WHO'S WHO IN GOLF

TRAVERS AT THE TOP.

Many Changes in Rating This Year Over That of Last.

RATING OF THE LEADING GOLFERS.

1908 RATING.	1907 RATING.
J. D. Travers	J. D. Travers
W. J. Travis	H. C. Egan
H. C. Egan	W. J. Travis
H. H. Wilder	Fred Herreshoff
J. G. Anderson	E. M. Byers
F. S. Douglas	J. G. Anderson
Fred Herreshoff	W. C. Fownes, jr.
E. M. Byers	W. I. Howland, jr.
T. B. Fuller	F. S. Douglas
Mason Phelps	W. K. Wood
W. C. Fownes, jr.	Archie Graham
K. P. Edwards	G. P. Tiffany
P. W. Whittemore	Ellis Knowles
W. K. Wood	John M. Ward
John M. Ward	D. E. Sawyer
C. H. Seely	Robert Abbott

Now that all the important golf championships for 1908 have been decided and the curtain rung down on the regular competitive season, the annual question, "Who is who?" among the amateurs on this side of the water presents itself. While the subject is always interesting and productive of countless discussions among devotees of the game, it is also most trying for those who undertake to sift the wheat from the chaff and place the first sixteen in their proper order. In the absence of an official rating there is bound to be a variety of opinion, a state of affairs likely to increase rather than diminish as the game continues to grow and spread throughout this country.

Since the publishing of the rating a year ago some of the hitherto acknowledged leaders have dropped almost entirely from the public eye, due to various causes. In certain instances amateurs have absented themselves from competitions, while others have shown inability to approach their old form, and others, to use the phrase, have stood still. In contrast to this there are those who, by constant study and application to the game, have advanced to that stage which demands recognition. That is why six new names appear on this year's tablet of fame. Necessity knows no law, and if some of those who have been dropped are as good as their successors, the fault lies rather with the former, as one of the chief means of a rating must have to do with public performances.

In looking back over the last season no difficulty is encountered in picking out Jerome D. Travers, who so ably defended his title in the national championship tournament at Garden City last September, to head the list, a position the Montclair expert also enjoyed last season. Travers competed in fewer tournaments this year than last, but his percentage of victories was fully as large, and it was only by the narrowest of margins that he failed to win the triple crown for the second time. The New Jersey title was retained without trouble, but Travers missed the Metropolitan only after an extra hole match in the final round with Charley Seely. First cups were gathered in by the national champion at Huntingdon Valley and Morris County. It did not require any great exertion on his part to win the Montclair championship, and, of course, it is not surprising that he succeeded during the season in reducing the record for his home links to 68.

By virtue of his achievements in open tournaments Walter J. Travis, the man without a title, seems to be deserving of second place. This is a notch higher than a year ago, when H. Chandler Egan was placed second to the champion. As Travis has said himself on more than one occasion, his game has improved fully four strokes since he won the amateur championship of Great Britain in 1904, all of which stands as further proof of the rapid strides the game has made in this country.

Leaving aside his defeats in the national and the metropolitan championships, Travis had quite a successful season, winning open tournaments at Garden City, Apawamis, Essex County (Mass.), Nassau and Poland Springs. His ability as a steady medal player also made itself manifest on a number of occasions, noticeably in the qualifying rounds of the national and metropolitan championships.

Egan is placed below Travis this year because the former has done little of consequence during the last season. Were it not for the fact that his close attention to business has been taken into consideration he would unquestionably have to be placed still further down the list. After losing in the final round of the Southern Golf Association championship Egan went on to Rock Island to defend his Western title. He met defeat in one of the early rounds, but later won an open tournament at Louisville. He also lowered the record of the Louisville course to 67. Egan has the same charming style, and, with more time to devote to the game in the future the chances are that he will be able to once again become a formidable claimant for the title he held in 1904 and 1905.

The first new name on the list is that of H. H. Wilder, the brilliant Harvard golfer, who among other things won the intercollegiate championship this year and tied with J. W. Coe for the low score in the qualifying round. Wilder also won the tournament at Rye Beach, N. H., as well as the one at the Country Club, Brookline, besides being runner-up to Travis at Essex County. The Harvard title also went to Wilder.

Metropolitan golfers had an opportunity to see the Vesper player in that sensational forty-one hole match with Travis at Garden City during the amateur championship. By brilliant play Wilder finished the morning session 4 up, and when he stood 6 up, with only eleven holes to go, in the afternoon, he looked like a reasonably sure winner. At that stage he was taken ill, and thereafter simply played on his courage. After that Wilder met with an accident, and did not touch a club for two weeks, but even so he returned to Garden City and ably captained the Massachusetts team, which pushed the metropolitan forces so hard in the tri-city contest. Wilder plays in beautiful form, and bids fair to become a second Chandler Egan—that is, the Egan of four years ago.

