

LAWN TENNIS POPULAR. SUCCESS MARKS SEASON. William A. Larned Stands Out in a Class by Himself.

The growing popularity of lawn tennis and the success of the last season afford general satisfaction among the players. This in itself made...

Larned's skill is undiminished, and yet there are many able followers of the game who are not willing to accord him the place of being the greatest player of the racket that America has produced...

Next to Larned the players who were prominent during the season were Boals C. Wright, Frederick A. Alexander, Harold H. Hackett, William J. Clothier, Robert L. Roy, Edward W. Torrance, Jr., Irving...

A summary of the leading tournaments of the season follows: CHAMPIONSHIP TOURNAMENTS. National indoor championships, New York, February...

Women's national championships, Philadelphia, June 2 to 5. Misses M. W. Wright, Miss M. W. Wright, Miss M. W. Wright...

Men's national championships, Philadelphia, June 2 to 5. W. A. Larned, W. A. Larned, W. A. Larned...

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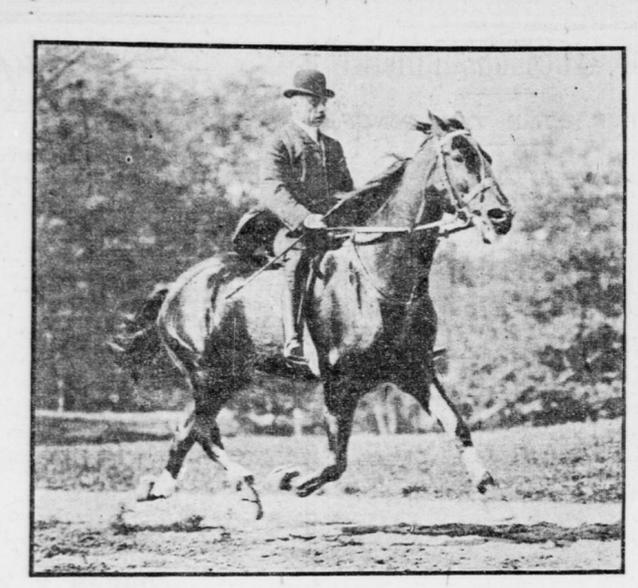
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C. K. G. BILLINGS RIDING HIS TROTTER TURLEY.



To Race Trotters Under Saddle

C. K. G. Billings Establishing Stable to Revive Custom of Seventy-Five Years Ago.

Through the efforts of C. K. G. Billings a new era in horse racing may soon be ushered in. Seventy-five years ago trotters were commonly raced under saddle. It was as customary a thing to ride a horse at that...

Next in speed comes the brown gelding Turley, 2:07 1/2, which is also a Grand Circuit favorite and proved invincible in the hands of Ed Geers, Charlie Mac, 2:07 1/2, was the first fast trotting saddle horse that Mr. Billings owned...

Now a reversal to the old custom is apparent, not through any public upheaval of reform, but through the recognized leadership of an American horseman whose stables have been famous for the last decade. A few years ago there was no more enthusiastic devotee of the light harness horse than C. K. G. Billings...

Besides the world famed Lou Dillon, 2:01, there was the wonderful brown gelding The Monk, 2:04 1/2, conceded to have been the greatest trotter that ever competed in the Speedway brushes. Among the side-wheelers Bumps, 2:03 1/2, was practically invincible. Lucille, with a record of 2:07, has the distinction of having beaten the Speedway King, Cobweb...

He has at the Durland Riding Academy five with records better than 2:10. Tempus Fugit, known to turf followers as the "cream puff trotter," heads the list. He was campaigned in the Grand Circuit last year by Ed Geers, making a record of 2:07 1/2, and was considered the best young trotter of the season...

DRISCOLL WOULDN'T RUN. MAY RACE IN MEXICO.

Refused to Compete in Armory Games Without Spiked Shoes.

Much disappointment was caused at the annual games of the 68th Regiment Athletic Association last evening by the refusal of M. P. Driscoll, of the Mercury Athletic Club, who won the two-mile indoor championship of the armory, to compete in the two-mile handicap because he was not allowed to wear spiked shoes. His failure to run took much of the interest out of the race, as Thomas J. Collins, of the Irish-American Athletic Club, who won the five-mile indoor championship at the same meet, was expected to give him a battle royal...

