HORSE SHOW COMES TO BRILLIANT END

C. W. WATSON AGAIN LEADS LIST OF WINNERS.

M. E. Howlett's Coach Magnet Beats A. G. Vanderbilt's Venture in Long Race to the Garden.

C. W. Watson headed the list of winning exhibitors, as he did a year ago, when the horse show came to a successful end at Madison Square Garden last night. He won fifteen blue ribbons, nine reds and four yellows, in addition to a total of $2,590.

Harvey Ladew's Elsinore Farm got second with ten blues, three reds and a yellow, for a total of $1,665, while A. G. Vanderbilt was almost equally well off with eight blue ribbons, seven seconds and four thirds, aggregating something like $1,820.

E. W. Stotesbury, with only two horses, Lucia G. and Pearl Onward, proved the sensation of the show, winning seven blues for a total of more than $1,000 in prize money. J. W. Harriman had seven blues, four reds and two yellows, with prize money amounting to more than $745.

One of the features of the closing day was the coaching race for the Arrowhead Inn challenge cup, valued at $700. Conditions called for road teams not under 15.1 hands, to be driven to a coach carrying not less than seven persons, the coaches to leave Arrowhead Inn, 177th street and Fort Washington avenue, at 3 p. m., and to arrive at the Garden within one hour from the time of starting.

The contestants were to be judged on their road qualities and the condition in which they arrived on reaching the ring. It was not required that exhibitors describe their teams. There were three original entries—Maurice E. Howlett's coach Magnet, from the Continental Stables; the Nestledown Farm and Alfred Gwynne Vanderbilt's coach Venture.

The Nestledown entry was withdrawn, and this left Mr. Vanderbilt to fight it out with Mr. Howlett. Promptly at 3 o'clock the Howlett coach got under way, the seats being filled by the following: E. L. McHose, H. B. Martin, Colonel William Jay, J. Walter Waring, Wetmore Worthley, Louis Toussaint, Herbert W. Clark, Allen Sangree, E. B. Seaman, jr., Clarence E. McElway, Mr. Howlett, whip, and Joseph Scott, guard.

A minute and a quarter later Mr. Vanderbilt cracked his whip over his famous four. This coach was composed of R. W. Rives, Magistrate Kernochan, M. L. Akers, of Louisville; R. Penn Smith, Charles Hukamp, Mr. Vanderbilt, whip, and Harry De Maltby, guard.

The route extended along Kingsbridge Road to 157th street, thence along Broadway to the Viaduct, and then over Riverside Drive to 120th street. From there the course extended through Claremont avenue to 116th street, past Columbia University to Morningside Drive, to 110th street, to the park and down the east drive to Fifth avenue to 27th street and then to the Garden.

At the Claremont Inn Mr. Howlett's coach had an advantage of two minutes, and increasing this lead steadily he swung into the park four minutes to the good. When he passed the Plaza the Venture was nowhere in sight, and the same condition existed when he sped past the Holland House.

Greeted by cheers from several thousand persons, Mr. Howlett entered the Garden at 3:42 o'clock. This was eight minutes ahead of his rival, and during the interval Mr. Howlett drove around the ring, describing figure eights and various other evolutions. Cheers also marked the arrival of the Vanderbilt coach.

The experts were quick to notice that one of Mr. Howlett's horses was lame, while another was pretty badly blown.

After the judges had declared Mr. Howlett the winner the latter lost no time in driving away from the Garden. Mr. Vanderbilt said he did not expect to win against Mr. Howlett's more seasoned animals.

The interest in this affair was the most pronounced seen at the Garden this week, and it serves as a striking illustration of the favor with which the spectacular is held. Possibly the horse show management will take this as its cue to pay more attention to this side next year.

The first champion class to be decided in the evening was for saddle horses, and the favorite, The Cardinal, well ridden by Mrs. McGibbon, won the blue. The Herald got the reserve.

The Fairmont Farms made a sweep of the championship for small harness horses. Kitty Grey, driven by Frand Winterbottom, won the blue, while Ringing Bells, another C. W. Watson entrant, got the reserve.

Ably driven by Jack Donnelly, the Avondale Farm's entrant, Nala, owned by J. W. Harriman, captured the blue in the champion class open to winners exceeding 15 hands 2 inches. George Watson's Ben Hur, which did so well earlier in the week, got the reserve.

The senior class from West Point, ninety strong, headed by Captains Guy V. Henry and L. W. Oliver, arrived at the Garden in time for dinner. The cadets went away and returned later in the evening.

A combination of rain and snow outside served to dampen the ardor somewhat, and it possibly kept many of the women away. The applause, however, was more pronounced than earlier in the week.

