KEEN PLAY ON TURF

A FEAST OF POLO AT GEORGIAN COURT.

H. P. Whitney's Team Defeats New Haven, Helped by English Expert.

[By Telegraph to The Tribune.]

Lakewood, N. J., March 26.—The large crowd that went out to Georgian Court this afternoon to witness the fourth game of the polo tournament was treated to the unusual spectacle of two games being played at the same time. George Gould has four polo fields on his grounds, all kept in the pink of condition, with steam rollers, grass cutters and several men at work on them almost continuously, and there are stable accommodations for about one hundred and fifty ponies.

That the spectators thoroughly enjoyed the spectacle to-day was evident from the shouts of appreciation and approval of the many intricate and dangerous plays made during the game.

The weather conditions were perfect, the day being like one in early June. The women and children wore light spring attire, making, with the bright green of the polo fields in the foreground, a most attractive picture.

Mr. and Mrs. Gould again appeared on the west field grounds on their large tally-ho with Vivian and others of the children and a large party of friends, while Miss Marjorie and her fiancé, Anthony J. Drexel, held court at the east field.

The game to-day at the west field was very hotly contested, and it was not until late in the third period that either side scored. This period furnished a scare for onlookers, when the pony ridden by Larry Waterbury fell, throwing his rider, but both escaped without injury.

The game that kept the interest of the spectators at the highest pitch was that on the West Field between the team captained by Harry Payne Whitney, known as Whitney's Whites, and the New Haven four, which won the junior championship last season. The latter team was strengthened in the backfield by the presence of Captain Miller, the famous English polo player, who is visiting in the United States. Besides having Harry Payne Whitney to aid them, Whitney's Whites also boasted another international player in Larry Waterbury, who played at No. 3.

Much comment was aroused among players and spectators because of the fact that no spurs were used in the game. This is said to have been due to the fact that Mrs. Jasper Lynch, president of the Ocean County Society for the Prevention of Cruelty to Animals, had informed the committee in charge of the carnival that if spurs were used she would take action against them.

The play was fast from the beginning, and many brilliant bits of riding and checking were witnessed. The all around work of Captain Miller and Mr. Whitney, in the vicinity of the goals, was a revelation to the onlookers, both men frequently taking the ball the length of the field and outmanoeuvring their opponents.

The ponies of each team were in excellent condition, and at making short turns and quick stops appeared about equal. In other respects, however, the advantage appeared in favor of the Whitneys, these players showing better team work than their opponents, and shooting with more accuracy. Owing to overanxiety, New Haven was penalized twice, each time for half a point, Drury being the offender. Whitney was penalized once for a safety, losing a quarter of a point.

At the end of play it was announced that Whitney's Whites had scored seven goals to New Haven's one tally. After the penalties had been exacted, the final score read: Whitney's Whites, 6¾; New Haven, 0.

The line-up and score at West Feld follow:

WHITNEY'S WHITES	NEW HAVEN.
No. 1—Alex. Brown.	No. 1—J. B. Thomas.
No. 2—L. Waterbury.	No. 2—H. Drury.
No. 3—H. P. Whitney.	No. 3—L. E. Stoddard.
Back—H. Smith.	Back—Captain Miller.

Referee—Ned Potter. Timekeeper—E. W. Elliott. Eight periods of six minutes each were played, with three-minute intervals. Final score—Whitney's Whites, 6¾; New Haven, 0.

On the East Field a sort of round robin affair was played, with three teams taking part, each playing the other four periods of six minutes each. In the first game Collier's Reds defeated Belmont's Blues by a score of 5 to 2. The line-up follows:

COLLIER'S REDS (5).	BELMONT'S BLUES (2).
No. 1—A. Alexander.	No. 1—Raymond Belmont.
No. 2—J. J. Collier.	No. 2—C. C. Rumsey.
No. 3—T. B. Butterworth.	No. 3—J. Rawlins.
Back—H. S. Borden.	Back—J. A. Burden.

