

CLASS TELLS AT GOLF

TRAVERS PULLS THROUGH Luck Favored Champion a Little in Semi-Final Round.

For the second year, in succession James D. Travers, of Montclair, the national champion, won the chief cup in the invitation tournament of the Morris County Golf Club yesterday.

Travers displayed his class against Barrows, going out like a wild horse in 32. He began with short approach for a 2, and this possibly disconcerted Barrows, who had driven the green. At all events, the former Princeton student took three putts and lost the hole.

At the fourth hole Travers topped his drive to the railroad tracks out of bounds, but despite this he managed to halve the hole in 5. He got a 3 on the sixth by running down a twelve-foot putt, and his 2 on the seventh enabled him to turn for home 6 up.

Barrows went out in 23, good enough to win in any ordinary company.

The match ended on the twelfth green. Travers took three putts there as well as on the previous one, but, aside from that and the one poor drive previously mentioned, his game was wellish faultless.

Travers, in passing through the semi-final round at the expense of B. T. Allen, of Fox Hills, was favored by a piece of luck. In fact, the whole match bristled with incidents and kept the gallery in a constant state of uncertainty.

For a starter the national champion teed off three 200 yards from the hole. Allen brought off but it only made him 2 on the second green.

A twelfth long game got Travers in difficulties at the fourth and fifth holes, both of which Allen won, but when Travers won the ninth in 4 the match was all square, both men going out in 27.

After Allen "stole" a halve in 3 on the tenth green, Travers won four straight holes, so that he led 4 on the fifteenth tee. It looked almost certain that the champion would halve at least one of the last four holes, but he threw away his chances at the fifteenth by topping two shots, and then Allen proceeded to set a pace that even Travers could not hold, and finishing with three 20's, he won the match.

When Travers topped his drive to the extra hole, his friends shiver in spite of the heat, for they get away what looked like a fine drive. The ball came dangerously near going out of bounds, and it would have been better for the Fox Hills man if it had, as it came to rest between two rocks in a gully. The ball was playabable, and Allen lifted, giving the match to Travers.

Carroll's match with Fred Herreshoff his match with Barrows. The latter also had a remarkable piece of luck at the ninth hole, where he drove out of bounds. After dropping and playing two Barrows topped his next, but the ball kept running along merrily, and had just sufficient momentum to carry it over the side of the rough and into the hole. They then played the match to Travers.

The summary follows: Five sixteen (semi-final round)—James D. Travers, Montclair, beat B. T. Allen, Fox Hills, 1 up in 18 holes; Fred Herreshoff, Garden City, beat Carroll, Garden City, 1 up in 18 holes; Fred Herreshoff, Garden City, 7 up and 6 to play; Fred Herreshoff, Garden City, 7 up and 6 to play; Fred Herreshoff, Garden City, 7 up and 6 to play; Fred Herreshoff, Garden City, 7 up and 6 to play.

Final round—Travers beat Barrows, 7 up and 6 to play; Fred Herreshoff, Garden City, 7 up and 6 to play; Fred Herreshoff, Garden City, 7 up and 6 to play; Fred Herreshoff, Garden City, 7 up and 6 to play; Fred Herreshoff, Garden City, 7 up and 6 to play.

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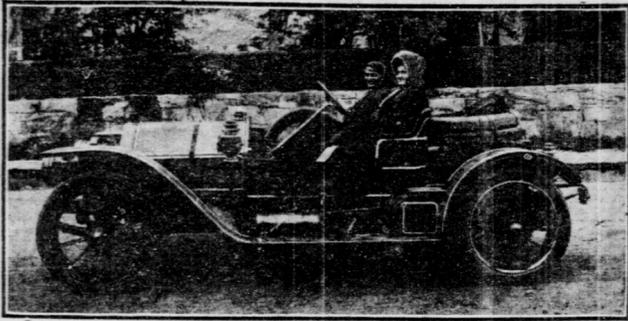
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GUY VAUGHAN DRIVING A STEARNS CAR.



Golfers Flock to Various Links

MONTCLAIR GOLF CLUB. [By Telegraph to The Tribune.] Montclair, N. J., Oct. 17.—There was an eighteen-hole handicap on the Montclair Golf Club links this afternoon, divided into two classes, A and B. In the former E. F. Miller was the winner, and in the other Eads Johnson.

Table with columns for Class A and Class B, listing names and scores for the Montclair Golf Club tournament.

YONKATAK GOLF CLUB.

