TRAVIS ON HIS GAME

BEATS WILD AT GOLF.

Douglas Wins Second Cup at the Nassau Country Club.

Another cup was won by Walter J. Travis when he defeated A. M. Wild, of Cranford, by 5 up and 4 to play in the final round of the invitation golf tournament at the Nassau Country Club yesterday. The Garden City veteran worked his way to the final bracket by defeating C. E. Sawyer, of Midland, in the morning. In that match Travis did a 35, 40 out and 36 home.

Playing against Wild, Travis was always up, and the quality of the golf he displayed never gave the interscholastic player a chance. On two occasions Travis holed out from off the green, and his putting throughout the match was of the deadly kind. In the semi-final round Wild won a creditable match from Bert Allen, of Fox Hills, by 1 up and 3 to play.

Findlay S. Douglas, the home champion, who missed qualifying in the first eight, won the second cup without trouble, making a 76 in the morning. The final round for the fourth cup saw a spectacular finish between James D. Foot, of Apawamis, and E. H. Hunt, of Dyker Meadow. Going to the sixteenth hole, Foot holed an approach put for a 3, and Hunt then ran down a 7-foot put for a halve. The latter followed by winning the seventeenth in 2, but a halve in 4 at the home hole left Foot a winner by 1 up.

C. A. Spofford, of Garden City, distinguished himself in his semi-final match for the Red Spring cup by holing a full iron shot for a 2 at the 310-yard third hole. The ball hit the flagstaff, bounded in the air and dropped back in the cup.

A. Milne, a Scarsdale veteran of seventy-six years, competed in the handicap and got around in 88. His scores for the two days have all been under 200. Milne won the Montrose medal in Scotland in 1887, when he was regarded as a strong player. From 1851 to 1885 he did not play.

There was a triple tie in the handicap between Harvey Murdock, J. N. Stearns and C. R. Gillett, with net scores of 72 each. Travis and Douglas led for the gross honors, with 76 each.

The summary follows:

Nassau Country Cup (semi-final)—E. M. Wild, Cranford, beat Bert Allen, Fox Hills, 4 up and 3 to play.
W. J. Travis, Garden City, beat E. C. Sawyer, Midland, 6 up and 5 to play.
Final—Travis beat Wild, 5 up and 4 to play.

North Country Cup (semi-final)—F. S. Douglas, Nassau, beat C. A. Dunning, Nassau, 3 up and 1 to play.
F. Scott, Englewood, beat Fred Herresheff, Garden City, 5 up and 4 to play.
Final—Douglas beat Snare, 9 up and 8 to play.

Red Spring Cup (semi-final)—H. F. Whitney, Nassau, beat C. A. Spofford, Garden City, 3 up and 1 to play.
H. W. Maxwell, Nassau, beat C. W. Hunt, jr., Columbia, 1 up (20 holes).
Final—Postponed.

Dixon's Cup (semi-final)—J. D. Foot, Apawamis, beat R. M. Adams, Nassau, 7 up and 6 to play.
E. H. Hunt, Dyker Meadow, beat B. N. Busch, Nassau, 3 up and 6 to play.
Final—Foot beat Hunt, 1 up.

Overlook Cup (semi-final)—L. Livingston, Westbrook, beat C. V. Mescrole, Dyker Meadow, 6 up and 4 to play.
Dr. D. B. Hapgood, Flushing, won from C. F. Blandy, St. Paul's School, by default.
Final—Dr. Hapgood beat Livingston, 3 up and 2 to play.

Mill Neck Cup (semi-final)—D. C. Billyeald, Scarsdale, beat A. F. Alvord, Nassau, 3 up and 2 to play.
F. S. Battershall, Nassau, beat J. B. C. Tappan, Nassau, 1 up (19 holes).
Final—Battershall beat Billyeald, 1 up.

Locust Valley Cup (semi-final)—R. T. McGusty, Nassau, beat C. E. Silkworth, jr., Glenola, 6 up and 5 to play.
J. N. Stearns, 3d, Nassau, beat C. Dunning, Nassau, 3 up and 4 to play.
Final—McGusty beat Stearns, jr., 2 up and 1 to play.

Oyster Bay Cup (semi-final)—S. W. Trawick, Nassau, beat J. Hardie, Nassau, 2 up and 1 to play.
H. L. Nichols, Midland, beat R. R. Mamlek, Fox Hills, 3 up and 4 to play.
Final—Nichols beat Trawick, 2 up and 1 to play.

Long Grass Cup (semi-final)—G. H. Lowden, Midland, beat W. F. S. Hart, Apawamis, 5 up and 3 to play.
C. R. Dean, Nassau, beat F. W. Tully, Nassau, 2 up and 1 to play.
Final—Dean beat Lowden, 1 up.

