# TRAVIS STILL ON TOP

## *PROVES GOLFING AJAX.*

### *Veteran Beats Youngster for Atlantic City Honors.*

[By Telegraph to The Tribune.]

Atlantic City, May 1.—Walter J. Travis, of Garden City, began his 1909 competitive season well by winning the chief cup in the open golf tournament concluded this afternoon on the links of the Country Club of Atlantic City. The veteran defeated H. B. Heyburn, of the University of Pennsylvania, 5 up and 4 to play in the final round. It was a case of experience versus youth, and, as is usually the case, the former won the day.

In the midst of the flashes of lightning and downpour of rain that drenched the contestants and put part of the course under water, Travis proved an Ajax, and under the circumstances his seventeen-year-old opponent did well to put up the fight he did. Although naturally a long driver, Heyburn succumbed to the prevailing tendency to press in an endeavor to get a few extra yards, with the usual disastrous result. Even so, the Southerner stood only 1 down at the turn, after having been 3 down at the fifth.

Travis then cut loose by bringing off a fifteen-foot put for a 2 at the tenth, and following this with a 3 at the eleventh, all of which gave him the comfortable lead of three holes going to the twelfth.

Half topped second shots cost Heyburn the next two holes, so that the match ended with a halved on the fourteenth green.

The card follows:

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| Travis: | 4 | 3 | 5 | 6 | 4 | 6 | 5 | 3 | 7—43 |
| Out | 2 | 3 | 5 | 5 | 5 | | | | |
| In | | | | | | | | | |
| Heyburn: | 5 | 4 | 5 | 6 | 5 | 6 | 4 | 3 | 5—43 |
| Out | 4 | 4 | 6 | 6 | 5 | | | | |
| In | | | | | | | | | |

Heyburn got glory enough earlier in the day by defeating Eben M. Byers, of Allegheny, in a rather sensational extra hole match. At one stage Byers stood 2 up, but by plucky work Heyburn not only drew level, but stood dormie on the eighteenth tee. Byers stole the hole by gobbling a long put on the home green. The former national champion made a hash of the extra hole, however, getting in the bunker and finally picking up.

Travis worked his way to the final stage by easily beating C. B. Buxton, of Philadelphia.

S. L. Brumbaugh, of Huntingdon Valley, returned a card of 85—9—76 in the handicap. This was low both gross and net, but not being able to take two prizes he took the gross, which left Richard Mott, of Riverton, winner of the net, with 93—8—85.

The match play summary follows:

First sixteen (semi-final round)—Walter J. Travis, Garden City, beat C. B. Buxton, Philadelphia, 6 up and 5 to play; H. B. Heyburn, University of Pennsylvania, beat Eben M. Byers, Allegheny, 1 up (19 holes).

Final round—Travis beat Heyburn, 5 up and 4 to play.

Second sixteen (semi-final round)—H. P. Kerchner, University of Pennsylvania, beat H. R. Simons, Dyker Meadow, 2 up and 1 to play; S. T. Buck, Belfield, beat S. D. Wright, University of Pennsylvania, 2 up.

Final round—Buck beat Kerchner, 1 up (19 holes).

Third sixteen (semi-final round)—F. L. Harrison, Montclair, beat J. B. King, Philadelphia, 1 up; A. S. Kay, Princeton, beat A. M. Snedaker, Englewood, 5 up and 4 to play.

Final round—Kay beat Harrison, 2 up.

## RAIN ENDS TOURNEY AT FOX HILLS.

### Qualifying Round for Spring Handicap Postponed for One Week.

Despite the storm a good sized field teed off in the annual spring handicap tournament at the Fox Hills Golf Club, on Staten Island, yesterday. About 2 o'clock the clouds opened up and the rain came down in torrents, completely submerging many of the putting greens, which prevented some of the players holing out, and the tournament committee wisely decided to call the tournament off and postpone the qualifying round until next Saturday.

