

AUTO SHOW FEATURES BIG INTEREST IN CARS.

Many Carriage Dealers Ask To Be Represented at Palace.

While there has been some minor discussion about the advisability of discontinuing automobile shows, such condition confronts the American manufacturer, as the interest displayed in the "Great White Auto Show," which will open in Grand Central Palace on New Year's Eve, is greater than ever.

The fact that it is now almost fifteen months since the last show was held seems to have whetted the public's appetite. This year, in addition to the regular automobile trade, there will be carriage and wagon dealers from all parts of the country who, hereafter, will add the motor car to their horse drawn vehicle stock, and the combination of a good one will be shown by the increased demand for cheap and moderate priced cars during the next twelve months.

An indication of the interest of the carriage trade in the Grand Central Palace show is shown by requests from the carriage dealers for courtesies similar to those extended to the automobile dealers. Hundreds of big carriages, light trucks and motor cars will be shown by the number of their well equipped salerooms and wide assortments by the buying public it is contended that they will make excellent agents for motor cars and accessories.

Feeling that they are entitled to consideration as so important a show as the Palace affair, the carriage dealers have decided to extend the courtesies of the show to twenty-two hundred carriage dealers who have a rating of \$50,000 or more. This, together with the regular automobile dealers, indicates a record breaking attendance of tradesmen at the big exhibition.

Another interesting feature of the show is the number of military shows which will be shown by the number of their types of "buggyabouts" and the many improvements embodied in the 1909 cars, particularly in the moderate priced division of machines selling for \$2,000 or under.

That the trade is not alone in its desire to see the 1909 models shown by the interest displayed by the army and engineers engaged in other mechanical lines and for their benefit special nights have been set apart so that they can study the cars at their leisure.

Military night has been set for Friday, January 3, when the leading United States army officers of the Governor's Island, Fort Schuyler, Fort Wadsworth and Fort Hamilton will attend in a body. Many of them saw what an ordinary touring car could do in the way of courier and dispatch work at the Fort Plain maneuvers last summer, and they see the majority of army officers would like to see the motor car and tractor trains employed by the army and used abroad for some years.

The Governor's Island officers who have accepted invitations include Major General Leonard Wood, Lieutenant Colonel Louis Brockmeyer, Lieutenant Colonel George P. Scribner, Major James W. Kimball, Colonel J. G. D. Knight, Colonel James S. Albion, Major J. S. Mallory, Colonel H. O. S. Retland, Colonel W. H. C. Bowen, Lieutenant Colonel Robert F. Ames, Colonel O. B. Mitchell and Colonel Rogers Birnie.

The Fort Schuyler contingent includes Lieutenant Colonel Albert C. Elmt, Chaplain Ruter W. Springs, Captain Terence E. Murphy and Captain Charles L. J. Frohwitter.

From Fort Wadsworth will come Major W. G. East, with Captains Plisterer, Scott, Greig and Gordon, while Fort Hamilton will be represented by Major Herman C. Schuman, Major William H. Whitson, Captain J. H. Jenkins and Major.

Engineers' night has been set for January 4, and visitors have been extended not only to the engineers connected with the American Motor Car Manufacturers' Association, the American Automobile Association and the National Association of Electrical Engineers, but also to the members of the Electrical Engineers, the American Institute of Electrical Engineers, the American Society of Mechanical Engineers and the Society of Automobile Engineers.

Another interesting attraction in the foreign car division will be the light car race at Savannah, which will be the light car race at Savannah, while the attractive feature has been added to the decorations in a beautiful figure of Mercury.

That the coming Palace show will be thoroughly up to date in every particular is shown by the fact that Fred W. Bent, whose military orchestra will furnish the light car race, will include a band and a marching band called the "International," a lively two step entitled "Around the Jericho Turnpike," a waltz gallop named the "Last Lap," and a waltz appropriately named the "1908 Model."

DECORATIONS A FEATURE. Garden Automobile Show Will Excel All Its Predecessors.

INTERCOLLEGIATE CHESS.

Make-up of the Yale, Harvard and Princeton Teams.

A Stable of Blue Ribbon Winners Judge Moore's Record at Chicago Rarely if Ever Equalled at Any Horse Show in This Country.