HANDICAP.

	Gross.	Handicap.	Net.
J. N. Stearns, 3d, Nassau	88	11	72
Harvey Murdock, Nassau	87	15	72
C. R. Gillette, Wykagyl	81	9	72
E. H. Hunt, Dyker Meadow	79	6	73
R. P. Goodell, Nassau	83	9	74
F. S. Douglas, Nassau	76	2	74
H. L. Nichols, Midland	87	13	74
J. W. Wild, Cranford	79	5	74
G. H. Lowden, Midland	92	18	74
J. W. Gammack, Nassau	89	14	75
C. J. Busch, Nassau	90	15	75
C. A. Dunning, Nassau	81	5	76
J. Peters, jr., Princeton	80	4	76
W. J. Travis, Garden City	76	0	76
C. A. Spofford, Garden City	85	8	77
G. W. Fowler, Scarsdale	94	16	78
J. W. Raymond, Dyker Meadow	86	8	78
L. Livingston, Westbrook	83	4	79
D. C. Billyeald, Scarsdale	89	10	79
C. Presbrey, Fox Hills	87	7	80
A. Milne, Scarsdale	98	18	80
J. H. Maxwell, jr., Nassau	87	7	80
F. B. Pratt, Nassau	86	16	80
F. W. Shibley, Dyker Meadow	89	9	80

BALTUSROL GOLF CLUB.

Both match and medal play kept the Baltusrol Golf Club members busy yesterday. In the match play competition for the Duffers against Bogie there was a tie for first place between R. C. Saber and A. T. Huntington, both of whom finished 1 down.

There is a rule at the club which stipulates that no net score shall count better than 74, consequently when L. K. Wildrick and R. C. Saber returned cards of 90—18—72, and 93—20—73, respectively, for the I. K. Taylor Cup, they were recorded as tied with net scores of 74. Similar conditions prevailed in the ball sweepstakes, Wildrick's 72 and Saber's 73 being placed on equal terms, with C. G. Renough, 88—15—74, and Huntington, 96—22—74.

ARDSLEY CLUB.

S. D. Kittridge won the Arthur G. Johnson Cup at the Ardsley Club yesterday with a net score of 68, assisted by a fourteen-stroke allowance.

The scores were as follows:

	Gross.	Handicap.	Net.
S. D. Kittridge	89	14	75
E. B. Gayley	87	10	77
R. M. Whebbee	98	20	78
E. Stackhouse	106	27	79
John French	93	14	79
A. B. Boardman	94	13	81
Percy Jackson	94	13	81
T. M. Taylor	93	11	82
A. O. Beebe	92	10	82
A. B. Meacham	95	13	82
Homer Gibney	96	13	83
F. W. Taylor	92	7	85
R. C. Mahon	91	5	86
E. J. Whitehouse	103	17	86
D. G. Gardiner	111	21	90

MORRIS COUNTY GOLF CLUB.

[By Telegraph to The Tribune.]

Morristown, N. J., June 20.—Robert D. Foote was the winner of the afternoon round for the Thomas Cup at the Morris County Golf Club to-day, finishing 5 up. He received three points toward the trophy. Wynant D. Vanderpool and Morgan K. Smith tied for second place, finishing even, and got one and a half points each.

Other cards were Archibald Forbes, 1 down; Peter H. B. Frelinghuysen, 1 down; Thomas W. Cauldwell, 2, Edward Shippen, 2; George J. Little, 1; Albert Vernam, jr., 4; Fred W. Stevens, 5; Leland B. Garretson, 7; Charles W. Harkness, 7, and John C. Williams, 8.

UPPER MONTCLAIR COUNTRY CLUB.

[By Telegraph to The Tribune.]

Montclair, N. J., June 20.—A kickers' handicap ball sweepstakes and a nine-hole contest for women were the attractions on the links of the Upper Montclair Country Club this afternoon. In the ball sweepstakes F. C. Wheeler was the winner, with 66.

The scores follows:

	Gross.	Handicap.	Net.
F. C. Wheeler	81	15	66
Neff	93	21	72
Simonds	94	19	75
Allison	101	25	76
Mackie	91	14	77
Merrickes	96	18	78
Cornell	90	11	79
Sparks	98	19	79
Chakefair	107	27	80
Lord	95	15	80
Tilke	98	18	80
Todd	108	27	81
Mundike	114	30	84

GLEN RIDGE GOLF CLUB.

[By Telegraph to The Tribune.]

Glen Ridge, N. J., June 20.—Members of the Glen Ridge Golf Club had a best selected nine-hole contest this afternoon, which was won by E. T. Merrick, with a net score of 34½.