Another exceptional golfer from the Bay State is J. G. Anderson, who is placed fifth on the list. He won the spring tournaments at Essex County and Oakley. The chief cup at Woodland was also his, while during the season he made a nine-hole record of 33 at Brockton and an eighteen-hole mark of 74 at Essex County. In the intercity match Anderson was pitted against Travers, and the champion won only after an extra hole match. Anderson was placed sixth on last year's list.

Next comes Findlay S. Douglas, who became a more frequent competitor in open events last season than has been his wont. His tournament successes were attained at Lakewood, where he won both in the spring and the fall. He also made a new record at Apawamis of 71, a 75 at Yountakah and a 76 at Fairfield. Douglas was rated ninth a year ago. Following Douglas is the far driving Fred Herreshoff, who met with indifferent success, as compared with 1907, when he won no less than nine tournaments. Herreshoff's principal achievements this year were the winning of the Vermont state championship and one of the Ekwanok tournaments. He also reached the semi-final round of the national tournament, and in the third round administered a decisive beating to E. M. Byers. A year ago Herreshoff was rated fourth.

Byers gets eighth place, whereas a year ago he was rated fifth. He won the Western Pennsylvania championship again during the last season, but aside from that his game showed a falling off from previous years. Following Byers comes Thomas R. Fuller, who sprang a surprise on the critics by defeating Wilder in the final round of the Massachusetts championship last summer. During the season Fuller lowered the record for the Commonwealth course to 73. His is another new name on the list.

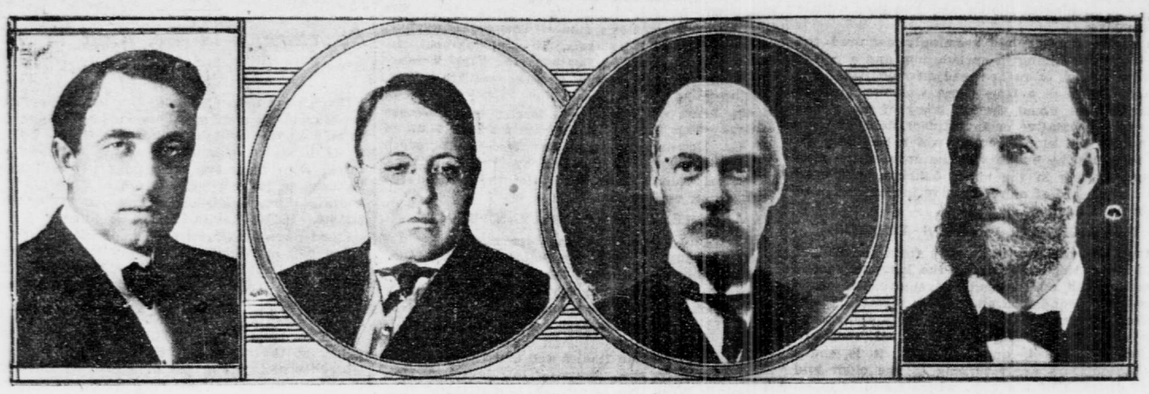
Mason Phelps, champion of the Western Golf Association, is also new to the list. In addition to winning his title at Rock Island, Phelps lowered both the 18 and 36 hole records for the links in question, getting marks of 70 and 148. He also made a 69 at Lake Geneva. W. C. Fownes, jr., is rated eleventh this time, a drop of four places since a year ago, but this is explained by the fact that the Pittsburg man did little in the competitive line. After winning the spring tournament at Atlantic City Fownes remained in comparative seclusion until the fall, when he came on for the national, only to be badly beaten by the champion in the third round.

Kenneth P. Edwards, who is rated among the best in the Chicago section, gets twelfth place, not so much on what he did this year as for the general high standard of his game for several seasons. His only Eastern appearance was in the national championship, where Travers defeated him decisively. Edwards led the field in the qualifying round of the Western championship with a score of 152, and he also made a new record of 72 at Glen View. He plays in excellent form.

P. W. Whittemore, one of the Boston cracks, is rated for the first time this year. He has repeatedly proved himself to be a reliable performer and a dangerous man in any company. His successes included the winning of the midwinter tournament at Pinehurst, the Myopia tournament and matches for his team in the intercity contest. He is placed No. 13. Warren K. Wood, one of the Western disappointments, has been placed fourteenth this time, as against tenth a year ago. He won an open tournament at Pinehurst, and made some remarkably low record rounds on courses about Chicago. His 59 for the eighteen holes at Jackson Park is the lowest heard of anywhere during the season. Oddly enough, Wood failed to qualify in the national championship.

Although unsuccessful in tournaments John M. Ward is rated fifteenth, as against fourteenth a year ago. In the national Ward defeated Douglas, but lost to Byers in a 40-hole match. Ward and Herreshoff also had the distinction of winning the only foursome match against Boston in the intercity. Charles Seely, the Metropolitan champion, is placed sixteenth. Nelson Whitney, of New Orleans, the Southern champion, was considered, but Seely's one success of the season is regarded as more meritorious. Archie Graham, W. I. Howland, jr., Ellis Knowles, D. E. Sawyer and Robert Abbott have been dropped.