The leading scores in the weekly handicap follow:

CLASS A.

| | Gross. | Handicap. | Net. |
|---|---|---|---|
| J. E. Faber | 90 | 14 | 76 |
| B. S. Bottome | 83 | 5 | 78 |
| H. B. McClellan | 95 | 15 | 80 |
| F. E. Helm | 98 | 12 | 86 |
| J. W. McTenamy | 93 | 7 | 86 |
| E. C. Johnson | 104 | 14 | 90 |
| A. Agar | 106 | 14 | 92 |

CLASS B.

| | | | |
|---|---|---|---|
| J. E. O'Donohue | 94 | 18 | 76 |
| F. J. O'Donohue | 114 | 30 | 84 |
| T. J. Shelley | 103 | 17 | 86 |
| J. F. McAleenan | 104 | 17 | 87 |

## PLAY ON RICHMOND COUNTY LINKS.

In addition to the Class A and Class B handicaps at the Richmond County club yesterday, there was a competition for the Vincent Hockmeyer cup. The first four in Class A and Class B qualified for the trophy at match play. The leading scores follow:

CLASS A.

| | Gross. | Handicap. | Net. |
|---|---|---|---|
| R. L. Harrison | 110 | 15 | 95 |
| G. F. Smith | 103 | 15 | 88 |
| F. L. Davis | 98 | 10 | 88 |
| B. F. Welton | 104 | 11 | 93 |
| W. A. Hamilton | 98 | 11 | 87 |
| J. E. Faber | 99 | 12 | 87 |
| G. W. Taintor | 101 | 10 | 91 |
| L. Daniels | 106 | 14 | 92 |
| W. L. Davidson | 102 | 13 | 89 |
| W. P. Lough | 98 | 14 | 84 |

CLASS B.

| | | | |
|---|---|---|---|
| F. A. Morrow | 114 | 22 | 92 |
| H. L. Cheyney | 97 | 18 | 79 |
| W. N. Dennet | 111 | 17 | 94 |
| W. J. Skinner | 112 | 25 | 87 |

## ENGLEWOOD GOLFERS OPEN SEASON.

Oswald Kirkly started the season at the Englewood Golf Club auspiciously yesterday by leading the field in a qualifying handicap round with 83—4—78. Those to qualify were:

| | Gross. | Handicap. | Net. |
|---|---|---|---|
| Oswald Kirkby | 82 | 4 | 78 |
| M. W. Cannon | 87 | 8 | 79 |
| S. Homans | 100 | 19 | 81 |
| H. M. Coot | 99 | 9 | 81 |
| M. G. Huggins | 98 | 17 | 81 |
| T. P. Pell | 96 | 15 | 81 |
| J. T. Lee | 97 | 15 | 82 |
| C. W. Hunt, jr. | 99 | 15 | 84 |

## CAPE MAY GOLFERS BUSY.

The Cape May Golf Club, which was organized nine years ago by John C. Bullitt, framer of the city charter of Philadelphia, has taken a new lease of life under its new president, Louis H. Ayres. The course is 2,683 yards long and bogie for the nine holes is 38. Several team matches are being arranged.

## MONTCLAIR GOLF CLUB.

[By Telegraph to The Tribune.]

Montclair, N. J., May 1.—The Montclair Golf Club opened the season this afternoon with an 18-hole handicap, divided into two classes, A and B. Jason Rogers won in Class A and F. L. Stuart in Class B. The scores follow:

CLASS A.

| | Gross. | Handicap. | Net. |
|---|---|---|---|
| Jason Rogers | 93 | 5 | 88 |
| C. B. Brown | 93 | 5 | 88 |
| E. Johnson | 97 | 8 | 89 |
| O. Woodward | 91 | 2 | 89 |
| A. L. Pierson | 103 | 12 | 91 |

## WEE BURN GOLF CLUB.

[By Telegraph to The Tribune.]

Stamford, Conn., May 1.—The golf season opened at Wee Burn to-day with an eighteen-hole handicap match, for a prize offered by Dr. J. J. Cloonan. The scores follow:

| | Gross. | H'cap. | Net. |
|---|---|---|---|
| Burgomie Hamilton | 98 | 18 | 80 |
| E. E. Rinehart, jr. | 92 | 12 | 80 |
| George A. Weber | 101 | 18 | 83 |
| W. D. MacDonald | 86 | 10 | 76 |
| D. T. Woodbury | 106 | 18 | 88 |
| H. L. Woodbury | 116 | 18 | 98 |
| F. H. Lockwood | 92 | 15 | 77 |
| H. H. Goodrich | 119 | 32 | 87 |