The scores follow:

	Gross.	Handicap.	Net.
E. T. Merrick	40	5½	34½
H. E. Slocum	44	9	35
F. M. Edward	44	8	36
W. M. Bourne	49	12½	36½
W. Lemmanena	42	5	37
J. S. Olds	45	7	38
H. H. Tingley	54	15	39
J. Gerrz	46	7	39
W. Cooling	52	12½	39½
J. Lamprecht	49	9	40
K. Newell	45	5	40
H. Snider	50	9	41
W. H. Bradley	51	10	41
H. B. Powers	51	10	41
H. R. Colton	45	4	41
J. Baldwin	52	10½	41½
J. Merrick	57	15	42
H. E. Seymour	51	8	43

TIFFANY SCORES AGAIN.

Captures Hudson River Title for Fifth Successive Year.

At the wind-up of the seventh Hudson River Golf Association tournament yesterday at the Briarcliff Golf Club the Powelton players were in great form. Gilman P. Tiffany, of that club, won the title for the fifth time by beating D. H. McAlpin, jr., of Briarcliff, 14 up and 12 to play. They played the bye holes, Tiffany making 78—78—156, and McAlpin, who was off on his putting, 84—85—169.

For the second cup F. Madden, of Briarcliff, beat H. S. Jennings, of Twaalfskill, 6 up and 5 to play. There were sixty starters in the handicap, which Joseph Chadwick, jr., of Powelton, won with 85—7—78. L. E. Van Etten, Twaalfskill, 80—0—80, and Stewart Hirschberg, of Powelton, 87—7—80, tied for second prize. Van Etten won the play-off with another 80, Hirschberg needing 90—7—83.

Tiffany had the gross score prize, with 78, and the cup for the best score of the week, with 77, made on Friday.

BALDWIN TAKES CUP.

Leads East Jersey Field on Forest Hill Golf Links.

Fred W. Baldwin, of Glen Ridge, won the chief cup in the two days' tournament of the East Jersey Golf League finished yesterday over the links of the Forest Hill Field Club. The winner defeated Herman J. Egner, of the home club, by 5 up and 3 to play in the final round, and the Glen Ridge crack always had the lead from the time he won the first hole in a par 4.

Taking it all in all, the day proved a happy one for the Glen Ridge golfers, who accounted for a majority of the prizes. A. M. Uhler won the beaten four cup, A. T. McCullough the fifth cup, E. W. Congdon the open handicap and T. M. Maley the consolation handicap. In addition to this, Glen Ridge won the team trophy with a total of 1,402 for seventy-two holes.

It was likewise quite fitting that the Allsopp clan should be heard from. Out of the six in the tournament two accounted for cups—Harry Allsopp, in the third division, and A. E. Allsopp, in the fourth. The standard of play has been superior to anything recorded in previous East Jersey contests. The summary follows:

First eight (semi-final round)—F. W. Baldwin, Glen Ridge, beat J. F. Haggerty, Forest Hill, 6 up and 5 to play; Herman J. Egner, Forest Hill, beat M. A. Wilson, New Brunswick, 3 up and 2 to play.
Final round—Baldwin beat Egner, 5 up and 3 to play.
Beaten four, first division (semi-final round)—A. M. Uhler, Glen Ridge, beat E. E. Allsopp, Forest Hill, 1 up; A. F. C. Milligan, Elizabeth, beat W. H. Burnett, Forest Hill, 3 up and 2 to play.
Final round—Uhler beat Milligan, 3 up and 2 to play.
Second eight (semi-final round)—A. Kirkpatrick, New Brunswick, beat F. H. Hill, Canoe Brook, by default; A. V. Taylor, Forest Hill, beat E. F. Allsopp, Forest Hill, 1 up.
Final round—Kirkpatrick beat A. V. Taylor, 7 up and 6 to play.
Third eight (semi-final round)—H. D. Smith, Glen Ridge, beat E. W. Congdon, Glen Ridge, 6 up and 5 to play; Harry Allsopp, Forest Hill, beat Arnaud Heller, Forest Hill, 5 up and 4 to play.
Final round—Harry Allsopp beat Smith, 3 up and 2 to play.
Fourth eight (semi-final round)—A. E. Allsopp, Forest Hill, beat A. A. Waterbury, Elizabeth, 2 up and 1 to play; A. Whitman, Forest Hill, beat E. A. Geoffroy, Forest Hill, 3 up and 2 to play.
Final round—A. E. Allsopp beat Whitman, 7 up and 5 to play.
Fifth eight (semi-final round)—Thomas Allsopp, Forest Hill, beat A. R. Russell, Forest Hill, 1 up; A. T. McCullough, Glen Ridge, beat Robert Kuebler, Forest Hill, 4 up and 2 to play.
Final round—McCullough beat Thomas Allsopp, 2 up and 1 to play.