MEN WHO ARE WORKING FOR THE GARDEN AUTO SHOW.



M. L. DOWNS. E. P. CHALFANT. CHARLES CLIFTON. COLONEL GEORGE L. POPE.

To Try for Polo Honors Abroad

Henry Payne Whitney Will Play an American Team in International Matches in England.

Harry Payne Whitney, Lawrence Waterbury and J. M. Waterbury, all members of the Meadow Brook Hunt Club, will go to England next year to represent this country in a series of international polo matches which are being arranged for the trophy held by England for many years.

When the first international polo game was played at Newport some twenty years ago with Thomas Hitchcock, jr., Foxhall P. Keene, W. K. Thorne and August Belmont representing this country, it was generally conceded that the defeat of the American team was due not to lack of skill on the part of the players, but to the lack of speed in their mounts, which were ordinary broncos from the Western ranges. The English players rode ponies that were full of racing blood.

In 1902 an attempt was made by a picked American team to recapture the trophy, which the English players had won at Newport and taken to Hurlingham fourteen years before. J. M. Waterbury and Lawrence Waterbury, who will accompany Mr. Whitney in the quest next year, were members of this team which played brilliant polo, but again met defeat.

As both of these victories were attributed largely to the superior quality of the English polo ponies, great care has been given to the selection of the ponies which will be shipped to England early in January, in charge of Larry Fitzpatrick, a well known professional whip, who was formerly a prominent trainer of show horses belonging to O. H. P. Belmont and William C. Whitney. For a year or two past Fitzgerald has been devoting his time to the training of polo ponies and has achieved as much success in this field as he did when he was fitting high steppers to compete for blue ribbons. It was Fitzpatrick who brought out the famous Sundown, also Rockingham, Hurlingham and Waltzingham; Egbert, Kitchener and Kopelia, all noted winners at the national horse show fifteen years ago.

Among the ponies which Fitzgerald will take to England with him are Cottontail, Ginger, Dot, Bendigo, Greyling, Conover and Cinders, and it is believed that they are a good lot and quite the equal of the polo ponies abroad.

The ponies will precede their riders by some months, as it is necessary for them to become acclimated before they can hope to compete with the thoroughbred English ponies. The Meadow Brook team has been practicaly invincible for two years and has beaten nearly every team of note on this side of the Atlantic.

The American players will go over early in May and will probably take part in the games at Hurlingham, Ranelagh and other polo fields in June. No special match has yet been arranged, and it is likely that the American aspirants will compete in the open tournaments and endeavor to fight their way to the top.

WILSON FOR PRESIDENT

N. Y. A. C. Nominating Committee Puts Him at Ticket's Head.

Members of the New York Athletic Club were reading last night the official slate of the organization, which was posted by the nominating committee in the big hall of the clubhouse yesterday afternoon. George T. Wilson, second vice-president of the Equitable Life, has been named by A. E. Colfax, W. E. Fruedenstein, Walter E. Currie, Thomas F. Murtha and Benjamin M. Rhodes, the nominating committee, to succeed G. H. Kuhlke as president of the big Winged Foot organization.

Hardly had the official slate been posted than James H. Haslin was nominated by the independent party, which ran Mr. Haslin for president against Mr. Kuhlke last year. It is believed, however, that the fight this year will not be so bitter as was the election in 1907. Mr. Haslin was the only independent candidate to be nominated.

The official slate is considered to be one of the strongest that has ever been drawn up for an annual election. Edwin J. Benson has been named for vice-president, and C. L. Burnham appears to succeed himself as secretary. Martin J. Paine has been nominated for treasurer, and J. Mahoney appears as captain. Both are the present holders of the respective offices.

Eight governors have also been nominated for a period of two years. R. B. Goffe, Mortimer Bishop, Robert C. Kammerer, J. W. De Aguerro, L. Bender, W. E. Hinsdale, John J. Kelly and Dr. W. J. Pulley are the names that appear on the slate. The first three have been named to succeed themselves. Although he was asked to lead the ticket, President Kuhlke, whose administration has been most satisfactory, declined the honor, as he intends to go to Europe soon.

AT ODDS IN YACHTING.

Little Hope of a Race for the Canada's Cup.

Detroit, Dec. 19.—Determined efforts to end the controversy between the Rochester Yacht Club and the Royal Canadian Yacht Club of Toronto and to restore the prospect of a Canada's Cup race in 1909, came to nothing to-day at a meeting of the council of the Yacht Racing Union which was held at the Hotel Cadillac in this city. Aemilius Jarvis, of Toronto, explained the attitude of the Royal Canadian Yacht Club, and Commodore T. B. Pritchard of the Rochester Yacht Club spoke for the Rochester yachtsmen.

The Canadians stood firmly on their contention that the yacht Seneca, having been built on salt water and once owned at Indian Harbor, N. Y., was not entitled to compete for the Canada's Cup, which they asserted was aimed to provide an exclusively fresh water trophy similar to the America's Cup on salt water. The Canadians also charged that the Seneca did not comply with the scantling restrictions now in force in the union. But they held this to be a secondary point and had withdrawn their challenge when the Rochester club, in agreeing to arbitrate the scantlings question, refused to arbitrate the first point of the controversy.