Something of a surprise marked the results in Class 65, for saddle horses over 14.2 and not exceeding 15.2, four years old or over, up to carrying 160 pounds. After winning blue ribbons at a number of the summer shows with her bay mare Daphne, Mrs. W. S. Elliott had to be content with third place. The blue went to Lonia, the chestnut mare ridden by Mrs. W. A. McGibbon. Miss Emily H. Bedford got the red with her handsome bay mare, Miss Ann.

Considerable merriment marked the contest in Class 78, for Shetland ponies, mares or geldings, not exceeding forty-six inches. There were only two entrants, George H. Simpson's black mare Lady Betty, ridden by Miss Florence Simpson, and Heartsdale, another black mare, exhibited by Master J. L. Watt and well ridden by Cyril Carr. The judges awarded the blue to Miss Simpson. The riders were nearly as large as their mounts.

An extremely handsome brown stallion, Aberdeen of Pittsford, upset calculations in the class for ponies to cart by defeating the hitherto invincible Elsinore Farm entrant, Ellerslie of Elsinore, the latter getting the red. The winner is only 38½ inches and one of the daintiest specimens of horseflesh seen in a long while.

Lucia G. won impressively in the championship class open only to horses having taken a first prize in Classes 8, 9 and 11 at this or any of the association's previous shows. As Mr. Stotesbury's mare has accounted for the three classes mentioned this week, her only rival yesterday was G. F. Munson's Commander Baker.

When Lucia G. stepped round the ring it was apparent to judges and spectators alike that this grand mare would prove an easy winner. Not a little fuss was made earlier in the week about her being lame. She is not lame, but has rather an eccentric way of going, lifting the foot quickly from the ground. The mare has plenty of action and all the speed necessary. As usual, the winner was ably driven by George Webb. Rumor has it that Mr. Stotesbury refused $4,000 for her ten days ago.

Mr. Stotesbury gathered additional honors when Lucia G. and Pearl Onward won for trotting roadsters in the champion class, open only to horses having taken a first prize in the roadster class in this or any of the association's previous shows. Experts pronounced this pair the most ideal team seen at the show in years. The judges lost no time in reaching a decision, as the only contending pair was Rose Worthy and Marguerite Margrave, from the Killearn farm.

Interest was centred in the class for thoroughbred horses suitable to become hunters, for which F. Ambrose Clark, who earlier in the week appeared as the rider of a losing hunter, offered the cup. Conformation ... well as performances over the jumps counted 70 per cent, which was rather unusual.

Streator Cyclone, owned by Henry W. Colt, of Geneseo and ridden by Joseph Flynn, proved the winner. This is one of the finest horses shown at the Garden this week, a rich chestnut with surpassing quarters and shoulders. It has a sloping neck and a well formed and gamy head. Some surprise has been expressed that this horse has not been placed further forward in the awards, and in any other year it may win a championship.

It was with mingled snorts of defiance and playful kicks that King Horse nodded another farewell last night. The last day is a big day at the horse show, and it proved no exception on this occasion. From a handful of persons when the doors were thrown open in the morning, the crowd steadily grew, until by dinner time not only the boxes but the arena seats were practically all occupied. At night the attendance was even larger.

Taking it all in all, the show, while not a record breaker in point of attendance, was easily ahead of the one a year ago. Yesterday's attendance was also gratifyingly large, considering the rival Yale-Princeton football attraction. So interested were the spectators in the work at hand that scarcely a ripple of sound resulted when the figures 11 to 6 in favor of Yale were hung up at the Fourth avenue end.

READY FOR GRAND PRIZE

COURSE SOAKED IN OIL.

Cars Will Begin Practising at Savannah To-morrow.

Practice on the Savannah course, on which the Grand Prize race will be held on November 26, has been interfered with, owing to eighty thousand gallons of oil having recently been sprinkled on the circuit. It is expected that the oil will be well soaked into the roads by to-morrow, when active practice will probably begin. Latest information from Savannah is that the cars entered in the light car class, to be held on the day previous to the Grand Prize contest, will ave the use of the roads for tuning up from noon each day until 1 o'clock in the afternoon, while the cars entered in the big contest will have the course to themselves from the latter hour until 4 o'clock in the afternoon.

Every precaution is to be taken during the tryouts of the machines. While the drivers are at practice 135 flagmen will guard the course.

Robert Lee Morrell, chairman of the contest committee of the Automobile Club of America, under which auspices the races will be held, is not leaving a stone unturned to have all arrangements complete for the big contests. Mayor Tiedeman of Savannah, whose untiring efforts had much to do with the success of the stock car race held in the Southern city last March, is among those who are doing great work for the coming contests. He is in consultation with Mr. Morrell each day.