The second game was between Belmont's Blues and W. G. Loew's Whites, and the latter team won by a score of 4 to 2. The line-up follows:

LOEW'S WHITES (4).	BELMONT'S BLUES (2).
No. 1—C. Sabin.	No. 1—Raymond Belmont.
No. 2—A. S. Burden.	No. 2—C. C. Rumsey.
No. 3—George Smith.	No. 3—J. Rawlins.
Back—W. C. Loew.	Back—J. A. Burden.

Referees—H. L. Herbert and E. G. Smith.

In the third game Loew's Whites defeated Collier's Reds by a score of two goals to nothing. The line-up follows:

LOEW'S WHITES (2).	COLLIER'S REDS (0).
No. 1—C. Sabin.	No. 1—A. Alexander.
No. 2—A. S. Burden.	No. 2—R. J. Collier.
No. 3—George Smith.	No. 3—T. B. Butterworth.
Back—W. C. Loew.	Back—H. S. Borden.

Referee—H. L. Herbert.

POLO TROPHY IN BALANCE.

The final game in the indoor polo tournament will be played in the ring at the Durland Riding Academy on Wednesday evening for the silver trophies offered by Harry Guggenheimer, president of the association.

It will be closing night for the music rides at the academy as well, and an interesting programme has been arranged. There will be a high jumping contest, a steeplechase race, a jeu de barre game for the women and a tug-of-war on horseback.

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POLO NOW THE RAGE ON FIELD AT LAKEWOOD.

HARRY PAYNE WHITNEY.
Captain of team which won International Polo Cup.

CAPTAIN E. D. MILLER.
Of England, following up ball to shoot a goal at Lakewood.

J. B. THOMAS, Jr.
Captain of New Haven team, which won junior championship last year.

TEST FOR THE AUTO

FIXED PENALTY NOW.

Rules for Reliability Contests Promise Good Results.

The most important amendment to the reliability contest rules of the American Automobile Association for 1910 over those of last year will be found in the adoption of the fixed penalty schedule, which is applied at the final examination of the cars at the completion of a contest.

In this schedule each of the essential parts of a car is given a definite number of points penalty for defective condition, greater or less according to the relative importance of each to the whole make-up of the car and the condition in which such part is found at the finish of the contest.

The adoption of this schedule at once does away with the somewhat uncertain and indefinite penalty of points in the 1909 rules for time consumed and money value of material used in placing a car in a safe and satisfactory operating condition and places each and every contestant on the same footing, with the same penalties applying to all for each defective and damaged part which the contest may develop; in other words, it reduces the penalization scheme to as nearly as possible an exact and known proposition, instead of an uncertain and varying one.

The avoidance of work on a car after final examination and the calculation of time consumed and fractional values of material used enable a rapid determination of the relative merits of each of the cars and insures a speedy settlement of the contest after the close of the last day's run. The elimination of fractional penalizations also facilitates the announcement of the score of the cars at the end of each day's run during a contest.

To determine the operating condition of a car at the conclusion of a contest tests of brakes, clutch, transmission and motor are provided for, with suitable penalties for defective operation, as follows:

TIME.

One point a minute, or fraction thereof, late in arrival at any control or checking station.

WORK.

One point a man a minute, or fraction thereof, for labor by driver or passengers.

Two points a man a minute, or fraction thereof, for labor by workmen other than driver or passengers.

Two points a man a minute, or fraction thereof, for replacement of damaged parts by driver or passengers.

Four points a man a minute, or fraction thereof, for replacement by workmen other than driver or passengers.

Three points an occurrence for replenishing gasolene, oil or water, outside of fuel controls.

One point a minute, or fraction thereof, for motor stop when no work is done. No penalty for motor stop during period when work is being done on car, for which work or replacement a penalty is imposed.

OPERATIVE TESTS.

Brake Penalties—Fifty feet perfect; for each foot, or fraction thereof, over this distance, one point.

Clutch—Five points for failure to climb curbs, spin rear wheels or stall motor.

Gear Set—Twenty-five points for failure to drive on any forward speed or reverse.

Motor Tests—Five points for each cylinder not firing.

Front and Rear Axles—No penalty for one-fourth inch spread between wheels; five points for each additional one-eighth inch or fraction thereof.