## MIDLAND GOLF CLUB.

The Midland Golf Club opened the season on the Salisbury links yesterday with an eighteen-hole handicap. The results follow:

| | Gross. | Handicap. | Net. |
|---|---|---|---|
| T. T. Rushmore | 94 | 14 | 80 |
| G. H. Lowden | 88 | 8 | 80 |
| C. S. Norton | 103 | 18 | 85 |
| Donald McKellar | 93 | 0 | 93 |
| J. K. Van Vranken | 107 | 12 | 95 |
| E. T. Bloomfield | 104 | 16 | 88 |
| Thomas Robertson | 113 | 16 | 97 |
| A. Van Cortlandt, jr. | 118 | 18 | 100 |
| J. L. Bennett | 120 | 20 | 100 |

## AMHERST BEATS WESLEYAN ON TRACK.

Amherst, Mass., May 1.—The last event of the day, when Amherst men won first and second places in the last heat of the 220-yard hurdles, decided the annual dual track meet here to-day between Amherst College and Wesleyan University in favor of the former by a score of 65 to 61. The times in all the runs were slow, and no records were broken in any of the events.

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## DIFFICULTIES IN BLAZING A TRAIL.

GEORGE MILLER BRIDGING A DITCH IN A THOMAS CAR THAT IS FINDING THE PATH FOR OCEAN-TO-OCEAN AUTOMOBILE RACE.

# *For Bridgeport's Big Hill Climb*

## Classifications by Connecticut Club—Important Meeting of American Automobile Association.

At a meeting of the contest committee of the Automobile Club of Bridgeport last week the classifications for the hill climbing contest to be held at Sport Hill on May 31 were decided. The classification of the cars entered will be based on the selling price of cars, as follows: Class 1, gasolene, for cars $840 and under; Class 2, gasolene, for cars $851 to $1,250; Class 3, gasolene, for cars $1,251 to $2,000; Class 4, touring, for cars $2,001 to $3,000; Class 5, runabouts, $2,001 to $3,000; Class 6, gasolene, for cars $3,001 to $4,000; Class 7, gasolene, for cars $4,001 and over; Class 8, amateur class, for the President's Cup, and Class 9, free for all, for the Board of Trade Cup.

Frank T. Staples, president of the club, has offered a silver cup, to be known as the President's Cup, which will be awarded to the winners of Class 8 for amateur drivers. The large copper cup offered by the Board of Trade last year, and won by the Isotta Import Company of New York, will again be put up as a trophy for the free for all class. This cup must be won three times before the winner retains ownership. Arrangements have been made to patrol the course with state troops, as was done last year.

"Automobile contest is a term that has been misapplied and much abused," said W. B. Hurlburt yesterday. "I have frequently heard the statement that manufacturers take advantage of automobile competition to ascertain any weaknesses in their product, in order to strengthen the mechanical construction of their cars. I am not of the belief that the intelligent public accepts this statement as predicated upon fact. If there is one thing a maker will not do it is to admit that any one particular part of his machine is susceptible to the charge of weakness. If a maker thought or knew that any particular part had any indication of being weak, the very last place he would dare to show it would be in a public contest.

"The announcement that E. L. Thomas had the confidence in the Thomas New York-to-Paris car to start it once more across the continent to lay out the route to be followed by contestants in the ocean-to-ocean contest proved the signal for this coterie of gentlemen to give forth their bark of disapproval. The further the Thomas car has travelled upon its path laying trip the more pronounced has become the opposition from makers who fear that their cars could not equal the performance if entered in the contest. I am absolutely convinced that the ocean-to-ocean contest in connection with the Seattle Exposition will be one of the greatest, if not the very greatest, contests of endurance and reliability ever held anywhere, and the foolish opposition of a small section of American makers cannot prevent its being successful."

George Robertson, who has been signed to take charge of the racing interests of the Harry S. Houpt Company, and has been deputized to organize a racing team to handle the Houpt and Herreshoff cars on the track and in road races, announced yesterday the engagement of the first of his drivers. His selection was young Willie Houpt, who has made a conspicuous success in road racing, and for the last six years has been more or less prominent in local racing in Philadelphia, handling several well known cars. He drove a car in the stock car races on the Motor Parkway last year, and there made his debut in metropolitan racing. Two weeks later he drove the car in the Vanderbilt Cup race, and then took it to Savannah, where he competed in the Grand Prize contest. He will join the Houpt company's force on May 1.