George Ryall, Jr., won the bogie handicap on the links of the Yonkatak Country Club yesterday, finishing 2 up on the "colored." The prize was donated by F. L. Pope. The results were as follows:

Table with columns for Handicap Results, listing names and scores for the Yonkatak Golf Club tournament.

DYKER MEADOW GOLF CLUB.

Frederick J. Phillips led the qualifiers for the Crowell Hadden Memorial Cup yesterday at the Dyker Meadow Golf Club, with 81-74. The sweepstakes winners were L. S. Parsons, 93-20-71; W. B. Rickett, 88-20-71; and W. D. Johnson, 84-20-71.

The first rounds were finished for the championship and the captain's cups.

Table with columns for Hadden Memorial Cup Qualifiers, listing names and scores.

WEE BURN BEATS NEW HAVEN.

Stamford, Conn., Oct. 17.—The New Haven Country Club was beaten by Wee Burn by a score of 6 to 3 in their team match at Wee Burn today. The scores follow:

Table with columns for Wee Burn and New Haven, listing names and scores.

FOX HILLS GOLF CLUB.

Many golfers took part in the handicaps at the Fox Hills Golf Club yesterday. In the dozen club competition E. C. Johnston beat R. B. Marnick, 2 up and 1 to play; George E. Fawcett beat F. Hildebrandt, 2 up and 1 to play.

Table with columns for Class A and Class B, listing names and scores for the Fox Hills Golf Club tournament.

CANOE BROOK COUNTRY CLUB.

In the final round for the Roseville cup at the Canoe Brook Country Club yesterday, E. L. Downes beat C. C. Wilson 5 up and 4 to play. There was also the first round for the club championship, the second round for the October cup and a handicap for the president's cup, the gift of C. B. Bassett. E. G. Humphreys was the winner, with 85-14-7.

The summary follows: Championship (first round)—Marshall beat Lawrence, 4 up and 2 to play; Hill beat Page, 3 up and 1 to play; Mains, Jr., beat Bowen, 3 up and 1 to play; Human, Jr., beat Humphreys, 8 up and 6 to play; Johnson beat Jones, 1 up; Lyon beat Rode, 1 up; Ogden beat Fell, 2 up and 1 to play.

Table with columns for President's Cup Handicap, listing names and scores.

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WE ARE THE LARGEST DEALERS IN NEW HAVEN CARS IN THE WORLD. A number of the most popular cars on the market, which we bought of overworked manufacturers for less than the cost to build, we are now offering.

AT HALF LIST PRICE. SECOND HAND cars now on our sales floor. No matter what car you may be looking for, we are sure to have it, and at one-fifth of first cost.

Send for new list of cars on hand, also schedule of tires and catalogue of supplies. TIMES SQ. AUTO CO., 215-17 W. 46th St. Phone 3423 Bryant.

Yachts, Boats, Launches, Etc.

FOR SALE—GENTLEMAN'S PAST RUNABOUT, 30 ft. x 5 ft., 4 cylinder, 600 engine, 25 miles per hour, demonstrated with easy seven; no trail motor, but good, substantial boat and engine; best thing for winter use in New York. Immediate New York delivery. Address: 42, Bow St., TRIBUNE OFFICE.

TROOPS ON CUP COURSE

TO LINE THE CIRCUIT.

Irish Volunteers Will Hold Crowd Back in Vanderbilt Contest.

Partly through luck and partly through clever manoeuvring, the Vanderbilt Cup Commission has been able to arrange for the guarding of the Vanderbilt Cup race on Saturday by armed and uniformed troops. Heretofore it has been impossible to secure any military organization for the purpose of keeping the crowd back at these big automobile events, but, as luck would have it, this year the Irish Volunteers, an independent organization holding a charter under the State of New York since 1880, happen to be encamped on the Hicksville plains during the week of the race, and by a quick move on the part of Jefferson DeMont Thompson and A. R. Partridge the organization was enlisted for the purpose of guarding the course.