CONSOLATION HANDICAP.

	Gross.	Handicap.	Net.
T. M. Maley, Glen Ridge	83	19	64
F. A. Wright, Canoe Brook	84	9	75
W. H. Taylor, Forest Hill	89	12	77
W. G. Thomas, Glen Ridge	93	12	81
Robert Kuebler, Forest Hill	95	14	81
J. T. Lintott, Forest Hill	93	12	81
A. W. Maine, jr., Canoe Brook	89	8	81
Paul Heller, Forest Hill	94	12	82
Dr. W. S. Washington, Forest Hill	93	10	83
E. G. Heller, Forest Hill	111	26	85
W. R. Frazier, Canoe Brook	104	18	86

OPEN HANDICAP.

	Gross.	Handicap.	Net.
E. W. Congdon, Glen Ridge	88	18	70
T. W. Maley, Glen Ridge	91	19	72
F. R. Hill, Canoe Brook	86	12	74
E. E. Allsopp, Forest Hill	82	7	75
A. M. Uhler, Glen Ridge	87	12	75
W. G. Thomas, Glen Ridge	90	12	78
H. Salmon, Forest Hill	101	28	78
A. F. C. Milligan, Elizabeth	88	9	79
W. H. Burnett, Forest Hill	88	7	81
F. A. Wright, Canoe Brook	90	9	81
Dr. W. S. Washington, Forest Hill	93	10	83
F. W. Egner, Forest Hills	98	10	88
E. A. Geoffroy, Forest Hill	98	14	84
William Allsopp, Forest Hill	98	13	85
H. J. Egner, Forest Hill	93	7	88
C. S. Dickson, Forest Hill	115	28	87
William Lyons, Forest Hill	105	15	90

PARK GOLF CLUB.

Plainfield, N. J., June 20.—There was a continuation of play at the Park Golf Club to-day for the challenge trophies, in addition to the regular weekly competition. For the Hydewood Park cup Charles B. Morse, challenger, defeated W. C. McNaughton by 4 up and 2 to play. For trophy No. 2, W. R. Faber defeated Dr. A. W. Anderson, the challenger, by 5 up and 4 to play, and for trophy No. 4, Leon R. Thurlow, the challenger, defeated W. V. Byard, by 6 up and 5 to play.

These records were returned for the president's Golf Club and Summer cups:

	Gross.	Handicap.	Net.
W. R. Faber	97	15	82
A. W. Kenworthy	100	17	83
C. B. Morse	98	14	84
L. R. Thurlow	99	11	88
Rev. C. L. Goodrich	100	11	89
Miss Lydia Lolzeaux	115	23	92
E. A. Gann	101	8	93
Dr. H. K. Carroll	103	7	96
W. V. Byard	107	11	96
W. C. McNaughton	115	16	99

FAIRFIELD COUNTY GOLF CLUB.

There was a fine field to compete in the annual contest for the Queen's Jubilee cup, the gift of F. Vivian Bond, at the Fairfield County Golf Club yesterday. It was a thirty-six-hole handicap, the winner being E. C. Converse, president of the club. There were 175 women and men at the club dinner, which was followed by a dance. The summary of leading scores follows:

	Gross.	Handicap.	Net.
E. C. Converse	181	28	153
G. C. Sheldon	179	24	155
J. A. Tappan	192	36	156
F. C. Hilliard	172	16	156
J. McCutcheon	192	36	156
J. R. Beard	176	20	156
J. R. Johnson, jr.	177	20	157
C. W. Trippe	185	28	157
E. Pierson	189	32	157
E. S. Armstrong	175	12	163
D. R. Miller	190	26	164
I. S. Jones	202	36	166
W. S. Cooney	174	12	162
A. Z. Whiteman	202	36	166
H. J. Topping	176	6	170
F. J. Sage	207	36	171
W. H. Conroy	208	32	176
W. Tubby, jr.	97	18	179
F. McGovern	224	32	192
R. W. Poor	227	36	191

YOUNTAKAH DEFEATS RIDGEWOOD.

More honors were gathered in by the Yountakah Country Club golfers yesterday when they invaded the links of the Ridgewood Golf Club and won a team match by a score of 22 to 15. There were eleven players on a side.