Commodore Pritchard stated at the meeting that Mr. Hannan, owner of the Seneca, had ordered that boat built primarily for a Canada's Cup contest, and had a perfect right to take her to salt water for other contests. Commodore Pritchard argued that the membership of Mr. Hannan in the Rochester club fixed the eligibility of his boat regardless of any races she might have entered elsewhere.

At to-day's meeting several amendments to the rules of the Yacht Racing Union were adopted to make them conform to those of the Atlantic Coast Conference.

FRESHMEN WIN RELAY RACE.

Three interclass relay races were the features of the annual track games of the Eastern District High School Athletic Association, held at the 23d Regiment Armory, Brooklyn, yesterday afternoon. The freshmen managed to capture two of the races in easy style, while the sophomores won the unlimited weight relay race.

SNOW HOLDS UP SOCCER

Many Games Postponed or Cancelled Owing to Icy Fields.

Although many of the Association football fixtures scheduled for yesterday afternoon were cancelled at the last moment, owing to the slippery condition of the grounds, after the snow a number of engagements were filled nevertheless. The Columbia University eleven, which had met the Crescent Athletic Club in a storm of sleet and hail last season, called off the game arranged with the Brooklynites at South Field, yesterday. The Camerons did likewise, but the Brooklyn Football Club eleven journeyed to Yonkers to avoid having the Amateur League match with Hollywood Inn scored against it by default. The field proved to be a glare of ice and unfit for play, but, notwithstanding this, the Yonkers club had failed to notify its opponents of the conditions.

At Meyerrose Park, in Brooklyn, yesterday, the Critchleys met and defeated the eleven of Christ Church, of Manhattan, by the score of 4 goals to 3. Much of the snow and ice had melted, and the grounds were muddy to a degree. In the first half McRostie, centre forward on the visiting line-up, shot two goals in rapid succession within three minutes from the start. N. Agar was the only player to tally on behalf of the Critchleys in that period, and the half ended with the score at 2 to 1 in favor of the churchmen.

The summary follows:

Critchleys (4).	Positions.	Christ Church (3).
Griffith	G.	Keller
Clary	R. B.	Hassis
Ewing	L. B.	J. Schwartz
Harris	R. H.	J. Murphy
	C. H.	A. W. Smith
H. Agar	L. H.	Baumgard
Edsall	O. R.	Barrie
I. Agar	I. R.	Snyder
	C.	McRostie
N. Agar	I. L.	A. Schwartz
Newbury	O. L.	Werner

Goals—I. Agar (3), N. Agar, Critchleys, and McRostie (2), Barrie, Christ Church. Referee—M. Edsall. Time of halves—Forty minutes each.

Playing with a shorthanded team against the Boys' Club, of Manhattan, the eleven of the Bensonhurst Cricket and Field Club suffered defeat by the score of 5 goals to 2 at Ulmer Park yesterday afternoon. Most of the scoring was accomplished in the first half at the end of which the visitors were leading by 4 goals to 2. Whitehorn, Esposito, Santer and Hein tallied for the Boys' Club in the order named, and Martin and Nixson each placed one to the credit of the Bensonhurst team. Santer shot the only goal for the Boys' Club in the second half. The grounds were in good condition and the footing was safe. The summary follows:

Boys' Club (5).	Position.	Bensonhurst (2).
Winter	G.	Lewis
Talor	R. B.	Dickinson
Reuss	L. B.	Humphreys
Smollick	R. H.	Andrews
Mutter	C. H.	Martin
Benzing	L. H.	Watson
Whitehorn	O. R.	Gaba
Esposito	I. R.	Ware
Santer	C.	
Hein	I. L.	Titley
Hahn	O. L.	Nixson

Referee—Mr. Harding. Linesmen—Messrs. Christie Bensonhurst, and Burgess, Boys' Club. Goals—Santer (2), Whitehorn, Esposito, Hein, Boys' Club, and Martin and Nixson, Bensonhurst. Time—Halves of forty minutes each.

SOCCER TEAMS LOSE RANK IN RACE.

Punished for Using Players Not Properly Registered with League.

At the special meeting of the New York Amateur Association Football League, held at the Boys' Club, in this city, yesterday, protests were considered against the Clan MacDonald Football Club, of Brooklyn, and the Hollywood Inn Club, of Yonkers, for using players in championship games who had not been registered with the league the required length of time. Each team was fined the loss of two points in the official standing—the Clan MacDonalds for violating the rule in the game against Clan Mackenzie, and Hollywood Inn for the same reason in the game with the Camerons.

The decision of the committee served to relegate the Clan MacDonalds from a tie with the leaders to third place, below the Columbia Oval Club and the Camerons. At the same meeting A. H. Dale, of the Cameron Football Club, who had served in the position of secretary of the amateur league since its organization, handed in his resignation, and N. Agar, of the Critchleys, of Brooklyn, was elected in his place. The retirement of Mr. Dale was due to his removal to New Jersey.