Colonel Charles J. Crowley, commanding the Irish Volunteers, dropped into the Garden City Hotel last Friday for luncheon, and happened to meet Mr. Thompson and Mr. Partridge, who were there. Colonel Crowley said that he was going down over the parkway, with a view to selecting a camp site for the annual encampment of his brigade. In their conversation he explained to Mr. Thompson that the brigade, which is one of the semi-military organizations in this country authorized to carry arms, has been in existence since 1880, when it was known as the Thomas Francis Meagher's Irish brigade. It went into the Civil War and in 1872 was reorganized into a battery. In 1883 it was reorganized again into a brigade, and in 1888 it rendered its services to President McKinley for duty in the Spanish-American War. Mr. McKinley accepted the tender, and the brigade stood ready to go to the front on the third call for volunteers, and when it was seen that there would be no third call seven-eighths of the officers, Colonel Crowley, explained, enlisted in other organizations which went to the front, and the result is that 25 per cent of the men now in the Irish Volunteers are Spanish War veterans.

When Mr. Thompson heard these things he asked Colonel Crowley why it would not be possible for his men to turn out on Saturday morning at daylight and proceed in detachments to various parts of the Vanderbilt Cup circuit where the crowd is likely to be dense and unruly. Colonel Crowley thought that this would be an excellent idea, not only in the interest of protecting life at the big race, but also to give the men an opportunity to see the race and to have a little experience in handling an enthusiastic crowd. After conferring by telephone with several officers of his staff, including Lieutenant Colonel Gilgar and Majors Healey and Nolan and Adjutants Scanlon and McCarthy, arrangements were made to prepare the brigade for encampment on Thursday morning. Rations were ordered for six hundred men, and the camp site on the old country road, just west of the village of Hicksville, on a large piece of property of which the Parkway Corporation had control, was surveyed. Tents will be pitched on this on Thursday morning, and the brigade will go into camp on Thursday afternoon. On Friday morning there will be extended order drills and on Saturday morning reveille will be sounded at 3:30 o'clock. The men will proceed in heavy marching order, with Springfield rifles and bayonets, to the following points: Jericho Corners, Westbury, Locust Grove, Plain View, Bethpage, Woodbury and the grandstand. The various detachments assigned to these points will be under company commanders selected by Colonel Crowley, and the men will patrol the course between these points.

It is more necessary than ever to keep the course clear this year, because the entire circuit is faster than any Vanderbilt circuit has ever been, and the cars are faster than any Vanderbilt racing cars have been in the past. They will probably travel at an average speed of not less than sixty-eight miles an hour, which will make spurts of speed along good stretches run up to more than a hundred miles an hour. The cars are so large and powerful this year that it will be impossible to stop one of them going at full speed in less than two thousand feet, and naturally if the crowd does not keep back there are going to be fatalities. The Vanderbilt Cup Commission does not wish to leave itself open to any criticism for not having made every effort to properly police and guard the course. It was impossible to get regular state militia men permitted to carry arms unless so ordered by the Governor of the state, the Vanderbilt Cup Commission has taken advantage of its only opportunity to provide an adequate military guard for the circuit.

Upper Montclair Country Club. On the Upper Montclair Country Club links yesterday a competition against bogie was the attraction. W. Kent, C. K. Gardner and I. P. Mills tied for the lead, 2 up on bogie. They will play off next Saturday.

Englewood Golf Club. W. F. Stafford won the dinner cup, the gift of F. T. Duray, at the Englewood Golf Club yesterday with 81-74. The guests at the annual dinner last night played for a cup in the afternoon and Joseph F. Knapp was the winner with 87-87. Ned Slosson, 3 down, won the bogie cup. At the annual meeting the treasurer, E. A. Cunningham, reported a safe surplus. Governors elected W. C. Shoup, W. C. Post, and J. R. Moore.

Three final rounds were decided. V. H. Seggerman (15) beat W. C. Shoup (3) by 3 up and 1 to play for the president's cup. In the vice-president's cup final F. Snare (3) beat H. Weatherby (2) by 2 up and 1 to play. In the afternoon they met again in the final for the F. J. Swift cup, and on the same handicaps Weatherby turned the tables on Snare, beating him by 3 up and 1 to play.

New Haven Country Club. C. H. Zimmerman and W. E. Sheppard, 0 to 0; Roger S. Walle and W. H. Marlin, 0 to 0; W. B. Ely and W. G. Bushnell, 0 to 0; E. S. Farnside and W. A. Ely, 0 to 0; W. S. Murray and Sheldon Hopkins, 0 to 0.

FOX HILLS GOLF CLUB. Many golfers took part in the handicaps at the Fox Hills Golf Club yesterday. In the dozen club competition E. C. Johnston beat R. B. Marnick, 2 up and 1 to play; George E. Fawcett beat F. Hildebrandt, 2 up and 1 to play.