Judge William H. Moore, who headed the list of winning owners at the Chicago Horse Show last week has one of the strongest stables of heavy harness horses in America. After completely ignoring the opportunity offered him to exhibit his champions at the national show at Madison Square Garden this fall, it is a noteworthy fact that Mr. Moore shipped six carloads of horses, wagons and appointments one thousand miles to exhibit them in Chicago at the old Dexter Park trotting track, now the Union Stock Yards.

With forty-eight harness horses and ponies he carried off the lion's share of ribbons, winning twenty-three blues and the championship prize. When compared with the winnings of exhibitors in other shows this is a remarkable record. At the recent National Horse Show in Madison Square Garden C. W. Watson headed the list of blue ribbon winners with fifteen first prizes in his credit. Harvey S. Laderer was next on the list with ten blues and three reds, and J. W. Harriman, whose handsome bay stallion Nala won the Forest King cup, offered by Judge Moore, came third with seven blue ribbons.

The brown gelding Radiant, purchased by Mr. Moore shortly after winning the championship of the London International Horse Show last June, was a great favorite with the Chicago judges, and finally after he had won four blue ribbons, they made him champion of the show. Radiant is rather a plain looking horse, but has plenty of action, and it was a surprise to every one when he failed to score at the Newport and Louisville shows last fall. He was fully appreciated, however, by Western horsemen, and was placed first over Reginald C. Vanderbilt's consistent blue ribbon winner, Doctor

West Point Shoots Six Goals to None for Visitors. (By Telegraph to the Tribune.) West Point, N. Y., Dec. 13.—In a basketball game in which all the scoring was done in the first half and neither side displayed any great skill in shooting the Army defeated Trinity here today by a score of six to none. It was some time after the whistle blew in the first half before Beardlee caged the Army's first goal, and Milliken shortly afterward added another. Trinity had eight chances from the foul line, but failed each time and Beardlee missed his four attempts. Milliken played a star game for the Army and made three of the six goals the soldiers scored.

In the last half the playing became so rough that the referee cautioned both teams. The line-up follows: West Point (12). Position. Trinity (9). Forward. Forward.

ON THE GOLF LINKS. Play at Dyker Meadow—Western Officials Named. Despite the soft going, a number of members of the Dyker Meadow Golf Club competed in a half-sweepsake yesterday afternoon. F. W. Shibley led with a card of 90-6-81. H. P. Whitney, with 82-4-83, finished second.

The annual meeting of the Western Golf Association will be held at Chicago on January 15, in addition to the election of officers and directors for the ensuing year, the question of awarding the championships for 1909 will come up for settlement. Action will also be taken on two amendments to the constitution that have been proposed. The nominating committee, consisting of the election officers and directors, including Wendell Hertz, chairman; John M. Witherspoon and Fred S. Boston, has presented the following ticket:

GOSSIP OF MOTORISTS. Small Car Is Rapidly Increasing in Popularity. To confirm the report that the popularity of the small car was increasing abroad, particularly in France, a Parisian journal sent out a circular to the various agents. No less than 90 per cent of the replies indicated a local preference for the cars of from 8 to 10 horsepower.

Charles M. Manley, of the Smithsonian Institution, and former assistant to Professor Lanley, has perfected a hydraulic transmission peculiarly adapted to automobile trucks, an invention on which he has been at work for the last twelve years. The Manley drive, as he calls it, has been tried out in the most severe conditions, and it has not cost a cent in repairs during that time. The advantages which are claimed for the transmission are such as appeal directly to users of automobile trucks. They are these: The transmission throws out all the four big trouble-makers, the clutch, change gears, propeller shaft and brake.

CRICKETERS GET THEIR PRIZES. Columbia Oval Wins Chief Cup and the First Section Pennant. Trophies and prizes won by clubs and players during the cricket season of 1908 were distributed at the annual smoker of the Metropolitan District Cricket League, held at the Assembly, in Brooklyn, last evening. The Columbia Oval Cricket Club, which succeeded the Staten Island Cricket and Tennis Club as the champion of the league, won the chief cup, which has been in competition since the early 90's, as well as the first section pennant. To A. Hoskins, the leading player of this club and champion batsman and bowler of the league for the previous season, was awarded the prize for the highest batting average in the first section and another for the highest score made in a single innings.