Springs—No penalty for sag of one inch; five points for each additional one-half inch or fraction thereof.

Just what equipment a stock car may or may not carry in reliability contests is very clearly laid down. It may carry special mud aprons in front of radiator or bonnet screens between the side members of the frame; rubber bumpers for springs, and rebound straps; tire inflating tanks. It may not have special springs or spring windings; shock absorbers may not be added unless part of regular equipment, and covers over coil boxes, magnetoes or any other part of mechanism or screens around carburetor are not permitted unless part of regular equipment.

To enable an observer to keep a more accurate record of work done on a car, metal and wire seals will be affixed to the bonnet, coil box, transmission case, differential case, mud pan or apron, and parts of ignition system not protected by bonnet seals and any other parts, as may be necessary. There will be no penalty for breaking a seal, which will be replaced at the official garage at the end of a day's run, but the observer will note the seal broken and must report how many times thereafter access was had to the part or parts protected by such seal.

A half hour is allowed at the end of each day's run for proper lubrication of the car in the official garage, seals being broken for this purpose and replaced.

The rules concerning observers have been broadened and strengthened, and the duties of observers enumerated in greater detail than heretofore, the following rule, among others, having been added:

Observers must not interpret rules for entrants or drivers and cannot say what work may or may not be done without danger of penalization, their duties being solely to record what is done and the exact length of time consumed in doing it.

To induce entrants who appoint observers to use the greatest care in their selection the following penalty is imposed on an entrant for the act of the observer he has appointed:

If an official observer shall desert a disabled car without first obtaining the driver's signature to a statement that he has withdrawn from the contest, the entrant who appointed such observer shall be disqualified and must either withdraw from the contest altogether or continue as a non-contestant. By desertion is meant leaving the car without taking with him the driver and passengers. This rule will disqualify but one of the cars of an entrant in case of multiplicity of entries.

DORANDO WINS LONG RACE.

Winnipeg, Man., March 25.—In a three-cornered fifteen-mile race here to-night Dorando Pietri, the Italian, finished first in 1 hour 27 minutes 30 seconds. F. Marsh, the Canadian runner, was second, and Henri St. Yves, the Frenchman, third.

HORSES AND CARRIAGES.

LADY GOING AWAY will dispose of high class matched dark bay horses, 8 years old, sound, seasoned, splendid drivers; also entire outfit, 3 carriages, harness, etc., for $1,500; horses without outfit, $900. Joscelyn Stable Co., 104 West 54th st. (Coachman Kett).

Quaker Scalps for Columbia

Blue and White Scores Third Straight Soccer Victory in Milne's Cup Play.

Moorestown, N. J., March 26.—Playing the same strong reliable game which earned them their earlier victories against Haverford and Harvard in the annual intercollegiate association football series for the Milnes Cup, the players representing Columbia University defeated the University of Pennsylvania eleven here by the score of 2 goals to 0, this afternoon, thereby remaining in the lead with a record of three straight victories to their credit. The Quakers, however, made the visitors work hard for the honors, and in the first half, playing against a strong wind, Columbia could not score.

Captain G. J. Dwyer, of Columbia, changed to his old position at left back for the first half, in order to strengthen the defence under adverse conditions, when Pennsylvania might be expected to do the pressing. Grimes took the place of Heagey at right half, while the latter went forward and played outside right, with O'Brien as inside man and Smith at centre. The right wing remained the same as usual.

The play was even throughout the first period and comparatively few attempts at goal were made.

In the second half, the New Yorkers began to force the fighting, and Captain Dwyer resumed his place at centre. It was he who finally succeeded in breaking the ice, shooting Columbia's first goal from a lively mix-up in front of the Pennsylvania net. Columbia pressed continually and A. H. Smith clinched matters by taking the second goal with a shot from far out. The Blue and White representatives proved themselves the faster team and in the second half particularly played in championship form.