On the day of the races twenty-two doctors will be distributed around the course in tents equipped with medical appliances. Reports from hotels have given the impression that visitors would have scant accommodations. This has greatly upset the committee. Passengers arriving by train will find at the station a department in charge of a number of the boarding house committee, who will direct visitors to comfortable quarters. Runners and a bicycle squad have been placed at the disposal of this department to facilitate the work.

On the steamship La Savoie, which arrived here yesterday, was the Lancia car Lampo, entered in the light car contest. The car was shipped without wheels, the hubs being sent in advance, and the wheels, with remountable rims, having been made in this country, ready to attach to the chassis on its arrival.

A new direct route between New York and Savannah, of approximately 1,275 miles, has just been laid out by R. H. Johnston, of the touring bureau of the White company.

"Two weeks ago," said Mr. Johnston, commenting on the new route, "I drove in my White steamer from Atlanta to Roanoke, Va., and in this way mapped out the 'missing link' in a direct route between New York and Savannah. That part of the route which lies between Atlanta and Savannah I covered last winter as part of my 2,000-mile tour through the Southern States. The road from New York to Roanoke I covered in a tour two years ago, and it will thus be seen that, by my recent trip, I completed the survey between the great racing centres, New York and Savannah. The mileage of the route, all of which I have measured by speedometer, is as follows:

New York to Philadelphia	108
Philadelphia to Gettysburg	120
Gettysburg to Hagerstown	84
Hagerstown to Winchester	53
Winchester to Staunton	93
Staunton to Roanoke	88
Roanoke to Winston-Salem	121
Winston-Salem to Charlotte	85
Charlotte to Anderson	148
Anderson to Atlanta	136
Atlanta to Macon	102
Macon to Savannah	186
	1,274

"The proportion of macadam roads to be found on the trip from New York as far as Charlotte, N. C.," he says, "is surprisingly large, and season after season I have noted the proportion increasing, as one county after another feels the stimulus of the good roads movement. The South Carolina roads are of the give and take variety, but the worst roads of the entire journey are in Georgia. In the last 150 miles into Savannah, especially in periods of heavy rain, one must be prepared to do some sensational fording through streams and through stagnant water which has overflowed from the adjacent swamps."

At the big automobile shows in Madison Square Garden it has been a problem always how to arrange the signs at the various spaces, which are so indispensable to both exhibitors and visitors, so that they shall present the minimum of interference with the artistic presentment of the whole. Yearly this Garden show of licensed cars by the big manufacturers has become more of a social function, similar to the horse show, and the subordination of features too commercially suggestive has been increasingly desirable. Uniformity in the board signs bearing the names of the makers was first achieved, but even then they were a jarring note in the decorative harmony, and ingenuity was exercised to devise some plan whereby these necessary guide boards might be made a part of the decorative scheme.

The satisfactory method seems to have been found now, and at the show, which runs from January 16 to 23, the signs will be a part of the decoration. This has been accomplished by devising an ornamental lamppost, to be placed at each exhibitor's space, the exhibitor's name appearing on the glass panels of the lamp.

GOLD CUP FOR TOURISTS.

Trophy Offered by Col. Geo. Studebaker for the Glidden Run.

In the belief that the American automobile has reached a state of development where an extraordinary test of mechanical efficiency is necessary to demonstrate all that is desired by a well posted public, Colonel George Studebaker, of South Bend, Ind., suggests a "non-repair" competition; and, that manufacturers may not be put to extra expenditure of time and money, he recommends that the competition be an adjunct of the established Glidden tour.

To bring the matter immediately to the attention of motorists and manufacturers Colonel Studebaker offers to put up an artistic trophy valued at $5,000, to be known as the Studebaker gold cup, which shall be contested for by any or all entrants to the Glidden tour, making no special conditions for either roadsters or touring cars—no price or power restrictions.

With the permission of the touring committee the cup will be competed for during the 1909 Glidden tour, and all rules and conditions will, of course, be left to the judgment of the touring committee of the American Automobile Association.

Colonel Studebaker suggests that every device heretofore used to guard against repairs and prove reliability be utilized, these safeguards to include sealed bonnets, sealed toolboxes and observers' reports.

The "non-repair" idea was suggested to Colonel Studebaker by the fact that nearly a score of cars came through the last Glidden tour with "perfect scores," and, as the test was supposed to be a hard one, it is apparent that the high-class cars are beyond the general test of reliability. The Studebaker gold cup wil be an extra proof of efficiency to the winning manufacturer, who will have established a new standard of reliability, as to win the cup it will be necessary that the car shall go through the entire tour without a repair having been made—or required—for the colonel considers it little less than farcical that a car which is obviously a "wreck" at the end of the tour may yet be accorded a "perfect" mark.

PULLMAN RATES STAND IN TEXAS.

New Orleans, Nov. 14.—In the United States Circuit Court of Appeals this afternoon the case of the Pullman company against the Texas Railroad Commission was again decided in favor of the Pullman company. The Texas commission had ordered a reduction of about 20 per cent in Texas Pullman rates.