The official standing of the Sunday championship series, after deduction of all penalties, is as follows:

Clubs.	Played.	Won.	Lost.	Drawn.	Points.
Columbia Oval	9	6	0	3	15
Camerons	9	5	0	4	14
Clan MacDonald	9	7	1	1	13
Arcadia Thistles	10	4	2	4	12
Critchleys	9	2	2	5	9
High Bridge	10	3	5	2	8
Clan Mackenzie	10	1	3	5	7
Brooklyn Hibernians	9	2	5	2	6
Bronx United	9	2	5	2	6
Port Chester	10	6	2	2	6
Astoria Independents	10	3	7	0	6

MANHATTAN BEATS ST. JOHN'S.

The Manhattan College basketball team won a hard fought game from the St. John's College five at De La Salle Institute last night by the score of 36 to 20. The Brooklyn players put up a stubborn game in the first half and held the Manhattan players to the score of 17 to 14. The fast playing in the first session seemed to have taken the wind out of them, and in the second half the winners scored goals almost without any trouble.

TIMELY AUTO TOPICS

Advantages That Lie in Moulding Process of Tire Making.

Motorists are taking a keen interest in the construction of tires. Take the moulded tire as an example. It is built up, layer by layer, on an iron core. Over it is clamped an iron mould. When the heat of the curing process is applied, the rubber expands, and, in expanding, compels a perfect union between the various layers of rubber and of fabric. This building up, however, is a feat that calls for dexterity. The workman cannot wholly avoid wrinkles, irregularities and unevenness, which are the cause of many defects. This trouble is overcome by curing the tires on an air bag. The Goodyear tires are an example of this process. The air bag is only another name for an extra strong inner tube.

When the tire has been completely built up on this inner tube strong tape is wound around and around it, and it is then cured in live steam. This process prevents the terrific squeeze that the moulded tire gets when the heat expands it between the core and mould. Another feature that makes for tire durability is what is known as oversize. This is illustrated by the Goodyear quick detachable tires, which can be removed in one minute. The Goodyear concern offers free to all automobilists a steel filled bottle with compressed air, which does away with tire pumping. It can be refilled at any of the company's branches free of charge.

During the two automobile shows in this city Thomas B. Jeffery & Co. will hold an independent exhibition of Rambler cars in the spacious New York branch building. The various 1909 models will be shown. A novel model to be on exhibition is the 45-horsepower four-passenger or closed coupled body. The Rambler spare wheel, which can be substituted for the regular wheel in three minutes, will be demonstrated.

The thermo-syphon system used on Maxwell cars has several advantages. The circulation is directly proportional to the heat developed and is independent of the motor speed. In this respect, according to J. D. Maxwell, it differs materially from pump circulation, where the cooling effect is directly proportional to the speed of the engine. It has unfailing reliability, since all mechanical devices, such as the pump, gear and other connections, are eliminated. The cooling effect is continued after the motor is stopped, until the cylinders and the jacketing water are of the same temperature.

This system, for equal horsepower, is not heavier than the pump system. When this question was agitated last year the Maxwell-Briscoe Motor Company submitted figures showing that the amount of water carried in each case was practically the same, and that a slight saving in weight was effected by the elimination of gears, pumps, etc., necessary, of course, with all pump systems.

The Corbin Motor Vehicle Corporation has seven different 1909 models on the market, all of 30-horsepower. The types of the cars are as follows: Roadster, baby tonneau, two different makes of touring cars town, limousine and landaulette. Improvements and refinements to be found on the new cars are inclosed cam shaft gears and an improved oiling system, a foot brake, double acting and contracting; an external, cross tie rod in rear axle, increased leverage, universal joints, inclosed and dustproof. A foot accelerator and muffler cut-out have been added as regular equipment.

Models of the 1909 cars to be shown at the coming automobile shows are arriving here daily. The Oldsmobile Company has completed arrangements whereby it will have a complete exhibit at the Broadway salesrooms from now until after the show.

J. M. Gilbert, general manager of the Continental Caoutchouc Company, is on an experimental trip from this city to Buffalo and return in a Briarcliff Lozier model car for the purpose of testing the new T. C. and A. C. flat tread tires manufactured by the company. Measuring instruments for the purpose of testing the heat created in the tire at speeds from twenty-five to sixty miles an hour are being used to show the expansion of the tire under service. An effort will also be made to discover the amount of air lost through road contract. By this means it is expected that the technical weaknesses will be brought out better than in the ordinary tests employed at the factory.

The Studebaker Company, in line with its policy of expansion, has absorbed the Garford Motor Car Company and its entire stock of cars. In order to make immediate sales these cars are being sold at half price. The chasses are of the Studebaker type. At the Studebaker used car department can be obtained closed, touring and runabout cars.

GRAND PRIZE AT SHOW.

Savannah Trophy To Be Seen at Palace Auto Exhibition.