The line-up and summary follow:

Columbia (2	Positions.	Pennsylvania (0.)
C. B. Spencer	Goal	Horner
F. B. Spencer	Right back	Chase
J. A. Grimes	Left back	Maris
F. W. Heagey	Right half	Yost
R. A. Semple	Centre half	Crockett
L. G. Kistler	Left half	Graham
J. O'Brien	Outside right	Treat
A. H. Smith	Inside right	Irving
G. J. Dwyer (capt.)	Centre	Penn (capt.)
C. E. Dwyer	Inside left	Beeby
H. A. Zoller	Outside left	Phillier

Referee—Mr. Maidron. Referees' Association. Linesmen—G. Squier, Columbia, and W. Smith, Pennsylvania. Goals—G. J. Dwyer, Smith (Columbia). Time—Halves of 45 minutes.

At McDonald Field in Brooklyn yesterday afternoon the Association football eleven representing the Central Branch of the Brooklyn Young Men's Christian Association was defeated by the McDonald Strollers by the score of 3 goals to 0.

BREAK RIFLE RECORD.

Butte Marskmen Tie for Lead in Tournament.

Washington, March 26.—The Rocky Mountain Rifle Club, of Butte, Mont., broke all records in the interclub rifle shooting league matches this week, the team scoring a grand total of 985 out of a possible 1,000. This club and the Winchester Rod and Gun Club, of New Haven, are now tied for first place in the tournament, each having a record of nine victories and one defeat.

The American small bore team, which is to compete in a rifle match against a team to be selected by the Society of Miniature Rifle Clubs, of Great Britain, has been selected by a special committee. Fifty men were selected, E. W. Sweeting, of the Warren (Penn.) Rifle and Revolver Club, leading with a high score of 439. The fiftieth man is E. G. Simpson, of Duluth, whose score was 478.

SIX NEW RECORDS.

Former Marks of Bedford Branch Lowered.

Six new branch records were established at the fourth annual championship meet of the Bedford Branch of the Young Men's Christian Association, Brooklyn, last night, Herman H. Smith, was the individual star, making three of the new marks—440-yard, 880-yard and one mile runs. In all three events Smith showed excellent form. His three victories gave him the point trophy, with a total of 15 points. R. Schulz was second, with 9, and W. F. Bauer, third, with 8. The former lowered the old time in the 100-yard dash, while W. J. Fisher and W. F. Bauer made new records in the 220-yard dash and pole vault events, respectively.

The summaries follow:

100-yard dash (final heat)—Won by R. Schultz; H. Prister, second; I. Lee and C. Kearns, tied for third. Time, 0:11⅘.

220-yard dash (final heat)—Won by W. J. Fisher; R. Schulz, second; C. Kearns, third. Time, 0:25⅘.

440-yard dash (final heat)—Won by H. H. Smith; William Allen, second; I. Lee and F. Petry, tied for third. Time, 0:57⅘.

880-yard run—Won by H. H. Smith; C. Imke, second; H. M. Bassom, third. Time, 2:20.

Running high jump—Won by H. Streubel, with a jump of 5 feet 4¾ inches; F. Petry, second, with a jump of 5 feet 3¼ inches; J. C. Kennie, third, with a jump of 5 feet 2 inches.

Putting 12-pound shot—Won by A. Wagenfohr, with a put of 38 ft. 11 in.; W. Bauer, second, put of 38 ft. 3¼ in.; H. C. Swain, third, put of 36 ft. 11 in.

Standing broad jump—Won by B. I. Mott, with a jump of 9 ft. 10½ in.; S. Marvin, second, with a jump of 9 ft. 9¼ in.; H. E. Reed, third, with a jump of 9 ft. 6 in.

Standing broad jump—Won by A. W. Beeny with a jump of 9 ft. 9 in.; P. Scherer, second, with a jump of 9 ft. 8⅝ in.; H. Maymon, third, with a jump of 9 ft. 7¼ in.

Running broad jump—Won by H. E. Reed with a jump of 19 ft. 10½ in.; G. Forrest, second with a jump of 19 ft. 9 in.; W. M. Allan, third, with a jump of 18 ft. ½ in.

One-mile run—Won by H. H. Smith; H. M. Bassom, second; J. Vliet, third. Time, 4:52⅘.

100-yard dash (boys; final heat)—Won by J. Manson.