THE MANHATTAN CRICKET CLUB ALSO CAME IN FOR a full share of the honors. Its second eleven captured the second section pennant, while two of its members, H. A. Oxenham and G. Wright, earned individual distinction. Alfred Tyrrell, president of the league, will confer the individual prizes, acted as master of ceremonies.

INTEREST IN SONDER CLASS RACING. Chicago May Be Represented in Trials for the International Contest. Boston, Dec. 12.—The Eastern Yacht Club has an intimation that Chicago may have one boat or more in the trials provided the International sonder class races off Marblehead next summer. Merrill Dunn, an active yachtsman of Chicago, is considering building a boat to be entered for the trials.

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Harvard's team, which defeated Yale last week by the score of 6 to 14, will probably consist of H. Burdick, C. H. Ramsdell, G. F. Comstock and H. D. Rappaport or E. F. Gluck.

SCHOOL BOYS IN ACTION MAKE 7 NEW RECORDS.

Nine Hundred Contestants in Athletic League Games. Seven new records were established and one was equaled at the annual championship games of the Public School Athletic League, held yesterday at the 47th Regiment Armory. The big armory was packed by the friends of schoolboy athletes who were present to cheer on their favorites. The performances in all the contests were the best the boys have shown since the organization of the league. Some finishes were so close that the officials had a hard time in separating the boys.

A long programme of sixteen events, nine track and seven field events, made up the list. That the public school boys are making rapid strides in the field events was plainly shown when out of the seven events four new marks were rung up and another was equaled. The best performance of the day came in the standing broad jump, 45-pound class, when J. Katz, of Public School 43, of Brooklyn, increased the old figure to 5 feet 3 inches, seven inches better than the old mark. In fact, the first four boys beat the old record.

In the 100-yard dash, unlimited weight, J. Nihil, of Public School 19, of Manhattan, defeated a fast field, running a distance in 11-1/2 seconds and beating out the second man by barely a foot. Public School 6, of Manhattan, beat "Father Time" in the 40-yard relay race for boys weighing 115 pounds by setting the mark at 33-5/8 seconds. Other new records were in the 800-yard relay race, eight unlim. won by Public School 37, of Manhattan; the 100-yard dash, 115-pound class, won by R. King, of Public School 14, of Brooklyn; standing broad jump, 90-pound class, won by J. Hinrichsen, of Public School 32, of The Bronx; the running high jump, weight unlimited, won by W. Nice, of Public School 49, of Manhattan; and H. Baker, of Public School 5, of Brooklyn, equalled the old mark in the running high jump for the 85-pound class.

HEARD IN AUTO ROW. E. R. Thomas Company to Open Branch Office Here. The E. R. Thomas Motor Company, of Buffalo, has arranged for the opening of its own branch office in this city. William B. Hurlburt, formerly president of the Garford Motor Car Company, of this city, has been appointed to head the new branch. Heretofore the Thomas company has been represented by an agency—the Harry S. Hought Company. Mr. Hought is to look after the selling of the new cars, while Mr. Hurlburt will be in charge of the business of the company. The new branch office will be located at 110 West 42nd street.