Among the exhibits at the annual show of the American Motor Car Manufacturers' Association, which opens at the Grand Central Palace on New Year's Eve, will be the grand prize of the Automobile Club of America—the gold cup won by Louis Wagner at Savannah on Thanksgiving Day. The trophy contains eighteen pounds of gold, and on top of the cup is an American eagle with a wreath of victory in its bill.

That the trade is not alone in its desire to see the 1909 models is shown by the interest displayed by society, 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.

HARVARD AND PRINCETON WIN.

Find Opponents Easy in Championship Matches on Squash Courts.

Squash players of the Harvard Club and the Princeton Club led by safe margins again yesterday in the continuation of the championship series of the Metropolitan Association. At the Princeton Club in the old Stanford White house, in Gramercy Park, the Princeton wielders of the racket defeated Columbia Club experts in six out of seven matches. Harvard did nearly as well against the Heights Casino on the courts of the latter in Brooklyn, taking five of the seven contests. The four teams were entertained at the Princeton Club in the evening, matches being played by professionals from the Racquet and Tennis Club.

The summary follows:

Columbia at Princeton—H. P. Homans, Princeton, defeated F. Kidder, Columbia, 4—15, 15—9, 15—12; W. A. W. Stewart, Princeton, defeated L. E. Mahan, Columbia, 15—8, 15—4; O. De G. Vanderbilt, Princeton, defeated H. H. Boyesen, Columbia, 8—15, 15—8, 15—9; F. Hinman Bird, Princeton, defeated R. E. Wigham, Columbia, 15—4, 15—5; F. S. Keeler, Columbia, defeated H. L. Dillon, Princeton, 15—6, 15—9; Harold Imbrie, Princeton, defeated H. Kellock, Columbia, 15—10, 15—9; A. W. Reiley, Princeton, defeated R. White, Columbia, 12—15, 15—3, 15—12.

Harvard at Heights Casino—M. D. Whitman, Harvard, defeated C. M. Bull, jr., Casino, 15—10, 15—5; G. H. Williams, Casino, defeated N. Brenner, Harvard, default; A. H. Lockhart, Harvard, defeated J. H. Low, Casino, 8—15, 15—10, 17—15; W. S. Satterlee, Harvard, defeated Dr. G. Roberts, Casino, 6—15, 18—15, 18—15; W. P. Sanger, Harvard, defeated G. Abbott, Casino, 16—13, 15—11; H. S. Hadden, Casino, defeated E. E. Moen, Harvard, 15—8, 8—15, 15—12; John O. Corbin, Harvard, defeated M. De Murias, Casino, 15—12, 10—15, 15—12.

AT WORK IN GARDEN

PREPARING FOR MOTORS.

Display of Autos Keeps Committee Busy Before Opening.

Even now the work of preparing Madison Square Garden for the annual automobile show has been begun in those parts of the building not in current use, although the show does not open until January 16. From next week on the work will be prosecuted vigorously, the big Garden being given over entirely to the carpenters, designers and decorators. The amount of detail in connection with the annual automobile show is vast beyond all ordinary conception. The fact is that the work is in progress for months before the opening and those in charge of it are busy every minute until it is over. For these big events the Association of Licensed Automobile Manufacturers has found a small committee of hard workers most practicable, and thus there are only four members of the show committee, including President Clifton, ex-officio.

There is one new face on the show committee this year and a second new one prominent in connection with the show work. The new member of the committee is E. P. Chalfant, the new general manager of the Association of Licensed Automobile Manufacturers, and the new man associated with the committee work is Coker F. Clarkson, the new head of the Association of Licensed Automobile Manufacturers' publicity department. The others of the committee are the same as last year—Colonel George Pope, chairman; Charles Clifton and M. L. Downs, secretary.

To the ability of these men is due the success and magnificence of the big show. Charles Clifton is as prominent a figure as any in the industry, he being treasurer of the George N. Pierce Company and president of the Association of Licensed Automobile Manufacturers, with all the affiliations and activities those positions imply.

Colonel George Pope is a landmark in the industry, having been for years the treasurer of the Pope Manufacturing Company. He has been chairman of the Association of Licensed Automobile Manufacturers' show committee for three successive years.

Edward P. Chalfant has been identified with the automobile industry since January 1, 1905, although he was previously in the tire business. He was sales manager and a director of the Waltham Manufacturing Company until he was called to the post of general manager of the Association of Licensed Automobile Manufacturers.

M. L. Downs, secretary of the committee, has been identified with the automobile industry since its inception and has been in every branch of it, even to managing some big runs. For the last five years he has been with the Association of Licensed Automobile Manufacturers and has attended to the detail work in connection with all the licensed shows.

Coker F. Clarkson, the new head of the Association of Licensed Automobile Manufacturers' publicity department, is a lawyer who found a greater interest in engineering matters, and from electrical experimenting he stepped into the Association of Licensed Automobile Manufacturers as secretary of its mechanical branch, which post he retains with his new one. Mr. Clarkson in his younger days did newspaper work. He is a former president of the Young Men's Christian Association Motor Club, being a graduate of the first Young Men's Christian Association motor class. He is the compiler of the Association of Licensed Automobile Manufacturers' mechanical digests and handbooks and the general statistician of the association.