Results in the weekly handicap follow: CLASS A. Gross Handicap Net. James R. Beard, 85, 25, 72; Lloyd Tefft, 85, 20, 74; W. J. Henderson, 103, 23, 80; G. J. Jost, Jr., 103, 18, 78.

CLASS B. Gross Handicap Net. James R. Beard, 85, 25, 72; Lloyd Tefft, 85, 20, 74; W. J. Henderson, 103, 23, 80; G. J. Jost, Jr., 103, 18, 78.

CLASS C. Gross Handicap Net. James R. Beard, 85, 25, 72; Lloyd Tefft, 85, 20, 74; W. J. Henderson, 103, 23, 80; G. J. Jost, Jr., 103, 18, 78.

CLASS D. Gross Handicap Net. James R. Beard, 85, 25, 72; Lloyd Tefft, 85, 20, 74; W. J. Henderson, 103, 23, 80; G. J. Jost, Jr., 103, 18, 78.

CLASS E. Gross Handicap Net. James R. Beard, 85, 25, 72; Lloyd Tefft, 85, 20, 74; W. J. Henderson, 103, 23, 80; G. J. Jost, Jr., 103, 18, 78.

CLASS F. Gross Handicap Net. James R. Beard, 85, 25, 72; Lloyd Tefft, 85, 20, 74; W. J. Henderson, 103, 23, 80; G. J. Jost, Jr., 103, 18, 78.

CLASS G. Gross Handicap Net. James R. Beard, 85, 25, 72; Lloyd Tefft, 85, 20, 74; W. J. Henderson, 103, 23, 80; G. J. Jost, Jr., 103, 18, 78.

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CLASS J. Gross Handicap Net. James R. Beard, 85, 25, 72; Lloyd Tefft, 85, 20, 74; W. J. Henderson, 103, 23, 80; G. J. Jost, Jr., 103, 18, 78.

CLASS K. Gross Handicap Net. James R. Beard, 85, 25, 72; Lloyd Tefft, 85, 20, 74; W. J. Henderson, 103, 23, 80; G. J. Jost, Jr., 103, 18, 78.

CLASS L. Gross Handicap Net. James R. Beard, 85, 25, 72; Lloyd Tefft, 85, 20, 74; W. J. Henderson, 103, 23, 80; G. J. Jost, Jr., 103, 18, 78.

CLASS M. Gross Handicap Net. James R. Beard, 85, 25, 72; Lloyd Tefft, 85, 20, 74; W. J. Henderson, 103, 23, 80; G. J. Jost, Jr., 103, 18, 78.

CLASS N. Gross Handicap Net. James R. Beard, 85, 25, 72; Lloyd Tefft, 85, 20, 74; W. J. Henderson, 103, 23, 80; G. J. Jost, Jr., 103, 18, 78.

CLASS O. Gross Handicap Net. James R. Beard, 85, 25, 72; Lloyd Tefft, 85, 20, 74; W. J. Henderson, 103, 23, 80; G. J. Jost, Jr., 103, 18, 78.

CLASS P. Gross Handicap Net. James R. Beard, 85, 25, 72; Lloyd Tefft, 85, 20, 74; W. J. Henderson, 103, 23, 80; G. J. Jost, Jr., 103, 18, 78.

Cars Fairly Fly in Cup Race Trials.

Lytle Speeds His Machine at Better Than a Mile a Minute on Motor Parkway.

Herbert Lytle, in the Isotta car that won the Motor Parkway Sweepstakes, made the fastest lap in practice for the Vanderbilt Cup race next Saturday on the Long Island Parkway yesterday morning, covering the 2.5-mile circuit in 21 minutes 40 seconds, an average speed of 6 7/8 miles an hour. Perfect weather conditions brought out a large crowd to watch the men tuning up their cars. Emile Stricker, in Robert Graves's Mercedes machine, put in a busy morning by making four laps over the course, a distance of 10 miles, in 1 hour

46 minutes, an average of 33 miles an hour. George Robertson, in the Locomobile car, went two laps in 35 1/2 and 25 minutes, respectively, while Jim Florida, in the other Locomobile racer, was timed a lap in 25 1/2 minutes. Walter Luttgen, in William K. Vanderbilt, Jr.'s Mercedes, made a circuit in 23 minutes. Willie Houpt was out with the Chadwick car, but contented himself with a slow round. The two Matheson cars arrived at the course last evening.

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Automobiles.