TRACK EVENTS. Fifty-yard dash (60-pound class)—Final heat won by W. Schmitt, Public School 13, Queens, 8.10. Second, J. C. Doherty, Public School 18, Manhattan, 8.15. Time, 8.07. Sixty-yard dash (115-pound class)—Won by J. Strahm, Public School 10, Bronx, 1.08. Second, J. Murphy, Public School 28, Bronx, 1.12. Time, 1.06. One-hundred-yard dash (unlimited class)—Won by J. Nihil, Public School 19, Manhattan, 1.37. Second, J. O'Brien, Public School 18, Manhattan, 1.42. Time, 1.35. Two-hundred-yard dash (unlimited class)—Won by J. Nihil, Public School 19, Manhattan, 3.14. Second, J. O'Brien, Public School 18, Manhattan, 3.20. Time, 3.12. Four-hundred-yard dash (unlimited class)—Won by J. Nihil, Public School 19, Manhattan, 6.45. Second, J. O'Brien, Public School 18, Manhattan, 6.55. Time, 6.40. Eight-hundred-yard dash (unlimited class)—Won by J. Nihil, Public School 19, Manhattan, 13.30. Second, J. O'Brien, Public School 18, Manhattan, 13.45. Time, 13.25. One-mile relay (unlimited class)—Won by J. Nihil, Public School 19, Manhattan, 17.30. Second, J. O'Brien, Public School 18, Manhattan, 17.45. Time, 17.25. Two-mile relay (unlimited class)—Won by J. Nihil, Public School 19, Manhattan, 35.30. Second, J. O'Brien, Public School 18, Manhattan, 35.45. Time, 35.25. Four-mile relay (unlimited class)—Won by J. Nihil, Public School 19, Manhattan, 70.30. Second, J. O'Brien, Public School 18, Manhattan, 70.45. Time, 70.25. Eight-mile relay (unlimited class)—Won by J. Nihil, Public School 19, Manhattan, 140.30. Second, J. O'Brien, Public School 18, Manhattan, 140.45. Time, 140.25. Ten-mile relay (unlimited class)—Won by J. Nihil, Public School 19, Manhattan, 170.30. Second, J. O'Brien, Public School 18, Manhattan, 170.45. Time, 170.25. Twenty-mile relay (unlimited class)—Won by J. Nihil, Public School 19, Manhattan, 340.30. Second, J. O'Brien, Public School 18, Manhattan, 340.45. Time, 340.25. Thirty-mile relay (unlimited class)—Won by J. Nihil, Public School 19, Manhattan, 510.30. Second, J. O'Brien, Public School 18, Manhattan, 510.45. Time, 510.25. Forty-mile relay (unlimited class)—Won by J. Nihil, Public School 19, Manhattan, 680.30. Second, J. O'Brien, Public School 18, Manhattan, 680.45. Time, 680.25. Fifty-mile relay (unlimited class)—Won by J. Nihil, Public School 19, Manhattan, 850.30. Second, J. O'Brien, Public School 18, Manhattan, 850.45. Time, 850.25. Sixty-mile relay (unlimited class)—Won by J. Nihil, Public School 19, Manhattan, 1020.30. Second, J. O'Brien, Public School 18, Manhattan, 1020.45. Time, 1020.25. Seventy-mile relay (unlimited class)—Won by J. Nihil, Public School 19, Manhattan, 1190.30. Second, J. O'Brien, Public School 18, Manhattan, 1190.45. Time, 1190.25. Eighty-mile relay (unlimited class)—Won by J. Nihil, Public School 19, Manhattan, 1360.30. Second, J. O'Brien, Public School 18, Manhattan, 1360.45. Time, 1360.25. Ninety-mile relay (unlimited class)—Won by J. Nihil, Public School 19, Manhattan, 1530.30. Second, J. O'Brien, Public School 18, Manhattan, 1530.45. Time, 1530.25. One-hundred-mile relay (unlimited class)—Won by J. Nihil, Public School 19, Manhattan, 1700.30. Second, J. O'Brien, Public School 18, Manhattan, 1700.45. Time, 1700.25.

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ARMORY RECORD FALLS. Fast Times Made in Games of Fourteenth Regiment.

One regimental record was broken at the annual fall games of the 14th Regiment Athletic Association, held in its armory in Brooklyn last night. R. Muir, Jr., of Company M, who held the previous record in the 400-yard heavy marching order race, lowered the old mark to 1 minute 6-1/2 seconds, winning the contest by over 10 yards. There were many events on the programme and all the finishes were of the kind that brought forth loud applause from the huge crowd.

The one-mile relay, open to the Public School Athletic League, furnished a close finish. Manual Training High School of Brooklyn defeating the De Witt Clinton quartet by a few yards. After taking the lead, and having a good advantage at the third lap, Borgman, who ran anchor for De Witt Clinton, closed the big gap. The one-mile relay, open to the Church Athletic League, the Young Men's Christian Association and the Intercollegiate League furnished another exciting race, and was won by the Eastern Young Men's Christian Association, defeating the Trinity Athletic Club of Brooklyn by two yards, in the fast time of 3 minutes 37 seconds.