HOW BLUES WERE AWARDED

From the enthusiasts who face the tanbark, and not the boxes, while the equine favorites are in the ring comes the verdict that the show which drew to a close last night at Madison Square Garden has been the most successful in years. That interest in the performance of the horses was not confined to the railbirds was apparent, however, when each favorite won applause as he made his appearance in the show ring last night.

Edward T. Stotesbury's wonderful little mare Lucia G. has proved invincible in the hands of George Webb. She won a blue in each class in which she appeared, both in double and single harness, and finally carried off the honors in the two championship classes yesterday afternoon, as was predicted by The Tribune when she was shown to pole with Pearl Onward last Monday. Lucia has put seven blue ribbons to her credit during the week—four in single and three in double harness. She won the appointment class, leaving second honors to Miss Wilks's bay mare May Vincent, and, by the way, the appointment classes have been finer this year than at any of the previous shows.

The spectacular feature of the show was the big coaching race, although it was a disappointment to the devotees when they found that only two owners would compete. Morris E. Howlett's four browns arrived at the Garden fully eight minutes before the gray noses of the Vanderbilt leaders appeared at the entrance, but it was apparent to the most casual observer that the sturdy grays were not any the worse for wear, while the four were considerably winded.

The latter bore away the blue rosette, however, and Mr. Vanderbilt was forced to be content with second honors. Only three of the four famous grays were in front of the Venture coach. The near wheeler was a showy bay mare called Middletown Belle.

Mrs. W. A. McGibbon won the championship for saddle horses in Class 71 with her handsome chestnut gelding The Cardinal, which won plaudits for himself as well as blue ribbons for his owner earlier in the week. In Class 72, another championship class for saddle horses, Harvey Ladew's chestnut stallion Robador carried off the honors. He was ridden by Emilie Antony. Fairmont Farms made a clean sweep in Class 42, the championship class for single harness horses. Frank Winterbottom captured first honors with the chestnut mare Kitty Grey, and the reserve ribbon went to Ringing Bells, ably handled by Mrs. C. W. Watson.

The famous Dr. Selwonk, which has won so many blues for his owner, Reginald Vanderbilt, was scheduled to appear in Class 43, and considerable disappointment was felt when he failed to come out. J. W. Harriman's beautiful bay stallion Nala flaunted the championship ribbon when he left the show ring, and the reserve went to George Watson's bay gelding Ben Hur.

The summaries follow:

MORNING AWARDS.

SADDLE HORSES.

Class 65 (horses, over 14.2 hands and not exceeding 15.2 hands, up to carrying 160 pounds; first prize, $100; second prize, $50; third prize, $25)—First, Andrew Morison's ch. m. Lonia, ridden by Mrs. McGibbon; second, Miss Emily Bedford's b. m. Miss Ann, ridden by Miss Emily Bedford; third, Mrs. W. Stanton Elliott's b. m. Daphne, ridden by W. Stanton Elliott; fourth, Edwin H. Weatherbee's ch. m. Irish Rose, ridden by Julian Morris.

SHETLAND PONIES UNDER SADDLE.

Class 78 (mares or geldings (registered) not exceeding 46 inches; four years old or over; first prize, $80; second prize, $40; third prize, $20)—First, George H. Simpson's blk. m. imp. Lady Betty, ridden by Miss Florence Simpson; second, Master J. L. Watt's blk. m. Heartsdale, ridden by Master Cyril Carr.

HARNESS HORSES.

Class 32 (horses and geldings 15.2 hands; first prize, $150; second prize, $75; third prize, $35)—First, George Watson's b. g. Ben Hur, driven by George Watson, jr.; second, Hector Vervaeke's b. g. Sensation, driven by Hector Vervaeke; third, Mrs. John T. Spratley's br. m. Tyrolean, driven by James Robertson; fourth, Tilghman Grant's b. g. Knickerbocker, driven by George Holden.

THOROUGHBREDS SUITABLE FOR HUNTERS.

Class 124 (mares or geldings not under three years of age and not exceeding eight years; not under 15.3 hands; conformation and substance to count 70 per cent; manners and ability to take fences 30 per cent; first prize, $100 and cup; second prize, $100; third prize, ribbon)—First, Henry V. Colt's ch. g. Streator Cyclone, by Cesarian—Fonsolette, ridden by Jack Flynn; second, Westchester Farm's ch. g. Initial, by First Mate—Palerma, ridden by Sydney Holloway; third, Henry V. Colt's br. g. Salesman, by Salvator—Literary, ridden by Fred English; fourth, Hugh Wilson's ch. g. Excise, by Connie Boy—Flying Bess, ridden by Hugh Wilson.