Pole vault—Won by W. F. Bauer, with a vault of 9 ft. 2¾ in.; W. Grogins, second, with a vault of 8 ft. 11 in.; E. Carter, third, with 8 ft. 10 in.

BEAT PATCHED BROOKLYN TEAM

[By Telegraph to The Tribune.]

Plainfield, N. J., March 26.—The Plainfield Football Association club defeated the Brooklyn Football Club on the local field this afternoon by a score of 5 to 6. The contest was one-sided throughout, the local players having things pretty much their own way.

The Brooklynites came here four men short, and after borrowing three men from the local club decided to play with ten men. During the second half they failed to get a single shot at Plainfield's goal, while during the last twenty minutes the home team kept shooting in at the visitors' goal.

ANGLERS ON THE JOB.

C. S. Lord Captures Prize Trout at Eastport.

[By Telegraph to The Tribune.]

Eastport, Long Island, March 26.—Under almost ideal weather conditions the trout fishing season on Long Island opened to-day, and soon after daybreak scores of enthusiastic anglers from Manhattan and nearby points were busily whipping the streams in the many fishing club preserves on Long Island for the game little fishes. At the Country Club here there were nineteen members present, and they experienced no difficulty in catching the limit of fifteen fish, as the club recently purchased several hundred dollars' worth of fish for restocking.

Chester S. Lord was the lucky member to capture the largest fish, which weighed one pound and nine ounces. With it Mr. Lord won the prize which is presented by the club annually.

Those present were P. B. Worrall, H. A. Graeff, H. F. Miller, A. K. Sloane, J. Durand Ruel, L. Myers, George Cox, jr., E. G. Whitaker, A. B. Hepburn, Ward Williams, Otto Magnus, T. Kelly, R. A. Springs, Remsen Johnson, Frank Bailey, "Tom" Shaw, "Sam" Hopkins and F. S. Flower.

CHESS CHALLENGE IN.

April 23 Date Desired by Oxford and Cambridge.

A. Steadman Jameson, secretary of the intercollegiate cable chess match committee, yesterday received a formal challenge from R. Lob, president of the Oxford University Chess Club, on behalf of Oxford and Cambridge, for the annual contest for the Rice trophy, which was won by the American players a year ago. The challenge was belated, but meanwhile arrangements have been made, so that both sides are prepared for the fray.

The American committee, however, was surprised to learn that Oxford and Cambridge can make it convenient in the near future to play only on April 23. As an alternative the Englishmen say that they could play either in July or August. This is out of the question, so far as the Americans are concerned, but they will in all likelihood waive their privilege of selecting the date and agree to the change proposed. This cannot be settled definitely until after the Easter vacation, when Princeton where the Americans will again be stationed, will vote on the question.

J. R. Chandler, of Yale, succeeded in defeating L. W. Stephens, of Princeton, in the third and final game of their series at the rooms of the Brooklyn Chess Club yesterday morning, and as a result the Yale player will take the second board in the cable match, and Stephens the third board, with N. T. Whitaker, of Pennsylvania, at the top.

AUTO NEWS AND NOTES.

The Coates-Goshen Automobile Company, of Goshen, N. Y., is planning to enlarge the capacity of the plant and put more cars on the market by interesting more capital. A. R. and J. S. Coates have built up the business alone, but are now willing to share profits for the sake of carrying it along on a larger scale.

The Lozier Motor Company is broadening out and establishing new agencies in various parts of the country. The cars have been taken over by the Metropolitan Motor Car Company for distribution in Portland, Seattle and Spokane, while arrangements have been made for a special display of the Lozier car in Chicago and other cities.

TIMELY AUTO TOPICS

RACE DRIVERS BUSY.

News of the Trade Picked Up Along the Row.

Not often are racing drivers of prominence employed to test out stock chassis before they are turned over to the body builders. This unusual move has been decided upon, however, by the Rainier Motor Company after consultation with its team of four experienced race pilots. The Rainiers, like other cars, are tested out at the factory before shipment to New York, but John T. Rainier has determined to give a little extra test to every car of his make brought East.