COLLEGIATE CHESS NOW.

Columbia, Harvard, Yale and Princeton to Meet Here.

Columbia, Harvard, Yale and Princeton will clash in the seventeenth annual intercollegiate chess tournament, scheduled to be played in three rounds at the rooms of the West Side Republican Club, No. 2307 Broadway, to-morrow, Tuesday and Wednesday. They will begin at 1 o'clock to-morrow afternoon, when Columbia's players will be pitted against those of Princeton, while Harvard will meet those of Yale. The games will be continued until 6 p. m., when, if unfinished, they will be played to a conclusion in the evening, but at 10 o'clock those which have not been decided will be adjudicated by the referees. These officials are Hermann Helms and George J. Schwietzer. Julius Finn, champion of New York State, will be the tournament director.

Columbia's fourth player was decided upon at the last moment, E. L. Gluck, '12 C., being selected for the place. The other members of the Blue and White team, who will play at the first three boards, respectively, are H. Blumberg, '08 P. S.; C. H. Ramsdell, '10 C., and G. F. Comstock, '09 S.

On Tuesday Columbia will play Harvard, while Princeton meets Yale, and on Wednesday Harvard plays Princeton and Columbia joins issue with Yale.

Columbia is the holder of the intercollegiate cup, having won it the last two years, with Yale as the runner-up last year and Harvard the year before. To date Harvard has been the winner nine times, Columbia six times and Yale once.

The record follows:

Year.	Columbia.	Harvard.	Yale.	Princeton.
1892	9	7½	5	2½
1893	8½	7	7	3½
1894	3	9	6	6
1895	8	8½	3½	4
1896	4½	10	4	5½
1897	6½	10	4½	3
1898	8½	10	2½	3
1899	8½	9	5	1½
1900	8½	6	3½	6
1901	6½	5½	7½	4½
1902	7½	6	7	3½
1903	4½	9	7	3½
1904	5½	8½	4	6
1905	6	9½	8	½
1906	11½	8	1	3½
1907	9½	3½	6½	4½
Totals	116	127	80	61

Members of the New York Athletic Club were pitted against Hermann Helms, of the American cable match team, in a simultaneous exhibition given by the latter Friday night. Eighteen games were played by the expert, who conceded the move on half of the boards. His final score comprised eleven victories, five defeats and two drawn games. Dr. Walter G. Douglas was the first to score his game against the visiting player, and in the course of the evening George K. McLeod, E. P. Tysen, Dr. W. A. Dewey and John E. Green followed suit. Augustus T. Docharty and E. F. De Witt were credited with drawn games. C. Ruberl lost his game quickly and, trying again, was defeated a second time. Other participants in the play were E. F. Randolph, D. P. Bennett, J. O. Jimenis, A. J. Roux, F. Switzer, W. Tappenbeck, J. H. Booth, W. Blackman and R. A. Pryor, jr.

LAWN TENNIS IN ARMORY.

Cragin Brothers Win Matches in Seventh Regiment Tourney.

Regimental lawn tennis experts began the indoor championship tournament on the courts of the 7th Regiment Armory, 6th street and Park avenue, yesterday. Forty-five competitors were drawn on the four events on the card, a marked increase over previous years. In the Class A handicap singles William B. Cragin, jr., the regimental champion, won his opening match. He was in rare good form off the fast boards, and in slashing driving he defeated L. H. Fitch, 6—2 and 6—2. Cragin's mark was the limit of minus 40, while Fitch played from minus half 30. Arthur Cragin, minus half 30, experienced some difficulty in defeating the old Harvard expert, King Smith, minus half 40. The former Harvard player executed his shots to the side lines with such good effect that he won the first set and led in the second. Then he messed up his line shots by playing too finely, and Arthur Cragin won at 4—6, 6—4 and 6—1.

The summary follows:

Regimental handicap (Class A; singles; first round)—Arthur S. Cragin, minus half 40, defeated King Smith, minus half 30, 4—6, 6—4, 6—1.

Second round—William B. Cragin, jr., minus 40, defeated L. H. Fitch, minus half 30, 6—2, 6—2.

Regimental handicap (Class B; singles; second round)—B. W. Wennman, minus half 15, defeated F. Wennels, plus 15, 6—2, 6—2; L. Dunham, minus half 15, defeated J. Loughran, plus half 30, 7—5, 2—6, 6—4.

TRAGIC END OF EX-GIANT.

Richmond, Va., Dec. 19.—Despondent over ill fortune, Oscar E. Foster, better known as "Reddy" Foster, at one time a baseball player with the New York Giants, placed the muzzle of a double barrelled shotgun in his mouth to-day and pulled the trigger with his foot. He died instantly.

Foster was forty-one years old and married. He was a "star" in the Virginia League years ago and was drafted by New York. He played for one season, but his temper caused him trouble with umpires and players, and he was sent back to the

AUTO PLAYS ITS PART

GOOD ROADS FOR SOUTH.