The race was interesting, however, and was won by G. J. Obermyer, of the National Athletic Club, by five yards, with Charles Muller second and E. Fitzgerald, of the Holy Cross Lyceum, third, in a hot finish. The winner's time was 3 minutes 30 1/2 seconds. The fact that James Crowley, who won the Yonkers Marathon race on Thanksgiving Day, was a contestant in the half-mile run closed to the members of the regiment, in heavy marching order, added considerable interest to the contest. Probably the weight was too much for Crowley, for he couldn't finish in the money. The race was won by H. J. McMahon, of Company I.

The meet was well conducted and furnished lots of excitement to the crowd. The 1,000-yard run was captured by M. P. Geis, of the Holy Cross Lyceum. The one-mile regimental relay race went to the first team of the 22d Regiment.

One-mile run (handicap)—Won by A. Raines, Company I (10 yards), 10:30. Second, J. J. Dwyer, Company I (10 yards), 10:45. Third, J. J. Dwyer, Company I (10 yards), 10:55. Sixty-five yard dash (handicap)—Won by J. J. Mullaly, 1:15. Second, J. J. Dwyer, 1:16. Third, J. J. Dwyer, 1:17. Three-hundred yard run (handicap)—Won by R. Frisby, Company I (4 yards), 5:30. Second, J. J. Dwyer, Company I (4 yards), 5:35. Third, J. J. Dwyer, Company I (4 yards), 5:40.

Two-hundred yard run (handicap)—Won by Matthew P. Geis, Holy Cross Lyceum (4 yards), 4:15. Second, W. A. Larned, Holy Cross Lyceum (4 yards), 4:20. Third, W. A. Larned, Holy Cross Lyceum (4 yards), 4:25. Six-hundred yard run (handicap)—Won by H. McMahon, 1:20. Second, J. J. Dwyer, 1:21. Third, J. J. Dwyer, 1:22. Eight-hundred and forty yard run (novice)—Won by J. W. Richmond, New York A. C. (2 yards), 1:15. Second, F. P. McNally, A. O. A. (2 yards), 1:16. Third, F. P. McNally, A. O. A. (2 yards), 1:17.

SUNDAY SCHOOL GAMES. Five Hundred Competitors Race in 14th Regiment Armory.

More than five hundred youngsters competed in the annual indoor games of the Sunday School Athletic Association, held at the 14th Regiment Armory, in Brooklyn, last night. A long programme, consisting of more than fifteen running races and seven field events, proved interesting and exciting to the several thousand spectators present.

The 70-yard handicap hurdle race, open to members of the 14th Regiment, was close, and was won by W. A. Raleigh, of Company D, starting from scratch. Sixty-yard dash (junior, handicap)—Won by A. Whitlock, 1:15. Second, J. J. Dwyer, 1:16. Third, J. J. Dwyer, 1:17. Fifty-yard dash (junior, handicap)—Won by A. Whitlock, 1:10. Second, J. J. Dwyer, 1:11. Third, J. J. Dwyer, 1:12.

YALE BEATEN BY C. O. N. Y. The basketball team of the College of the City of New York defeated Yale last night. The fast playing of the local team was a big surprise to the Yale fans, and the Blue was outclassed at every point. A big crowd saw the game.

FOR UNIFORM AUTO LAW MR. TERRY MAKES REPORT.

National Grange Interested in Proposed Legislation.

At the annual meeting of the directors of the American Automobile Association last week, much interest was taken in the report of Charles T. Terry, chairman of the legislative board. Since then the report has been printed and will be sent to clubs all over the country. According to Mr. Terry, plans are progressing for a federal automobile registration law and a uniform state motor vehicle law. He brought out that there is a marked change in the attitude of farmers toward the automobile and that the cause of good roads had been materially strengthened during the year.

The report says in part: So far were the representatives of the Grange at the Buffalo convention convinced of the feasibility and desirability of the federal registration law, that they have secured the support of the National Grange, and the American Automobile Association, for a uniform state motor vehicle law, that while such representatives could not speak for the National Grange, they are willing to support the States, devote its best efforts to aid and enlist the co-operation of all its constituent and affiliated bodies in the movement for good roads, and the federal aid, or through both federal and state aid, and that the two last named organizations, the National Grange and the American Automobile Association, authorized at its convention to be held in Washington, in November, 1908, shall put forth their united effort to secure the enactment of a uniform state motor vehicle law prepared by the American Automobile Association, and the enactment of the federal automobile registration law, and to that end, that each of these three national organizations, so far as they are authorized by their respective organizations, instruct its state bodies and its state representatives to give constant and persistent aid in the respect to the measures in question.

Mr. Terry later appeared before the National Grange convention at Washington on November 18, and in this he says: The Grange declared an open season for the expression of opinion on a description of the bill and the arguments in support thereof. Your chairman was assisted in this regard by the presence of a young man with close attention by as clearheaded and as thorough and intelligent an assemblage as I have ever seen.