The regular monthly meeting of the executive committee of the American Automobile Association will be held at No. 437 Fifth avenue on Tuesday. President Lewis R. Speare, of Boston, will come on to preside at the meeting, and, as a number of important matters are to be discussed, it is expected that all of the chairmen of the various boards will be present.

In addition to this meeting George C. Diehl, of Buffalo, chairman of the American Automobile Association good roads board, and also chairman of the national convention committee, has called an informal meeting of the convention committee members to be held on the same day. At this time Mr. Diehl expects to outline tentative plans for the second annual American Automobile Association good roads and legislative convention, which will be held next fall. He hopes to be able to announce the dates for the convention and the city in which it will be held.

William Mitchell Lewis, president, and J. W. Gilson, sales manager, of the Mitchell Motor Car Company, of Racine, were in this city last week for the carnival. Mr. Gilson said yesterday that he believed there was a growing tendency to keep the higher priced cars in reserve and for occasions, and to have on hand one or two moderate priced cars for general utility purposes.

Entries for the Harrisburg reliability contest, on May 3 to 6, closed yesterday. Among the well known drivers who have entered is Walter C. White, the White Steamer driver.

This will be Mr. White's first appearance in competition since his hill-climbing accident in Cincinnati a year ago. Tom Berger, the Quaker City expert, has drawn No. 1, and he will lead the way in his six-cylinder Oldsmobile. The Maxwell entries will be in charge of Fleming and Bittner, and able pilots of more than local reputation will guide the Thomas, the Chalmers-Detroit, the Rambler, the Mitchell, Jackson and Acme entries.

The Pierce-Arrow Motor Car Company, of Buffalo, has extended a general invitation to all those interested in the manufacture of automobiles to visit its plant at Buffalo and inspect the methods in use, not only in the machinery and inspecting of parts, but in the work of assembling as well.

# AUTO PRIZES AWARDED

## *DRIVERS GET THEIR DUE.*

### *Carnival Committee Praised for Heeding the Weather Man.*

Prizes to the owners of the winning cars in the various classes of the hill climb and speed trials held in connection with the automobile carnival on Monday and Tuesday of last week were awarded at the Automobile Club of America last evening.

The hill climb, which was held on Fort George hill, was made up of eight classes, while the speed trials at the mile and two miles held on Hillside avenue, Jamaica, consisted of sixteen classes. The classes were divided according to the selling prices of the cars, and, as a silver cup was given to the winner of each class, the twenty-six cups laid on a big table in the big reception hall of the club gave the room the appearance of a jewelry store.

Besides the winners, a large number of the club members with their friends were in attendance, as well as many of the members of the various committees of the automobile carnival under the auspices of which the contests were held. An interesting vaudeville programme was given and much enjoyed by the crowd.

The carnival committee came in for much praise for its action in postponing the parade, which was set for yesterday afternoon, until to-morrow, when it was learned from the weather bureau that the weather conditions would be unfavorable yesterday. The bureau guessed right, for once. The weather also made it necessary for the committee in charge of the one-gallon efficiency test, which was to have been held on Friday, to put it off until Friday of this week, so the carnival will stretch over for two days more.

The big Benz car driven by David Bruce Brown, which won in the free-for-all classes in the hill climb and at the mile and two miles in the speed trials, making new records for the latter two events, carried off three prizes. The entrants of the Knox cars, which made the fastest time for American cars in the speed trials, won prizes for being first in the one-mile trials for machines selling from $2,000 to $3,000, and in the one and two mile trials for cars selling for over $3,000. In the one-mile trials for machines selling from $2,100 to $3,000 a Knox car tied with a Chalmers-Detroit for first place.

A Chalmers-Detroit car was also first in the hill climb for cars selling for $2,100 to $3,000. Two cups went to the owner of the Stearns car for getting first places in the one and two mile speed trials for machines selling for over $4,000 of four cylinders.