The scores were as follows:

YOUNTAKAH.		RIDGEWOOD.	
Martin	0	Phillips	1
Williams	5	Cobler	0
Webb	3	Tfeiser	0
Byall	3	Cameron	0
Geer	6	Anthony	0
Giles	1	W. White	0
Clark	2	Eddy	5
Luce	0	Appel	2
Watson	0	Dunn	0
Stetston	2	Gorham	0
Wilkins	0	E. W. White	7
Total	22	Total	15

At the Yountakah Country Club yesterday the members competed in an eighteen-hole medal play handicap open to those who had never made the course under 100. R. A. Green won, with 105—25—80. M. Schenck came in second, with 108—22—86.

PLAINFIELD COUNTRY CLUB.

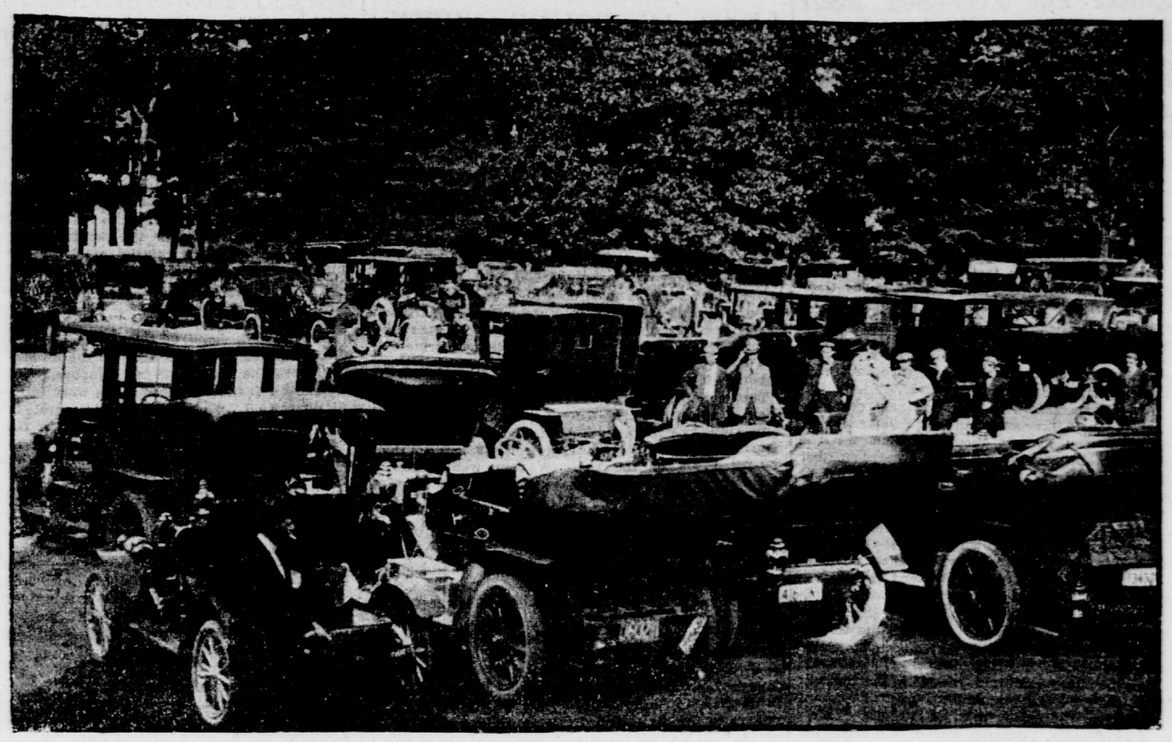
The events of interest at the Plainfield Country Club to-day were the qualifying rounds for the club championship first and second eighth. The scores were remarkably close, and those who qualified were as follows:

FIRST EIGHT.		SECOND EIGHT.	
W. T. Glenney	81	C. C. Burke, sr.	92
W. Lester Glenney	81	W. D. Riggs	93
C. B. Morgan	84	Percy H. Stewart	95
Arthur Murphy	85	L. A. Chase	97
Frank O. Reinhart	87	G. E. Cathcart	98
Roger F. Murray	89	Julius E. Erickson	99
H. D. Hilliard	90	C. E. Halsted	99
S. H. Patterson	90	R. G. Morse	99

The competition for the spring handicaup cup resulted as follows:

	Gross.	Handicap.	Net.
W. T. Glenney	81	9	72
S. H. Patterson	90	17	73
Arthur Murphy	85	10	75
C. B. Morgan	84	7	77
W. Lester Glenney	81	4	77
C. C. Burke, sr.	92	15	77
Roger F. Murray	89	12	77
Frank O. Reinhart	87	4	83

AN AUTOMOBILE SHOW AT SHEEPSHEAD BAY TRACK.
(Photo by the Pictorial News Company.)



TOURISTS IN VERMONT.

Cars Reach Manchester After Fine Day's Run from Waterbury.