AFTERNOON AWARDS.

SHETLAND PONIES IN HARNESS.

Class 53 (Shetland ponies, registered, not exceeding 46 inches, four years old or over; first prize, $80; second prize, $40; third prize, $20)—First, Pittsford Farm's br. s. Aberdeen of Pittsford, driven by F. Cook; second, Harvey Ladew's' blk. s. Ellerslee of Elsinor, driven by Master Cyril Carr; third, T. L. Watt's blk. s. Grand Duke, driven by Miss Nannie Watt; fourth, George Simpson's ch. s. imp. Jolly Winkle, driven by Miss F. Simpson.

ROADSTERS.

Class 11 (horse and best appointed road rig; horse to count 60 per cent; general appointments, 40 per cent; first prize, $150; second prize, $75; third prize, $35)—First, Edward T. Stotesbury's Lucia G., driven by George Webb; second, Miss K. L. Wilks's b. m. Mary Vincent, driven by J. Wetherall; third, E. C. Rich's br. m. Amanda Baron, driven by Frank Palmer; fourth, Crow & Murray's blk. m. La Belle Buckner, driven by William Murray.

CHAMPION ROADSTERS.

Class 13 (single horses; open only to horses having taken a first prize in Classes 8, 9 and 11 at this or any of the prevous shows; first prize, $100 in money or plate; second prize, reserve ribbon)—First, Edward T. Stotesbury's br. m. Lucia G., driven by George Webb; second, Bird S. Coler's b. g. Commander Baker, driven by G. F. Munson.

HUNTERS.

Class 121 (hunters that have been hunted at least eight times during the season of 1907 and 1908; performance to count 75 per cent; conformation, 25 per cent; to be ridden by amateurs; first prize, cup, presented by Alfred B. Maclay; second and third prizes, ribbons)—First, John S. Phipps's b. g. Gaylight, ridden by H. F. Bell; second, Julian C. Keith's br. g. Pennon, ridden by Julian C. Keith; third, Thomas Deford's b. g. Keggy Comer, ridden by Sydney Holloway; fourth, Mrs. Allen Potts's b. g. Willow King, ridden by W. W. Osborne.

HORSES SUITABLE FOR CAVALRY SERVICE.

Class 107 (stallions, mares or geldings from 15.1 hands to 16.2 hands; horses to be ridden by member of the army, navy, marine corps or national guard; first prize, $200; second prize, $100)—Won by Alvan Williston Perry's ch. g. Joe; second, Lieutenant Frank B. Barrett's ch. g. Nadab.

CHAMPION PAIRS.

Class 14 (open only to pairs of roadsters having taken a first prize at this or any other previous show)—First, Edward T. Sotesbury's br. m. Lucia and br. m. Pearl Onward, driven by George Webb; second, Killarn Farm's b. m. Rose Wortley and b. m. Marguerite Musgrave.

THE ARROWHEAD INN CHALLENGE CUP.

Class 128 (for road fours, not under 15.1 hands; to be driven to a coach carrying not less than seven people; coaches to leave Arrowhead Inn at 3 p. m. and to arrive in the show ring within one hour; teams to be judged on their road qualities and the condition in which they arrive on reaching the ring; cup must be won twice by the same entrant for ownership)—First, Morris E. Howlett's four, driven by Morris E. Howlett; second, Alfred G. Vanderbilt's Vanity, Vogue, Viking and Middletown Belle, driven by Alfred G. Vanderbilt.

SADDLE PONIES.

Class 75 (mares or geldings, exceeding 13.1 hands and not exceeding 14.2 hands; first prize, $100; second prize, $50; third prize, $25)—First, William Carr's ch. m. Vanity, ridden by Marjorie Weyher; second, Eltam Farm's ch. m. The Brigand's Daughter, ridden by T. J. Ryan; third, Miss Catherine Porter's b. g. St. George, ridden by Emile Antony; fourth, Harvey S. Ladew's ch. g. Defender, ridden by J. Schoverger.

STREET CLEANING HORSES AND CARTS.

Class 108 (horses and carts of the New York Street Cleaning Department; first prize, $50; second prize, $25; third prize, $10)—First, Borough of Manhattan's gr. g. Dave; second, Borough of Brooklyn's br. g. Dandy; third, Borough of Manhattan's sr. g. Duke; fourth, Borough of The Bronx's b. g. Jack.

HORSES SUITABLE FOR CAVALRY SERVICE.

Class 106 (geldings, not under four years old, from 15.1 hands to 16 hands; first prize, $150; second prize, $75; third prize, $35)—First, Thomas Hitchcock, jr.'s, ch. g. Foxhunter, ridden by John Lambert; second, Edwin H. Weatherbee's ch. g. Majesty, ridden by Julian Morris; third, James A. Davis's br. g. Randolph, ridden by Harry Loder; fourth, Lieutenant Frank R. Barrett's ch. g. Nadab, ridden by Lieutenant Frank R. Barrett.