Louis A. Disbrow, who holds the world's record in a Rainier car of two hundred miles in one hundred and seventy-three minutes; "Wally" Owen, Charles H. Lund and H. L. Bailey, all of whom will be competitors in the Brighton beach twenty-four-hour race and in the principal road and track contests to be held this year, will, when not engaged in speed competition, take charge of the testing of Rainier cars on the roads around New York. This will serve a double purpose of proving the mettle of the cars and keeping the men in practice for the gruelling contests to come.

These four drivers will start out together on Monday to drive four Rainier chassis over Long Island roads to Montauk Point and return. They expect to make this journey of more than two hundred miles in less than a day, keeping within speed restrictions in the municipalities en route.

One of the most attractive models ever shown on Broadway is the new torpedo body of the White gasolene car. G. W. Bennett, Eastern manager of the White company, says that although they have been delivering them since the Madison Square Garden show this is the first time he has been able to have one on the sales floor for exhibition, and that this particular car is available only because the top ordered for it has not arrived.

The body lines are clean cut, and it is actually a flush sided creation. It is not so extreme as most of the foreign bodies of that type, and Mr. Bennett is of the opinion it will establish a new type of touring body because of its extreme practicability and comfort.

Webb Jay, one of the well known racing drivers of early automobile days, has joined the forces of the United States Motor Company and will act as assistant district manager.

Webb Jay in his palmy days was one of the best drawing cards at a race meet and always furnished the public with spectacular driving. He was one of the first men to defeat Barney Oldfield, and was at one time holder of the world's one mile track record, made at Morris Park, N. Y. Jay had a wonderful career on the track until he met with an accident at Buffalo, after which he gave up racing and entered the trade in Chicago, where he has been for the past four or five years.

N. S. Calhoun, vice-president and treasurer of the Royal Tourist Car Company, is slowly recovering from the effects of a painful accident which he met with in the streets of Cleveland recently. He had occasion to visit a bank in the centre of the city and his Royal Tourist machine came into collision with two street cars going in opposite directions. He was thrown out and for the moment lay stunned.

A policeman ran to his aid, but in reply to questions as to his injuries Mr. Calhoun insisted that he was all right. "There are a couple of newspaper packages in the road which I need, officer," he said. "Get the packages and I will be safe enough."

"Packages nothing!" replied the policeman, and some bodily force was used to get Mr. Calhoun from the street and on to the sidewalk, firm in the belief that the man was gravely injured.

"Those old newspaper packages contain a pay roll of $11,000," whispered Mr. Calhoun in desperation to a friend. "Get hold of them quickly and don't worry about me."

The suit of the American Automobile Company against the Motor Racing Association for entry fee in the last twenty-four-hour race at Brighton Beach has been decided in favor of the former. The litigation arose out of the fact that when the race was postponed from October to November the American entry was withdrawn, and, although advertised as starting, it did not start in the last race. The Motor Racing Association held up the entry fee and returned it only upon decision of the court.

Eugene Zorio, a famous Italian driver, who taught Abdul Hamid, the deposed Sultan of Turkey, and other royalties of Europe how to operate automobiles, has arrived in New York with a tale of a man with one arm and one leg in Kansas City who drives and looks after his own car. As a matter of fact Signor Zorio made delivery of the car to this man and personally arranged the operating levers so that the mechanism could easily be controlled with one hand.

This one-armed driver, who is an automobile enthusiast of long standing, is J. M. Smith, a building contractor of Kansas City. For a long time he had had an ambition to operate a car himself, but was dissuaded from doing so by his friends, who feared that his infirmity would make such an attempt dangerous. Mr. Smith, however, finally decided to look the field over for himself, and came to New York to attend the last two automobile shows in the city. After an examination of the mechanism of more than one hundred different machines he decided finally that he would have least difficulty in operating a Fiat car, and accordingly ordered a forty-five horsepower machine of that make.

Signor Zorio, who just previously had come from Turin to attach himself to the American Fiat company, took considerable interest in the order and devised an automatic control of the gas and an automatic control of the clutch and brake so that Mr. Smith might manipulate all the levers without taking his hand from the steering wheel for more than an instant.