What fruit may be borne of these efforts may perhaps be judged by a quotation from the words of the National Grange, in an interview printed in "The Washington Times" of November 19, 1908, spoke as follows: "The attitude of farmers toward the automobile has seldom been more stringently illustrated than at the meeting of the legislative committee of the American Automobile Association, held at Washington, D. C., on November 18, 1908, on the subject of federal auto license."

After explaining the work that has been accomplished toward securing a uniform state motor vehicle law and the purpose of securing good roads, Mr. Terry quotes President Batchelder of the National Grange as indicating the extent to which the farmers are becoming informed and getting interested. In a speech before the convention of New England Governors Mr. Batchelder said:

Closely allied to the question of good roads is the question of the regulation of the use of the highways by automobiles. The experience of the last six or seven years has shown that the present laws are not only defective, but that they have resulted in a great many complications tending to discourage even the orderly use of the roads. It is evident that from the point of view from which I address you, that concerted action should be taken by the States to remedy this situation by imposing regulations so stringent that they could not be evaded.

It is probable that within a week President Ebbets will have selected a manager for his team, and the mantle of authority will be passed to the new manager. Ebbets has been selected last season with the Boston team. If Dahlen is selected he will undoubtedly play, as he would fill a big gap in the Superbas' infield as well as bolster up the team's batting average. He would be one of the few player-managers connected with a major league team. Present Ebbets would be expected to have him take hold of the team, and Dahlen is anxious for the berth, as Brooklyn is his home borough.

PICKED UP ALONG AUTOMOBILE ROW. Buick Car Attracts Interest—Haupt to Handle Herreshoff Machine.

Walter Hale, the actor, is an enthusiastic automobilist, and has done considerable touring in Europe. He recently bought a new Studebaker runabout, in which he plans to tour Spain and France early this spring.

Since the Buick car came in second in the light car race at Savannah a great many persons have visited the saleroom, in upper Broadway, where the little machine is shown. The Buick car was only six minutes behind the foreign car which won the contest, and had to stop four times on the track while the winning car had no tire trouble. The car averaged 67 miles an hour.

Chevalier Cesare Conti, the banker of this city, has received a cable message, in answer to one he sent to Italy, from Tonza Zaglia, one of the Italian ministers, reading that the King was highly pleased with the victory of the Fiat car in the Grand Prix race and the Lancia car in the light car race.

J. M. Gilbert, of the Continental Caoutchouc Company, of New York, has received the official figures of the Brooklands, an ordinary electric car, in the London race, the 60-horsepower record car, built in Brazil, car, fitted with Continental tires, made a record at speed of 107.75 miles an hour. He also made a new half-mile record of 18.6 miles an hour.

AUTO SHOW IN PALACE. Plans Made for an Elaborate Decorative Scheme.

Following its established policy in giving exhibitions to the automobile show, which opens New Year's Eve in the Grand Central Palace, the show committee of the American Motor Car Manufacturers' Association has paid unusual attention to the decorative scheme, with the result that the Palace will contain without exception the most elaborate display ever seen at any similar exhibition.

The main auditorium will have its ceiling covered with a fabric, atmospheric blue in color, which, combined with lattice work, boxes and urns of flowers and grotto plants, will give to the gallery a hanging garden effect. At the end of the hall now taken up by a part of the stage a real garden will be formed by bay trees, orange trees, and a number of singing birds in flower, together with a number of singing birds in flower, together with a number of singing birds in flower, together with a number of singing birds in flower.

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JENKINS, WELL KNOWN JOCKEY, DEAD. San Francisco, Dec. 5.—Clem Jenkins, who several years ago was one of the leading jockeys in this country, died at the San Francisco Hospital today from an aneurism of the aorta. He was thirty-four years of age. Among his employers when he rode in Europe were King Edward and Emperor William.

It was after riding with great success on the California tracks and around New York that Jenkins went abroad. His record of riding nineteen winners in one week has never been equaled. This record was made on the Tanforan track, when Prince Poniatowski conducted the racing at that place.

MILLIONS IN LONDON'S CHURCHES. A century ago there were one hundred churches within "the square mile" of London City. Now there are little more than half that number. The city is being built up, and the old churches are being demolished and the funds thus liberated employed in church work elsewhere. The site of the old St. Dunstons Church, in Fleet Street, is said to be worth \$300,000, while that of St. Michael's, Cornhill, is valued at no less than \$500,000. St. Peter's, Cornhill, stands on equally valuable ground. The aggregate site values of the thirty churches which it is proposed should be incorporated with other parishes is put down at \$5,000,000.—The Biltmore.