Manchester, Vt., June 20.—The members of the Automobile Club of America who are taking part in the run which started yesterday from New York, arrived here this evening and are quartered at the Equinox House. Starting under perfect weather and road conditions this morning from Waterbury, Conn., the motorists reached Lenox, Mass., a run of seventy-four miles, where they had luncheon at the Hotel Curtis. When A. L. Westgard, who mapped out the "ideal tour" last summer, left for the second leg of the run only three cars had failed to complete the first half of the day's journey.

Mr. Westgard, in his 30 horsepower Pope-Hartford, accompanied by Mrs. Westgard, B. L. Wark and L. F. Elliott, arrived here at 6 o'clock, covering the 138 miles in eight hours. He was followed an hour later by Mr. and Mrs. Orrel A. Parker, of New York City, in a 45-horsepower Royal, which has not been overhauled since the Glidden tour of last season. Commodore H. C. Roome and Mrs. Roome, of Miami, Fla., in a 50-horsepower Lozier, held the third position. The rest of the party arrived at brief intervals during the evening, reporting an unusually small amount of trouble.

To-morrow's trip across the Green Mountains has some terrors for the foreign cars with small chance, and it is probable that several of the motorists will proceed to Saratoga and thence to Boston, where they will again join the main body. The journey of seventy-four miles scheduled for to-morrow will bring the motorists to Lake Sunapee, N. H.

OLDSMOBILE OWNERS IN REUNION.

Hoboken Man Wins a Touring Car in Draw —Many Machines in Parade.

The reunion of owners of Oldsmobile cars, held at Columbia Oval yesterday, proved a big success in every way. One hundred and sixty-eight owners of this make of car started from the Oldsmobile salesroom, in Broadway, in a parade to the grounds, escorted by six bicycle policemen. The cars stretched for a distance of about two miles, and to those who were unaware of what was going on it must have seemed like another automobile carnival parade.

At the grounds there was a drawing among the owners for a new Oldsmobile car—a palace or touring car, whichever the fortunate winner chose. L. L. Schmidt, of Hoboken, turned out to be the lucky individual, holding the card, No. 126, which was drawn in the pool.

The cars paraded about the oval, presenting an outdoor automobile show. Among them was the one owned by Henry Clinton, of the Licensed Association of Automobile Manufacturers, which finished with a perfect score in the Glidden tour of 1906 and took part in the twenty-four race at Morris Park last autumn. After luncheon was served there was a baseball game between newspaper men and employes of the Oldsmobile concern. It was won by the latter nine by a score of 12 to 6. Cricket and other games were played.

FOX HILLS GOLF CLUB.

The following are the results of the Class A and B handicaps at Fox Hills Golf Club yesterday:

CLASS A.

	Gross.	Handicap.	Net.
F. S. Puzy	83	13	70
H. F. Ives	84	13	71
J. W. Dean	88	15	73
J. J. Hazen	87	9	78
George E. Fawcett	94	14	80

CLASS B.

	Gross.	Handicap.	Net.
J. M. Fleming	91	18	73
B. A. Bullock	94	20	74
J. D. Newman	93	18	75
F. W. Keetring	105	30	75
W. L. Rogers	93	17	76
H. H. Lloyd	98	20	78
J. R. Ryan	103	24	79
F. Bruce	105	25	80

ST. ANDREWS GOLF CLUB.

In the third monthly handicap at the St. Andrews Golf Club yesterday a good-sized field started, but all save the three prize winners dropped out. A. S. Higgins won, with 87—14—73, while Archie Reid, penalized at plus 2, got round in 76. T. F. Murtha won third, with 98—18—80.

The feature of the day was a new course record established by Jack Hutchinson, the club's professional, who got round in 66. The former record was 68, made by Hutchinson last year. The new card read as follows:

Out	4	3	3	4	4	3	4	3	4—32
In	4	4	3	4	4	3	4	4	4—34—66

DUNWOODIE COUNTRY CLUB.

Some close matches characterized the play in the second match play rounds for the club championship and other cups which were ended yesterday at the Dunwoodie Country Club. The results were:

Championship (second round)—G. E. Northrup beat J. T. Duff, 2 up; A. J. Watson beat W. L. Hall, 3 up and 2 to play; D. H. Thomas beat W. E. Conklyn, 1 up; W. W. Harris beat N. K. Galland, by default.

Second cup (second round)—J. D. Dithridge beat D. D. Wever, 5 up and 4 to play; J. A. Dutton beat R. W. Graham, 3 up and 4 to play; F. E. Aiken beat H. Allen, 5 up and 4 to play; A. McDougal beat T. H. McKee, 2 up and 1 to play.