Seventy-yard dash (handicap)—Won by W. Lutz, Company D (15 yards), 1.15. Second, J. O'Brien, Company D (15 yards), 1.20. Time, 1.14. Eighty-yard dash (handicap)—Won by W. Lutz, Company D (15 yards), 1.25. Second, J. O'Brien, Company D (15 yards), 1.30. Time, 1.24. Eighty-yard dash (handicap)—Won by W. Lutz, Company D (15 yards), 1.35. Second, J. O'Brien, Company D (15 yards), 1.40. Time, 1.34. Eighty-yard dash (handicap)—Won by W. Lutz, Company D (15 yards), 1.45. Second, J. O'Brien, Company D (15 yards), 1.50. Time, 1.44. Eighty-yard dash (handicap)—Won by W. Lutz, Company D (15 yards), 1.55. Second, J. O'Brien, Company D (15 yards), 2.00. Time, 1.54. Eighty-yard dash (handicap)—Won by W. Lutz, Company D (15 yards), 2.05. Second, J. O'Brien, Company D (15 yards), 2.10. Time, 2.04. Eighty-yard dash (handicap)—Won by W. Lutz, Company D (15 yards), 2.15. Second, J. O'Brien, Company D (15 yards), 2.20. Time, 2.14. Eighty-yard dash (handicap)—Won by W. Lutz, Company D (15 yards), 2.25. 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Second, J. O'Brien, Company D (15 yards), 10.00. Time, 9.54. Eighty-yard dash (handicap)—Won by W. Lutz, Company D (15 yards), 10.05. Second, J. O'Brien, Company D (15 yards), 10.10. Time, 10.04. Eighty-yard dash (handicap)—Won by W. Lutz, Company D (15 yards), 10.15. Second, J. O'Brien, Company D (15 yards), 10.20. Time, 10.14. Eighty-yard dash (handicap)—Won by W. Lutz, Company D (15 yards), 10.25. Second, J. O'Brien, Company D (15 yards), 10.30. Time, 10.24. Eighty-yard dash (handicap)—Won by W. Lutz, Company D (15 yards), 10.35. Second, J. O'Brien, Company D (15 yards), 10.40. Time, 10.34. Eighty-yard dash (handicap)—Won by W. Lutz, Company D (15 yards), 10.45. Second, J. O'Brien, Company D (15 yards), 10.50. Time, 10.44. Eighty-yard dash (handicap)—Won by W. Lutz, Company D (15 yards), 10.55. Second, J. O'Brien, Company D (15 yards), 11.00. Time, 10.54. Eighty-yard dash (handicap)—Won by W. Lutz, Company D (15 yards), 11.05. Second, J. O'Brien, Company D (15 yards), 11.10. Time, 11.04. Eighty-yard dash (handicap)—Won by W. Lutz, Company D (15 yards), 11.15. Second, J. O'Brien, Company D (15 yards), 11.20. Time, 11.14. Eighty-yard dash (handicap)—Won by W. Lutz, Company D (15 yards), 11.25. Second, J. O'Brien, Company D (15 yards), 11.30. Time, 11.24. Eighty-yard dash (handicap)—Won by W. Lutz, Company D (15 yards), 11.35. Second, J. O'Brien, Company D (15 yards), 11.40. Time, 11.34. Eighty-yard dash (handicap)—Won by W. Lutz, Company D (15 yards), 11.45. Second, J. O'Brien, Company D (15 yards), 11.50. Time, 11.44. Eighty-yard dash (handicap)—Won by W. Lutz, Company D (15 yards), 11.55. Second, J. O'Brien, Company D (15 yards), 12.00. Time, 11.54. Eighty-yard dash (handicap)—Won by W. Lutz, Company D (15 yards), 12.05. Second, J. O'Brien, Company D (15 yards), 12.10. Time, 12.04. Eighty-yard dash (handicap)—Won by W. Lutz, Company D (15 yards), 12.15. Second, J. O'Brien, Company D (15 yards), 12.20. Time, 12.14. Eighty-yard dash (handicap)—Won by W. 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Eighty-yard dash (handicap)—Won by W. Lutz, Company D (15 yards), 14.55. Second, J. O'Brien, Company D (15 yards), 15.00. Time, 14.54. Eighty-yard dash (handicap)—Won by W. Lutz, Company D (15 yards), 15.05. Second, J. O'Brien, Company D (15 yards), 15.10. Time, 15.04. Eighty-yard dash (handicap)—Won by W. Lutz, Company D (15 yards), 15.15. Second, J. O'Brien, Company D