MARQUARD'S FINE RECORD

Young Giant Pitcher Struck Out 250 Batters in Minor League.

Official averages of the American Association for the season of 1908, issued yesterday, furnish some interesting data to New Yorkers who have followed the records of the new recruits obtained last season by the New York Giants. Two of the players obtained by John McGraw for the Giants from the American Association last year were Rube Marquard, who was reported to have cost the New York Baseball Club \$11,000, and "Bull" Durham. They are both pitchers, and great things were expected of them, but both had their chance last September in a double header against Cincinnati at the Polo Grounds, when a victory was a mighty prelude to achievement, and both were found wanting.

Marquard was pitched by the West as an "iron man" and a great puzzle to batsmen. Durham's name was also raised to the sky, but neither of them showed anything. McGraw is still satisfied with them, and expects to send them to the post next season, trained to take their regular turn in the box and win big battles.

Durham was in thirty-five games in the American Association last season, part of the time with Louisville and the rest with Indianapolis. Some of these games did not count in his record, as he pitched only an inning or two. He led the league pitchers with nineteen victories and seven defeats for an average of .731. In fielding he pitched sixty-four games, with twenty-one put-outs, sixty-two assists, and a fielding percentage of .986. Though he struck out seventy-eight batters, he was also pretty well, for eighty-one men got their bases on balls and he hit five players.

Rube Marquard officiated in forty-seven games, the greatest number of any pitcher in the league. His forty-seven games were made up of twenty-eight and nine, making his record .596. He had thirty put-outs and ninety-two assists to his credit, and nine errors to his discredit, giving him a fielding percentage of .946.

During the season 1,259 batters faced Marquard. Of this number 234 got hits, leaving ninety-nine who were assisted by the pitcher in the number of strike-outs, and his record compares favorably with that of Christy Mathewson, who led the National League twirlers with 259 strike-outs. Marquard made the exceedingly fine record of 250 strike-outs. His control was far from as good as that of Matty's, however, for he passed up thirty-two close plays as the training headquarters, and the Dodgers will leave this city the last week in February or the first week in March.

The first exhibition game will be played at Jacksonville on March 13. Beginning on March 15 games will be played every other day until the 27th, when the team will be divided. The schedule is arranged as follows: March 13—16, 18, 20, 22, 25 and 27—Jacksonville, Fla. March 29—16, 18, 20, 22, 25 and 27—Jacksonville, Fla. March 30 and 31—Macon, Ga. (second team). April 1, 2 and 3—Birmingham, Ala. April 4, 5 and 6—Mobile, Ala. April 8, 9 and 10—Nashville, Tenn. April 11—Terre Haute, Ind. April 12—Indianapolis, Ind. (second team). April 12—Indianapolis, Ind.

SUPERBAS' SOUTHERN SCHEDULE. Brooklyn Will Play First Exhibition Game at Jacksonville on March 13.

Though the Brooklyn Baseball Club is still without a manager to lead the Superbas next season, President Ebbets is the first in the field with a schedule of exhibition games for his spring trip to the South. Jacksonville, Fla., has been selected as the training headquarters, and the Dodgers will leave this city the last week in February or the first week in March.

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AUTO RACE IN CUBA CALLED OFF.

At a meeting in this city yesterday it was decided not to hold the proposed automobile race in Havana, Cuba, on January 25 as planned. The International Automobile Association of Cuba had applied to the Automobile Club of America for a sanction.

Owing to the fact that most of the foreign drivers who came to Savannah in the Grand Prix race on Thanksgiving Day were compelled to return home, and to the fact that most of the trade would be busy until near the time set for the race on the automobile show, it was thought advisable to call the contest off.

STARTING AUTOMOBILE BARGAINS

We've over 300 new used cars on our floors ready for your inspection. We've no interest in pushing any make of car, we have sold our spot cash only. We pay no commission to salesmen. Our sole mission is to sell them at the smallest possible profit.

WE ARE TO-DAY THE LARGEST DEALERS IN NEW AND USED CARS IN THE WORLD. It must be distinctly understood these cars are here to-day (Sunday). They may be gone to-morrow (Monday). We cannot duplicate them.