Third cup (second round)—J. J. Hamilton beat W. R. Moon, 4 up and 3 to play; Charles Holden beat A. E. Rode, 1 up; C. S. Dentz beat S. Roberts, 3 up and 2 to play; E. C. Robinson beat T. E. Bancroft, 5 up and 3 to play.

Fourth cup (second round)—C. J. Stevenson beat Frank Morgan, 1 up, 20 holes; R. Boettger beat I. Hubbell, 2 up and 1 to play; G. H. Wildman beat G. E. Hall, 9 up and 7 to play; H. W. Showers beat H. J. Kaltenbach, 1 up.

The club handicap was won by E. H. Wildman, with a card of 104—36—78, with J. J. Hamilton second, 91—21—70.

ENGLEWOOD GOLF CLUB.

Four qualified for a club cup yesterday at the nEglewood Golf Club—A. C. Gilmore, 99—22—77; F. O. Miller, 88—10—78; R. E. Larendon, 88—9—79, and F. M. Olyphant, the latter winning the play of a tie at 80 net, with W. H. Halstead and B. F. Reinmund.

In the final round of the putting tournament for a cup presented by Mrs. B. F. Reinmund after an exciting match Mrs. E. H. Jewett beat Miss Barton by 4 up and 2 to play.

OLYMPIC ATHLETES AT BROOKLINE.

Brookline, Mass., June 20.—Several Olympic team members took part in the New England Amateur Athletic Association games here to-day, and one association record was broken when Lawrence, of Harvard, did 11 feet 7½ inches in the pole vault. Sherman, of Dartmouth, won both sprints; Sherman, of Harvard, took the hammer throw and Wesler Coe won the shot put.

Auto News for Owners and Buyers

Building Cars to Save Heavy Strain on Tires—Manufacturers' Show for Chicago.

It is well known that the bursting of a tire has often caused an automobile to lose a race. Experts are beginning to realize that the tires themselves are not always to blame. William Mitchell Lewis, president of the Mitchell Motor Car Company, is one of those who hold this idea.

"We have adopted the principle," says Mr. Lewis, "that the machine must be built for the tires, as well as the tires for the machine. It means a big reduction in the expense of a car's upkeep. The best tires in the world cannot stand the strain unless the heavy machine is perfectly adapted to its pneumatic 'feet,' and tires are expensive. It is because more attention is paid to this subject that you read of more big factories than formerly. The tire makers are improving right along—we don't detract anything from their credit—but the automobile builders are also helping. We find that we can use the tire experts in our business, as well as other specialists on other features of the automobile. That is why we brought J. W. Gibson into our organization. The relation of the machine to the tire figures largely in our new suspension system, and as this involves several costly changes, you can see how important the gain appears to us."

Alfred Reeves, general manager of the American Motor Car Manufacturers' Association, returned here from his Western trip yesterday, and said that plans are now practically settled for a show under the association's auspices at Chicago next winter.

A new feature of interest in the American Automobile Association touring contest for the Glidden trophy this year will be the observers' records of tire troubles. It is not certain as yet how complete these records will be beyond noting the time lost repairing or changing tires, but it is possible that full details may be put down on the cards.

It was proposed by Orrel A. Parker, of the Automobile Club of America, that a tire contest should be conducted in conjunction with that for the Glidden trophy, but it was decided this would complicate matters too much. The tire makers do much to help along touring contests every year, and there is a sentiment in favor of more attention being paid to the performances of the tires in the contest.

Nothing is lost to the wideawake orphans when they are taken for their outing in automobiles, and some odd conceits are born of the suggestive names of the cars which to some degree puzzle the younger ones. At Coney Island, where the youngsters of the city institutions romped on orphans' day, the following conversation was overheard:

"Ours was a steam car, but it had no locomotive nor anything."

"We had the locomotive car that went with yours, I guess; that's what they called it, but it hadn't any cowcatcher, nor even a smokestack."

"That's nothing, either; we were in a Pullman, but there weren't any berths in it and no porter, and there was no extra fare."

Among the contests held under the auspices of the Columbus Automobile Club at Columbus, Ohio, last week, was one termed "the trouble race," which furnished much excitement to the crowd. The race was for a distance of one and a quarter miles for five-passenger touring cars, each to carry observer, driver and three passengers. The cars started at the three-quarter pole, with a box of sand attached to each, ran to the wire, detached the box, ran to the first quarter pole, changed the inner tube or tire on the rear wheel, ran to the second quarter pole, stopped the engine, passengers and drivers dismounting, ran to the third quarter pole, lighted all five lamps and finished with all lights burning. Demountable rims and electric lights were barred, and the tires had to be inflated with a hand pump.