A cup was given to Aitken, who drove a National car. He won in the six-cylinder class at the hill climb for cars selling for over $4,000. Aitken won more distinction for this make of car by making the fastest time for American cars up the hill in the free for all class.

The good showing of the little Buick car, which was in evidence in both contests, called for three cups, one for winning in the class open to cars selling from $1,250 to $2,000 in the hill climb, and for being first in the one and two mile speed trials for cars selling from $1,251 to $2,000. The American roadster, driven by Redstar, was first in the one and two mile speed trials for cars selling from $3,001 to $4,000. Another American car that made a creditable showing in the hill climb and speed trials was the Palmer & Singer, a car of this make, driven by Lescault, winning in the hill climb for cars selling from $3,001 to $4,000.

In the first division of the parade to-morrow, which is composed of old makes and famous racing cars, there will be at least fifty automobiles. In the second, or undecorated pleasure vehicle division, the entry list is very large, and a conservative estimate places the number of cars at at least two hundred.

In the third division, for decorated cars, there will be many surprises. The big cash prizes, $500, $250 and $150, have been the means of creating much interest in this division, and there probably will be two hundred or three hundred automobiles competing for these handsome cash prizes.

Several of the dealers and individuals who are preparing cars for this division are spending thousands of dollars in getting up original and attractive displays. The rear section of this division will be given over to the comical and grotesque cars. Here also are liberal cash prizes. The crew which won the first prize last year is confident of winning again this time. There will probably be thirty or forty entries in this section.

The final division, for all kinds of advertising floats and commercial vehicles, will without doubt be the most interesting of all. No distinguishing marks are allowed on cars in the regular pleasure vehicle decorated division aside from the identification numbers, which are placed on the cars for the information of the judges. In the final division anything in the way of advertising will be permitted. The prizes in this division are $500, $200 and $100.

Among the novelties in the decorated division competing for a prize is a display of a touring car by a leading florist, in connection with which there will be used several thousand dollars' worth of freshly cut flowers. The occupants of the cars in this decorated division will be as interesting as the cars themselves.

The stand for the press and the judges will be in the parking strip in upper Broadway, at the corner of 92d street. R. G. Howell, chairman of the parade committee, announces that, in order to have all private owners and dealers represented in the parade who may not have made up their minds until the last minute, identification cards will be issued to late comers before the parade starts at the corner of 84th sreet and Central Park West, and 87th street and Central Park West.

The regal cars, which will be occupied by the King and Queen, are practically finished, and are exceedingly elaborate. The Stearns car for the King of the carnival, Guy Vaughan, is built in the shape of a large float, on which there will be six persons. The decorative scheme will be made up of rare plushes and rugs. The Queen, Miss Annette Kellerman, will lead in a specially decorated Buick car, which also will take the form of an enormous float surmounted by the dolphin and an enormous seashell, with a playing fountain in the foreground.

## *WELCOME FOR LEWIS.*

### *Auto of Glidden Pathfinder Noisly Met at Minneapolis.*

The chief feature of the work of Dal Lewis in laying out the route for the Glidden tour contests last week was the reception accorded to him and the rest of his party at Minneapolis. In the course of the tour proper a Saturday and a Sunday will be spent at Minneapolis, which will be reached at the end of the fifth day. The automobilists and other citizens there are planning to give the contestants a rousing reception. Their enthusiasm may be inferred from the fact that a car was sent all the way to La Crosse to pilot the route makers, and they were escorted into Minneapolis three days later by more than a score of cars.

Mr. Lewis left La Crosse, Wis., last Sunday, and, as laid out, the run from there to Minneapolis will be by way of Pleasant Valley, Winona, St. Charles and Rochester. Some long stretches of sand and clay roads that will be hard and fine in summer were met.

Arrangements with hotels for the accommodation of the contestants are advancing well this year, and as there are no stop-overs at big summer resorts the accommodations will, on the whole, be better than on the tours through the Eastern States. Some satisfactory and rather elaborate arrangements, to be announced later, are being made in connection with the sleeping and dining cars that will be used during a part of the trip. F. B. Hower, of the American Automobile Association contest board, who has managed two previous Glidden tours, is using all the lessons of practical experience in an effort to make this one better than ever.