Touring Leads to Strong Agitation for New Highways.

If the present agitation for good roads is continued by the motorists of many Southern states it will only be a question of a year or two before it will be possible for automobilists to tour through the South on new highways, which will compare favorably with those in many of the states of the North.

As an indication of this activity, reports have recently been received by Frederick H. Elliott, secretary of the American Automobile Association, from R. Angus Nichols, president of the Richmond (Va.) Automobile Club, advising that the club is co-operating with other organizations in an endeavor to establish a new road between Richmond and Norfolk.

A successful meeting was recently held at Petersburg, Va., at which Senator C. T. Lassiter, an enthusiastic good roads advocate, presided, when the Southeastern Greater Highways Association was organized. This association purposes to secure legislation for the construction of a new road between Richmond and Washington and other important centres, with trunk lines leading into the neighboring states of West Virginia, Kentucky, Tennessee and North Carolina.

The success which attended the Petersburg meeting resulted in a conference with Governor Claude A. Swanson, who is well known as a good roads boomer, and it was decided to hold another meeting in Richmond on February 10 and 11. To advertise this meeting the Governor will send out one thousand commissions to state representatives, supervisors, highway authorities and road workers, requesting that they attend the meeting to discuss ways and means for improving the road conditions in Virginia. The county of Norfolk has voted $200,000 for highway construction, and the taxpayers of Henry County will shortly vote to appropriate $300,000 to build one hundred miles of new roads leading to the city of Richmond.

That the motorists residing in Tennessee do not intend that their Virginia friends should get ahead of them is proven by their endeavors to secure the construction of a new road leading from Chattanooga to Roanoke. This road will pass through a beautiful section of the country, winding through the mountains by way of Charlotte, and when completed will make Chattanooga a diverging point for touring, as the roads from that city to Birmingham, Ala., and Atlanta are in fair condition.

A good roads congress has recently been held at Atlanta, at which the motorists throughout the state were well represented, and steps were taken to increase the good roads appropriation, so that trunk lines can be established which will connect with the new roads proposed in adjoining states.

Among other states active in good roads affairs are Alabama, Mississippi and Louisiana. In fact, the motorists in New Orleans are looking forward to the day when automobilists will be able to tour over splendid highways from the North and spend the winter months in the South. An automobile carnival will be held in New Orleans during the Mardi Gras week in February, when good roads conferences will be held to interest all trade and civic organizations. The movement during the last two years has received splendid impetus, owing primarily to the activities of the automobilists who are now organizing in each of the principal Southern cities and are federating their clubs into state associations, such as the Louisiana Motor League, which has recently applied for affiliation with the American Automobile Association.

An enthusiastic meeting of the Louisiana Motor League was recently held, which was attended by Mayor Behrman, Captain Hardee and other city officials. The motorists of New Orleans are especially interested in the construction of a road twenty-five miles in length to "Chef Menteur," and at a recent meeting $2,400 was subscribed and much more promised to complete the preliminary fourteen miles.

The Louisiana "Chef Menteur" road, as surveyed under the direction of the Louisiana Motor League, will cost between $2,000 and $3,000 a mile, will be the regulation width of twenty-one feet, and will be built under the direction of Captain Hardee, the city engineer. This project, however, is only one of many which will receive the support of the Louisiana organization, and gradually its efforts will be directed in other sections of the state, adding to its membership and influencing legislation to secure appropriations from the Louisiana Legislature for road construction each year.

SKENE TO STAND FIRM.

State Engineer Says He Has Right to Retain Briarcliff Funds.

Frederick Skene, State Engineer and Surveyor, said yesterday that he was sure of his right to retain $4,000 of the money deposited with him last April to insure the state against damage to such of its roads as were used for the Briarcliff race. The money, $4,000, was deposited under protest by the executive committee, and about $4,000 has been retained by Mr. Skene, who says that sum was spent in repairing the roads after the race.

Suit has been brought to compel the return of the full sum deposited, and Henry Law and Robert Lee Morrell, who are bringing the action, will seek to open the whole question of Mr. Skene's right to exact the deposit.

INDIAN MAY NOT RACE SHRUBB.

Toronto, Ont., Dec. 19.—Tom Flanagan, who returned last night from New York with Longboat, says the Indian has not been matched to run Shrubb in New York in January. Flanagan declares he has several other races in view for Longboat.

Automobiles.

Rambler

THE CAR OF STEADY SERVICE

Write for catalog describing in detail Rambler offset crank shaft, Spare Wheel, straight line drive and other exclusive features of the new Rambler models.

THOMAS B. JEFFERY & COMPANY.

HOMAN & SCHULTZ CO., Agents for Metropolitan District.

38-40 West 62nd St., New York City.

AUTO BARGAINS

NEW CARS AT HALF LIST PRICES. 2D HAND CARS ¼ OF ORIGINAL COST. Get Our Cut Rate Bargain List.

TIMES SQ