EVENING AWARDS.

HARNESS HORSES.

Class 27 (mares or geldings, over 15.2 and not exceeding 16 hands; first prize, $150; second prize, $75; third prize, $35)—First, Irvington Farm's b. m. Belle of Irvington, driven by W. D. Henry; second, W. A. Jamison's blk. m. Jet, driven by John Murray; third, Paul Sorg's ch. g. Red Oak, driven by Paul Sorg; fourth, Fairmont Farm's ch. m. Moonshine, driven by Frank Winterbottom.

CHAMPION SADDLE HORSES.

Class 71 (horses having taken a first prize in classes 62, 64, 66 and 68 at this show, and horses having won a first prize in heavy weight saddle horse classes in previous years; first prize, $100 in money or plate; a reserve ribbon to second)—First, Mrs. W. A. McGibbon's The Cardinal, ridden by Mrs. W. A. McGibbon; reserve, T. H. Talmage's The Herald, ridden by W. G. McElwaine.

SADDLE HORSES.

Class 72 (only horses having taken a first prize in classes 63, 65, 67, 69 and 70, and to those having taken a first prize in the middle or light weight saddle horse classes in previous years; prize, $100 in money or plate; a reserve ribbon to second)—First, Harvey Ladew's ch. s. Robador, ridden by Emil Anthony; reserve, George Watson's ch. g. Dr. Crockett, ridden by George Watson, jr.

CHAMPIONSHIP CLASSES.

Class 42 (harness horses, over 14.2 and not exceeding 15.2 hands, having taken a first prize in single harness at this or any of the association's previous shows; prize, $100 in mgney or plate; a reserve ribbon to second)—First, Fairmont Farm's ch. m. Kitty Grey, driven by Frank Winterbottom; reserve, Fairmont Farm's ch. m. Ringing Bells, driven by Mrs. Watson.

Class 44 (champion prize; pairs of harness horses, not exceeding 15.2 hands; prize, $100 in money or plate; reserve ribbon to second)—First, Lord Baltimore and My Maryland, Fairmont Farms, W. Va.; reserve, Kitty Grey and Norena, Fairmont Farms.

Class 45 (champion prize for pairs of harness horses over 15.2 hands; prize, $100 in money or plate; reserve ribbon to second)—Winner, Hamlet and Hertes, Alfred G. Vanderbilt; reserve, Ben Hur and Patrol, George Watson, jr.

MEADOW BROOK HUNT.

Foxes Get Away from the Hounds—Autos Skirt the Course.

Hempstead, Long Island, Nov. 14 (Special).—Three large red foxes were started to-day in the run of the Meadow Brook hounds, but owing to the ground being dry, the pack were not able to trail fast, and the foxes all managed to get to earth before the hounds could get them.

R. N. Ellis had charge of the pack, which were all American hounds, and, with a dozen persons in the saddle, drew first cover near Cold Spring, where, after a short time, the hounds jumped a big Reynard, which went to view at once, with the pack lined out fifty yards behind. The field had a good run of four miles, and good jumping before the fox got away.

Two other foxes were started, but after a short run were driven to earth and the run ended without a kill being made. The last two foxes were driven to Jericho and East Norwich.

Those who followed the hounds were Mr. and Mrs. R. N. Ellis, Frank Gray Griswold, Mrs. Frederick Swift, Miss Canfield, Malcolm Stevenson, Henry L. Stevens, Lawrence Smith, and the huntsman, John Leiper.

In the afternoon there was a run with the English drag hounds, the meet being at Sea Cliff. The line led from the meet to Chicken Valley, over some of the roughest country to be found on Long Island, nearly all the jumps for three miles being uphill. The check was at Chicken Valley, and from there the pack ran westward over the stiff four and five rail fences of the E. D. Morgan, Frederick Okie, Osgood Pell and Harry Payne Whitney places and then turned and led northward over the Griffith place and through the woods to the Samuel Willetts place and on to the Bull's Head Hotel, where the run ended.

The run was often near the roads, and fifty automobiles crowded the highways in a race to be and stay in a good position to see all the jumping.

Beverley Robinson, Miss Cornelia Bryce, Hamilton Hadden, Robert F. Potter, Mrs. Reginald Brooks, Mrs. James A. Burden, Douglass Campbell, H. M. Earle, Louis Neilson, M. Caswell, Malcolm Steevnson, J. P. Grace, J. E. Cowdin and the huntsman, Mr. Hanlon, managed to keep well up with the pace.

The huntsman and Louis Neilson had a collision just after the check in clearing a stiff fence, and they came down together. They were not injured.