## *HOLLYWOOD MEN SCORE.*

### *Take Fast Game from Brooklyn Soccer Players in Storm.*

Playing amid pools of water and constant showers, the Hollywood Inn Association Football Club defeated the Brooklyns by a score of 1 goal to 0, yesterday. The Brooklyns, with only ten men, played a fast game, but were unable to score. During the first half neither team was able to score. Tierney, the Brooklyn goal keeper, saved many a goal for his team. After the restart both teams, eager to score, played very fast, but the wet grounds were against them, and the only goal that was scored was made by Berkely, playing right half for the Hollywoods.

The summary follows:

| Hollywood Inn (1). | Positions. | Brooklyn (0). |
|---|---|---|
| Rintoul | G. | Tierney |
| Grant | R. B. | Stuart |
| Stuart | L. B. | Coldicott |
| Barkely | R. H. | McClellen |
| Craig | C. | Watts |
| Cristy | L. H. | Ryeberg |
| McCloud | O. R. | Foster |
| Officer | I. R. | Owen |
| Thompson | C. | Keitt |
| Savern | I. L. | Goodman |
| Cooper | O. L. | |

### ACORN MARATHON POSTPONED.

Some five hundred persons made the trip to Saratoga Park, Broadway and Halsey street, Brooklyn, yesterday afternoon, to attend the Marathon race that was to have been held under the auspices of the Acorn Athletic Association, of Brooklyn, but they were sent home disappointed when they read the bulletin on the door telling of the postponement of the race. The track was not fit for running, it being almost completely covered with water. The athletic committee held out hopes of running the

# MARSHALL COMES BACK

## *BEATS CUBAN MASTER.*

### *American Defeats Capablanca After Losing Three Games.*

[By Telegraph to The Tribune.]

Scranton, Penn., May 1.—Sensational play on the part of Frank J. Marshall in the seventh game of his chess match with José R. Capablanca, played at the rooms of the Young Men's Christian Association in this city this afternoon, enabled the American master to defeat the Cuban champion in the shortest encounter yet had, Capablanca resigning after twenty-five moves, as the result of a very pretty queen sacrifice. It was the first game Marshall has been able to win in seven played, and his decisive success encouraged him greatly, as well as his admirers in this city, of whom there are many.

William E. Napier, former champion of Great Britain, and now a resident of this city, was asked to fill the position of referee while the players are playing here and in Wilkes-Barre. Frank J. O'Hara, of Scranton, was the umpire for Marshall and R. A. Amerman acted for Capablanca. Many chess enthusiasts from Wilkes-Barre, where the two masters will play their eighth game on Monday, Williamsport and other nearby towns were in attendance and followed the moves of the game with keen relish.

Marshall had the white pieces in a Queen's Gambit and Capablanca, as has been his wont, declined the gambit, and the game took the course of the other games of the match in which the Cuban played his king's knight to K5 at an early stage. For eleven moves the play followed practically the same lines, but after that Marshall varied by advancing his queen's rook's pawn and making full use of it in accordance with the true spirit of the opening. This manœuvre enabled the American to post his queen favorably at QR3, and with a "tempo." All the pieces on the board were brought to bear upon the scene of conflict, which was mainly along the three files on the left side of the board. Marshall castled only on his fifteenth move. The latter's forces were placed the more favorably, and when on his eighteenth move he exchanged his bishop for the black knight it became apparent to the onlookers that Capablanca was in serious trouble for the first time since the beginning of the match.

With his nineteenth move, Marshall advanced the rook's pawn to its sixth, forcing the bishop between the black bishop's pawn and the protecting rook. In consequence, Marshall won a pawn and was left in addition with an ideal position, every one of his pieces holding important squares. At his twenty-fourth move, Capablanca placed his rook at Kt3 in an effort to stem the tide, but Marshall calmly captured it with his queen, though protected by a pawn. Capablanca realized that if he were to take the white queen there would be no way of stopping the rook's pawn from queening, and he resigned gracefully.