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1909 Prices Reduced And the Reasons Why:

Heretofore the Matheson Car has been considered the highest priced as well as the highest grade American Car on the market. Millions of dollars' worth of these cars have been delivered to customers who could afford to pay the higher price for the best. In order therefore to still maintain the unequalled quality of the Matheson Car and at the same time give customers this magnificent car at the prices of the cheaper cars, we have figured that by doubling the factory output and selling at a much closer margin of profit, the prices of Matheson Cars equipped with Touring, Landulet or Limousine bodies, could be cut \$1,000, and the same Chassis equipped with Roadster or Tourabout bodies, cut \$650.

Accordingly our working capital has been increased by \$350,000.00, and our customers can now buy a genuine Matheson Car, the very finest of all motor cars of either European or American make, at the former factory prices to the agent or dealer; namely:—

Table listing car models and prices: 50 H. P. Roadster (seats five) \$4,350 (former price \$5,000); 50 H. P. Tourabout (seats four) 4,350 (former price 5,000); 50 H. P. Raby Tonneau (seats four) 4,350 (former price 5,000); 50 H. P. Runabout with rumble (seats three) 4,350 (former price 5,000); 50 H. P. Touring Car (seats seven) 4,500 (former price 5,500); 50 H. P. Demi-Limousine (seats seven) 5,000 (former price 6,000); 50 H. P. Limousine (seats seven) 5,500 (former price 6,500); 50 H. P. Landulet (seats seven) 5,500 (former price 6,500).

Vanderbilt Cup race, Oct. 24.—Two Matheson cars are entered, Nos. 7, and 15. FREE PARKING SPACE for Matheson cars has been provided at the best location on the entire circuit. Inquire regarding location, etc., at our office. Telephone 6355 Columbus.

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Automobiles.

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1909 Announcement 1909

The success of the Cleveland has been absolute. At the commencement of 1908 we predicted that the Cleveland would be the sensation of 1909.

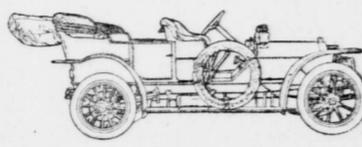
"How good the car was made" is best shown by the fact that for 1909 the few changes will be in the nature of refinements only. Specifications will duplicate our 1908 model.

THE WHY—The Cleveland offers more for \$3500 than any other car either foreign or American selling for \$4200 or more. BAR NONE, and the reason is logical. By our new selling plan, we eliminate the dealer's profit of approximately 20%. No car selling at less than \$4200 can afford to use the materials that are put into the Cleveland. It is only a matter of common sense that when a dealer makes 20% to 25% profit, you and not the manufacturer pay the bill.

1909 Cleveland

Compare these specifications point by point with any car selling for more than \$4,200. You cannot compare them with any car selling for less.

- Motor—5x5, 40-45 H.P. Ignition—Bosch magneto and storage battery. Transmission—Selective four speeds forward, one reverse, direct on 3rd. Front Axle—Heavy I beam drop forging. Rear Axle—Floating type especially reinforced. Extra heavy. Drive—Shaft. Wheel Base—Touring car 122 in. Runabout 112 inches. Frame—Pressed steel. Brakes—1165 square inches. No other car has as much. Body—Metal, perfect in finish and appointment, seats 7 comfortably.



THE REAL PROOF—The Automobile Club of America made an official test with ten of America's leading cars, selling up to \$5000. THE CLEVELAND HEADED THIS LIST. This report showed the Cleveland developed more horse power at the rear wheels (the only place that really counts) than any other car. THIS REPORT WILL BE SENT UPON REQUEST.

Not one structural weakness developed in a single one of the 1908 Cleverlands. Our demonstrating car has been driven 41,200 miles. This is further than the average touring car is driven in three seasons. The car is today in perfect condition. WE INVITE A DEMONSTRATION IN THIS PARTICULAR MACHINE.

You want an unprejudiced judgment—Ask any Cleveland owner to show you his repair bills for this season. We will stake our reputation on his say so. Do you want a list of Cleveland owners? When you buy a Cleveland for \$3500 you save at least \$700 to \$1000. For 1909 the price will remain the same. We are ready to talk on 1909 models which will comprise TOURING CARS, LIMOUSINES, LANDAULETS, RUNABOUTS and the popular TOY TONNEAUS.

Let us arrange for a demonstration in the car that has been driven 41,200 miles. Then you will know the condition of your Cleveland in 1912.

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