INDOOR SEASON BEGINS.

Knights of Columbus Hold Games in 69th Regiment Armory.

The indoor athletic season of 1908 was formally opened last night, when the Knights of Columbus Athletic Association held a successful set of games at the 69th Regiment Armory. Although not more than a dozen of the well known athletes of the metropolitan district competed, the form they showed was good, all the races, especially the dashes, being run in fast time, despite the cold in the armory. The feature race of the evening was the quarter-mile run, handicap, open to members of the Knights of Columbus, in which all the athletes entered are prominent in this borough. Julian Murphy, of the Irish-American Athletic Club and San Salvador Council, was virtually the scratch man, and, although he tried his utmost to overcome his clubmate, Billy Keating, with an 8-yard handicap, he finished two yards back of him, being all in at the finish. W. C. Ball was a close third. The time, 47 4-5 seconds, was considered excellent for a twelve-lap track. L. B. Dorland, the fast Pastime runner, outran all his opponents. One rival, J. McEntee, a fast middle distance man of the Mercury Foot Club, was forced to quit by the fast going. Dorland going the distance in close to 50 seconds, winning by about ten yards. Martin J. Sheridan competed in the shot putting event, but could not overcome the liberal handicaps, the winner being H. Meyer, of the Irish-American club. The New York Athletic Club managed to capture the first two places in the running high jump, handicap.

YANKEES TO TRAIN AT MACON.

A. M. Nahon, secretary of the New York American League team, announced last night that he had completed arrangements to have the Yankees train at Macon, Ga., the coming season. The men will leave for the training quarters early in March.

CRESCENT SHOOTERS OUT.

Improvements Planned for Traps at Bay Ridge Grounds.

After being absent from the Bay Ridge grounds for a year, the Crescent Athletic Club gunners returned to their home traps yesterday afternoon. Despite the bad light and inclement weather, there was a representative gathering, although the notice given was extremely short. Plans are being made to secure an additional set of traps, and also to build a small clubhouse directly behind the traps.

The gunners now shoot diagonally across the upper field, and, with the high board fence which surrounds the grounds, ample protection is afforded. Those present yesterday were most enthusiastic, and everything points to a successful season. Shooting will be held every Saturday and on all holidays. In yesterday's contests the winners were W. C. Damron, two events; W. W. Peabody and F. B. Stephenson.

The scores follow:

TROPHY SHOOT—HANDICAP—15 TARGETS.

Name.	H'cap.	Total.	Name.	H'cap.	Total.
W. C. Damron	1	13	A. E. Hendrickson	1	9
J. S. Ernst	2	11	Dr. J. J. Keyes	—	9
H. M. Brigham	—	11	W. W. Peabody	—	7
Dr. R. C. Williams	3	11	W. W. Marshall	3	6
F. B. Stephenson	—	10	H. Werlemann	4	5

TROPHY SHOOT—HANDICAP—15 TARGETS.

W. C. Damron	1	14	Stephenson	—	11
W. Stake	3	13	Brigham	—	11
Dr. Keyes (p)	—	13	Dr. Raynor	3	11
Hendrickson	1	12	Werlemann	4	10
F. W. Moffett	—	12	F. Hall (p)	—	10
M. V. Lenane (p)	—	12	Marshall	3	8
C. A. Lockwood	2	12	Peabody (p)	—	8
Ernst	2	12	S. P. Hopkins (p)	—	8

MONTHLY CUP—HANDICAP—25 TARGETS.

W. W. Peabody	4	25	A. E. Hendrickson	2	20
H. M. Brigham	—	24	Dr. Hopkins	4	20
R. E. Fox	6	23	F. W. Stake	5	18
W. C. Damron	2	22	J. H. Ernst	4	17
A. G. Southworth	—	22	Dr. Raynor	5	16
F. W. Moffett	—	22	H. Werlemann	6	16
F. B. Stephenson	0	21	W. W. Marshall	3	15
C. A. Lockwood	8	21			

SCRATCH MATCH—15 TARGETS.

F. B. Stephenson		13	C. A. Lockwood		9
F. W. Moffett		12	H. M. Brigham		7
A. G. Southworth		11	W. W. Peabody		7
A. E. Hendrickson		10	M. V. Lenane		6
F. Hall		10	W. C. Damron		5
R. E. Fox		9	H. Werlemann		5

MERCURY MEN WIN TEAM MATCH.

Defeat Fort Washington Gun Club at Targets at Travers Island.

The feature of the shooting yesterday of the New York Athletic Club at Travers Island was a seven-men team match against the Fort Washington Gun Club. The contest was at fifty targets, and the New York Athletic Club men won by a total of 285 to 243. Hodgman was big gun for the victors, while Bradley was high for the visitors. F. Hodgman, S. Scott, Dr. Crowe and W. J. Elias were the winners, respectively, of the four contests which were shot off. The light was exceptionally bad, but high scores were made, despite this handicap. The results follow:

PRACTICE SHOOT—25 TARGETS—SCRATCH.

