shell rode. G. Flynn and W. Thompson, who rowed last year and have been performing with the gymnastic team, will join the crew squad to-morrow. Their gymnastic work has kept them in good condition, and they will probably take their old seats in the boat within a few days. The men rowed yesterday as follows: Griffiths, bow; Cooney, No. 2; A. Young, No. 3; W. Reynolds, No. 4; A. Mora, No. 5; W. Smith, No. 6; W. Heiser, No. 7; Kraus, stroke; and Bilven, coxswain.

Automobiles.

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