1908 PACKARD ROADSTER—As good as the day it left the factory, it has been less than 1,500 miles, and has been refinished. It has a fine equipment, consisting of gas lamps, treadle brakes, trunk rack, horn, etc. A snap at—\$3,000.00. 1908 TWO CYLINDER BUICK TOURING CAR—Excellent condition. It has been less than 1,000 miles on the market. In exceptionally fine condition. We advise quick action. 1907 FORD—Thoroughly up to date in every way. Has been overhauled and refinished. Excellent condition. \$1,000.00. 1906 THOMAS SEVEN PASSENGER TOURING CAR—A very powerful motor. Overhauled. \$1,000.00. ABSOLUTELY NEW 1907 GREEN TOURING CAR—It is a snap at—\$1,000.00. 150 of these machines and they have given universal satisfaction. At the price we know you will be satisfied. \$1,000.00. 1905 PACKARD—Similar to the 1907 model in construction. It is a snap at—\$1,000.00. OLDSMOBILE ROADSTER, 1907 model, with rumble seat. One of the popular high priced cars. It is a snap at—\$1,000.00. 1907 WHITE TOURING CAR—It is a snap at—\$1,000.00. 1908 WHITE TOURING CAR—It is a snap at—\$1,000.00. 1908 WHITE TOURING CAR—It is a snap at—\$1,000.00.

WE ARE SELLING THE USUAL \$225.00 STEPHEN SPARE WHEELS AT THE USUAL \$100.00. BRAND NEW GUARANTEED ONLY HERE AT THIS MOST UNUSUAL PRICE. TIMES SQUARE AUTOMOBILE CO. Auto Supplies and Tires. We sell everything pertaining to the Automobile. MAIN OFFICE: 1,597-1,599 BROADWAY, New York City. Chicago Branch, 1,322-1,324 Michigan Ave.

PAWLING BEATEN AT BASKETBALL. The Collegiate School of this city, defeated Pawling School at basketball yesterday by a score of 29 to 18.

EMPIRE TIRES. 73D ST. AND BROADWAY. Tel. 2347 Col. FOR SALE—LARGE 7 PASSENGER MODEL, 40 H.P. Limousine, Pierce, perfect condition; almost new. Cost over \$6,000.00. Cash \$3,300.00. Address J. A. KETCHUM, Hotel Latham, 28th St. and 2d Ave.

RACING AND THE AUTO

END CAME AT SAVANNAH.

Leading Drivers Opposed to the Motor Parkway Course.

Interest in the automobile sporting world, as differentiated from the commercial side of the industry, will be done here for some months to come, until the season of 1909 gets under way with the stock car race, which will probably be renewed at Savannah next March. Strang, in an Isotta car, won this race last March, and whatever else was left unaccomplished after the Automobile Club's races in Thanksgiving week it was easy to see that the Savannah Automobile Club, under the able leadership of Mr. Hatley, its president, would make sure of a stock car contest in the spring.

Automobile is primarily an outdoor sport, of course, and such it must always remain. That really entails a period of hibernation, for the day of speed tests at a mile or a kilometre is passing, and with that day must pass the race that drew thousands to the beaches of Florida and Cuba. Road races, testing endurance as well as speed, are in order, and even in the international races conducted and to be conducted here and abroad under the rules promulgated by the Association of Recognized Automobile Clubs the constant tendency is, and for some time has been, toward the evolution of a touring car, with a question of time for the racing car will have to be a stripped touring chassis, with a racing body, and the evolution of the racing car is justifying now, by its approximation to stock models, all the racing that has been going on.

The American racer that won the Vanderbilt Cup this year, was barred, under cylinder limitation rules, from competition with the specially built racers of Europe, and few are disposed to question the merits of the rules now that the Grand Prix race has passed. The freedom from structural defects revealed in that contest shows the advance the manufacturer has made toward perfection, and the speed attained on a course much harder to negotiate than the specially planned Vanderbilt circuit must reveal much to any thoughtful student of conditions in the co-ordinate sections of the automobile world, the sporting and the commercial sides.

Next year the cylinder bore of the cars that will race for the Grand Prix will be smaller than this year, in all probability, and the ideal of a racing engine that can be used in a different body for touring purposes seems to be near realization. The ultimate object is to develop a car that will stand up to any sort of usage, and the road race serves as a valuable proof in this connection. It provides the ability of a car to run at high speed over ordinary roads for a distance of several hundred miles. It may be taken as certain that the Automobile Club of America will conduct another race for the Grand Prix next year. It may be taken as equally certain that foreign cars will be entered, if the prospective entrants can obtain their accustomed drivers, men like Wagner, Hemery, Nazare, Hamilton, Erie, Fournier, Strang, Heath, Rose, and De Palma, and all the rest. They will be new drivers, as the training headquarters, and the Dodgers will leave this city the last week in February or the first week in March.

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