Lieutenant Graetz, of the Prussian army, recently made an African transcontinental automobile record, which took 299 days. A full month was consumed while the expedition was marooned in the desert, owing to a gasolene famine. He was obliged to send a native guide to Serenje for more fuel. The car employed for the trip was of special construction, its most noticeable feature being its enormous wheels and tires. The fuel tankage was sufficient to supply the 45-horsepower motor for six hundred average miles. The party consisted of the lieutenant, a machinist and a native servant.

An invitation endurance run from Philadelphia to Wildwood, N. J., will be held on July 3, while on the same evening there will be an illuminated automobile show on the boardwalk. A decorated parade will be the feature on the next morning and in the afternoon straightaway races will be held on the Central Avenue boulevard. Nine contests are on the programme, the classes being in accordance with the selling prices of the machines.

Many drivers seem to think that the fan on a water cooled car is of little importance. That this idea of the utility of the fan is generally held is proved by the number of cars on which the fan is out of order. Usually its inactivity is due to a broken belt, which, though only a few minutes would be required to make all necessary repairs, is allowed to remain broken until, for lack of something else to do, some one will make the simple repair. But the fan serves an important purpose, and should be kept in condition. Now that the hot weather is here, all devices which keep the cylinders cool should be required to do their full duty. If this fact is kept in mind, the efficiency of the power plant will be increased.

Latest reports that have been sent out of the 30-horsepower Premier that is undergoing a test of travelling a hundred miles a day for a hundred consecutive days have it that the car has made eighteen consecutive centuries without a single mishap to the machine or tires. The machine is now going over different circuits in and out of Chicago.

The bureau of tours of the Automobile Club of America has just issued to its members and subscribers a leather bound volume called "The 1908 Year Book." Its chief feature is the printing of the Athletic Club of America official route cards, giving touring directions. These route cards have been prepared with a view to the use in connection with special signs copyrighted by the club, each sign representing in reality a small map of the geographical situation at any point on the route. The character of the road is indicated in italics at the head of the route. It contains a full list of the ferries connecting the various routes within a circumference of 150 miles of New York, giving sailing hours and charges for motor cars. A synopsis of the various state motor laws, with other valuable information, is given.

Another instance where the automobile was put to valuable use—that is, other than pleasure—is that told by the police of Bellebridge, Penn. To round up a gang of car bandits, George H. Waggoner, chief of the county detectives, sent several of his men in a Winton car in search of the missing property, and, after travelling twenty-six miles in forty minutes, over steep and crooked hills, the stolen property was recovered.

There are interesting features in the 1909 Packard "Thirty" car. It has a four-cylinder motor of 5-inch bore by 5½ inch stroke, the cylinders being cast in pairs from castings made in France. A new system of cam shaft gears assures long life and silent running. A special feature of the new water pump is hydraulic lubrication of the thrust bearing. Ignition is by jump spark, with an Eisemann low-tension magneto and a storage battery for starting from the seat. The transmission is through a Packard internal expanding clutch, a universally jointed propeller shaft and a three-speed and reverse sliding gear set that is incorporated with the final drive and differential in a rigid aluminum housing, forming a rear axle unit. A lateral movement of the single shifting lever gives the reverse drive.

That the automobile is seriously considered by army officers as a necessity not only for watching the movements of the army, but for a dispatch carrier as well, is evidenced by the fact that Major General F. D. Grant is using two Studebaker touring cars at the army manœuvres now being held at Pine Plains, N. Y., where over ten thousand regulars and militia are in camp.

At a meeting held last week at the Automobile Club of America, at which fourteen contestants of the recent Briarcliff stock car were present, it was decided to hold the race again next year. C. F. Wyckoff, of the firm of Wyckoff, Church & Partridge, was selected temporary chairman, and Sidney Bowman temporary secretary. A meeting will be held later to arrange plans and a suitable course for the race.

Charles A. Duerr is now handling the cars turned out by the Moon Motor Car Company, with salesrooms on Broadway. The new Moon medals have the appearance of the Mercedes or Fiat.

A daring piece of driving was done by Mrs. K. R. Otis at the hill climb in Cleveland last week. Although having entered the meeting only the day before the races, with time to take only one trial up the dangerous course before the actual trials, she went up the half-mile 16 per cent grade in her 4-cylinder Stearns roadster in 0.54.

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Close hauled on the port tack and heeling to the fresh southwesterly breeze until her lee rail was almost awash, Cornelius Vanderbilt's 57-foot sloop yacht, the Aurora, dashed across the finish line off Larchmont yesterday, a winner in her class. She sailed against George M. Pynchon's Istalena, and the Avenger, owned by R. W. Emmons, 2d, and defeated the former by 1 minute and 3 seconds, and the latter by 12 minutes and 36 seconds, actual time. In a special class, however