F. Hodgman	24	H. Bostwick	22
Dr. Crowe	23	G. F. Pelham	21
W. J. Elias	22	S. Scott	21
O. C. Grinnell	22	G. W. Kuchler	21

NOVEMBER CUP—HANDICAP—25 TARGETS.

Name.	H'cap.	T'tl.	Name.	H'cap.	T'tl.
S. Scott	2	25	H. Bostwick	1	23
G. F. Pelham	0	24	F. Hodgman	0	22
W. J. Elias	2	24	O. C. Grinnell	1	22
Dr. Crowe	2	23	G. W. Kuchler	1	19

SAUER TROPHY—HANDICAP—25 TARGETS.

Dr. Crowe	2	25	G. W. Kuchler	1	22
O. C. Grinnell	1	24	F. Hodgman	0	22
W. J. Elias	2	23	G. F. Pelham	0	21
H. Bostwick	0	23	S. Scott	0	20

STOLL CUP—HANDICAP—25 TARGETS.

W. J. Elias	2	25	G. F. Pelham	0	22
S. Scott	1	23	G. W. Kuchler	1	22
Dr. Crowe	1	23	O. C. Grinnell	1	21
F. Hodgman	0	22	H. Bostwick	0	19

TEAM SHOOT—50 TARGETS.

FORT WASHINGTON.	1st 25.	2d 25.	Ttl.	NEW YORK A. C.	1st 25.	2d 25.	Ttl.
Bradley	19	21	40	Hodgman	22	21	43
Small	20	17	37	Elias	23	18	41
W. Hyde	19	14	33	De Wolfe	23	17	40
Paxter	20	17	37	Grinnell	20	22	42
C. Hyde	20	17	37	Kuchler	22	16	38
Duss	13	13	26	Crowe	21	18	39
Walsh	19	14	33	Scott	22	20	42
Total			243	Total			285

DROUILLARD QUITS CHECKER MATCH.

Kansas City, Mo., Nov. 14.—Charles Francis Barker, of Boston, is still champion checker player of America. J. P. Drouillard, of Kansas City, the only serious contender for the championship title, last night admitted himself hopelessly outplayed in the series of games for the title. He resigned the match and the $2,000 purse. The final score was ten games to two in the champion's favor, with thirty-one games drawn.

BELLARS WINS TITLE

LEE LEADS THE JUNIORS.

Big Fields Race for National 'Cross-Country Championships.

Fred Bellars, of the New York Athletic Club, and James J. Lee, of the Boston Athletic Association, were the individual winners yesterday of the senior and junior national 'cross country championships, respectively, of the Amateur Athletic Union, run over the toughest kind of a course at Celtic Park, Long Island. Both these men left no doubt of their class and ability in hill and dale running, each winning his event by about two hundred yards, after leading from start to finish.

From a spectacular point of view, the event for juniors far excelled the competition among the veterans. There were sixty-seven starters in the event for the youngsters, while only eleven of the more experienced men braved the cold, raw wind and drizzle for the senior title. However, these eleven men were past masters at the game, and furnished a much more even contest.

Bellars, who won the race a year ago, was the favorite for the senior championship. Pitted against him were the crack distance men of the Irish-American Athletic Club. Jack Elsele and Win Bailey, the other Mercury Foot stars, were missing when the starter lined up the men at the beginning of the hundred-yard dash in Celtic Park. Before the pistol was fired it was a foregone conclusion that the club championship would be won by the Irish club, for Bellars's team mates were not in a class with him, and so he was entered for individual honors.

Right at the start Bellars went to the front, and stayed there to the end of the six miles, which had to be run over a winding course over hills, down valleys and through ploughed fields. Bellars never faltered, and increased his lead on each lap, finishing with plenty in reserve in 34 min. 15 2-5 sec. Following him came John Joyce, of the Irish-American Athletic Club, who ran a fine race and easily defeated John Daley, Harvey Cohn and George Bonhag, his clubmates, who trailed in in that order.

The order of finish in the senior event follows:

SENIOR CHAMPIONSHIP.

Finish.	Name and club.	Time.
1	F. Bellars, New York A. C.	34:15⅘
2	John Joyce, Irish-American A. C.	35:12
3	John Daley, Irish-American A. C.	35:30
4	Harvey Conn, Irish-American A. C.	35:32
5	George Bonhag, Irish-American A. C.	35:49
6	Tom Collins, Irish-American A. C.	35:59
7	J. F. Crowley, Irish-American A. C.	36:12

It was a great sight when the pistol was fired and the