Appended is the full score of the game played to-day:

SEVENTH GAME—QUEEN'S GAMBIT DECLINED.

| WHITE. Marshall. | BLACK. Capablanca. | WHITE. Marshall. | BLACK. Capablanca. |
|---|---|---|---|
| 1 P—Q 4 | P—Q 4 | 14 P—R 3 | B—Kt 2 |
| 2 P—Q B 4 | P—K 3 | 15 Castles | Q—B 2 |
| 3 Kt—Q B 3 | Kt—K B 3 | 16 K R—Kt | Kt—Q 2 |
| 4 B—Kt 5 | B—K 2 | 17 B—B 5 | K R—Q B |
| 5 P—K 3 | Kt—K 5 | 18 B x Kt | Q x B |
| 6 B x B | Q x B | 19 P—R 6 | B—B 3 |
| 7 B—Q 3 | Kt x Kt | 20 P x P | P x P |
| 8 P x Kt | Kt—Q 2 | 21 Q x P | Q R—Kt |
| 9 Kt—B 3 | Castles | 22 R x R | R x R |
| 10 P x P | P x P | 23 Kt—K 5 | Q—B 4 |
| 11 Q—Kt 3 | Kt—B 3 | 24 P—K B 4 | R—Kt 3 |
| 12 P—Q R 4 | P—B 4 | 25 Q x R | Resigns. |
| 13 Q—R 3 | P—Q Kt 3 | | |

## *SCHOOLBOY'S FINE VAULT*

### *Interscholastic Record Broken by Mercer at Princeton Meet.*

Princeton, N. J., May 1.—Mercersburg Academy won the annual interscholastic track meet here today with a score of 37 points. The Technical High School, of Providence, which was represented by only three men, took second place with 21 points, and Lawrenceville School was third, with 19 points. High School, of Pottstown, Penn., scored 18 points; George School, Newtown, Penn., 13, and Philadelphia Central High School, 8.

The track was swamped with water, frequent showers falling during the meet. In spite of the adverse conditions there were some excellent performances. The pole vault, high jump and broad jump were held in the baseball cage. Roy Mercer, of George School, cleared 12 feet 1⅛ inches in the pole vault, breaking the American interscholastic record of 12 feet ½ inch, held by himself. He also won the broad jump with a leap of 21 feet 7 inches.

The trio from Providence Technical High—Ballard, Green and Harris—furnished the surprise of the meet. Ballard won the one-mile run and also broke the Princeton record in the two-mile run, doing the distance in 10 minutes 18 2-5 second. Green won the quarter-mile run in 52 1-5 seconds, while Harris took first in the 120-yard hurdles in 17 seconds and fourth in the 220-yard hurdles.

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*Automobiles.*

*National*

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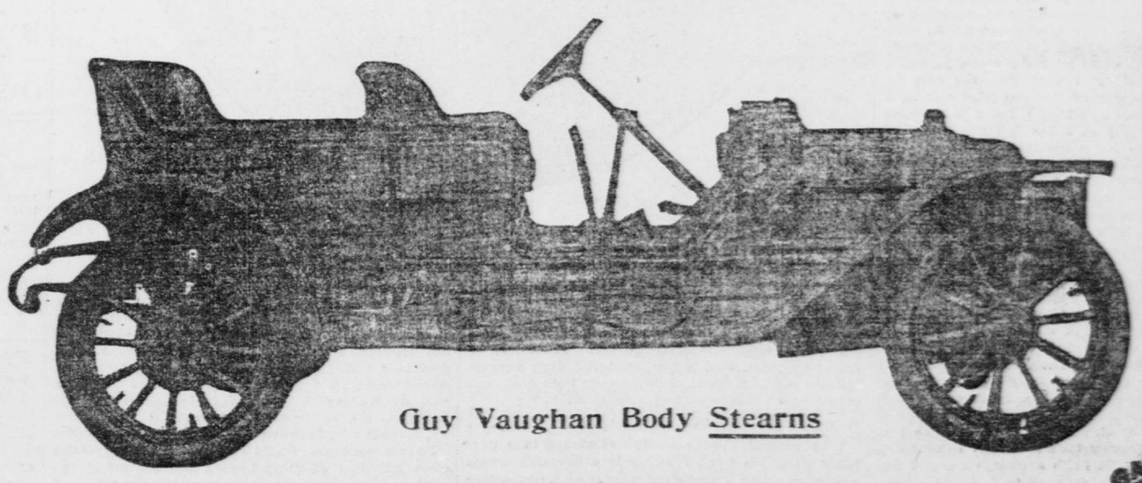

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