"Hugh Jennings, manager of the Detroit baseball team, of the American League, is a man from whom business men may learn many lessons," said Hugh Chalmers, president and general manager of the Chalmers Motor Company, in a recent speech before the Harvard Union. "Jennings took hold of the Detroit baseball team when it was not much of a nine. Through his ability as a leader he has made of it a team that is famous the country over."

Mr. Chalmers pointed out that the qualities which make Jennings a great leader in the baseball world may be applied to salesmanship with equal success.

The Matheson Automobile Company is proud of its "Matheson Six" and appears to have good ground for it, judging by the number of letters being received from satisfied buyers. A fair sample may be quoted from J. R. Willadsen of this city:

In all I have covered over 5,000 miles with my splendid Matheson Six without any mechanical trouble or one cent of repair expense of any kind. So far as I am aware, my car is as perfect for service now as in the beginning and it also looks like new. I consider it easily the handsomest, smoothest and swiftest running machine on the market and the most roadworthy and reliable in every way. I cannot speak too highly of my very satisfactory experience with this car and with its makers.

An effective method of aiding the support of the power plant has been incorporated in the Corbin car for five years. This aid is secured through the use of sheet steel motor pans riveted along the lower flange of the frame side bars and extending from the front cross member of the frame to the rear of the transmission. These pans or shelves extend inward to the crank and transmission cases, where they are securely fastened.

W. R. Seely, Town Clerk of Hammonton, N. J., on the main thoroughfare between Camden and Atlantic City, has requested the American Automobile Association to warn motorists so far as possible against fast and reckless driving of motor vehicles on the main streets of that town and particularly at the sharp corner at the junction of Main road and Bellevue avenue. Mr. Seely states that notwithstanding the signs requesting motorists to go slowly at that point, the requests are frequently ignored.

Automobile accidents for the most part may be attributed to poorly adjusted brakes, according to Charles T. Jeffery, general manager of the Rambler Company, who comments upon the importance to the buyer of a careful examination of the details of the car that attracts him, as follows: "Poorly adjusted brakes are dangerous, but are often tolerated because of difficulty of adjustment. It is in the little things that you find evidence of careful workmanship and quality. The best cars to-day are those in which the parts are fitted accurately and little things are included for the comfort and convenience of the owner. All Rambler parts are required to fit within one-thousandth of an inch. Every part is subjected to countless inspections, and with the tests through which every part must pass we are sure of a perfect car when it leaves the factory."

STILL HOLDS TITLE

DANIELS SWIMS FAST.

Wins Championship and Equals an American Record.

C. M. Daniels, the New York Athletic Club's human fish, retained his title as metropolitan swimming champion by winning the century in the City Athletic Club's pool last night. Besides covering the distance in the fast time of 56 1-5 seconds, Daniels also equalled the American forty-yard record by covering this intermediate distance in 19 2-5 seconds.

The championship was decided in two trial heats and a final, and it was in the first trial that Daniels went after the forty-yard mark. His opponent in the heat was C. Tift. After going along for forty yards with the speed of a motor boat, the champion eased up and contented himself with moving just fast enough to beat Tift at the finish, which explains the slow time of 1:03.

N. Nerich, the promising New York Athletic Club swimmer, won the second heat, and in the final got second to Daniels after the hardest kind of struggle with W. Auerbach, of the home club. Nerich only beat Auerbach in the last few strokes, Daniels won comfortably by eight yards, swimming as straight as an arrow all the way.

The sixty-yard handicap swim required a dozen heats before the final was reached. This resulted in two boys, W. Eisele and E. D. Hanrette finishing first and second, respectively.

There was a water polo game, English style, between two picked teams, known as the All Stars and the All Leaguers. Only a single period of seven minutes was permitted, and at the end the score stood 2 all.

All-Stars (2).	Position.	All-Leaguers (2).
Currier	Right forward	E. V. Rogers
Hager	Left forward	Hanley
Webb	Centre	Davis
Tift	Left back	H. W. Rogers
Kelly	Right back	Hallstein
Reilly	Goal	Ruddy

Goals—Reilly, Hanley, Hager, E. V. Rogers. Referee—L. B. McKenzie, City College. Time—One period of seven minutes.

100-yard metropolitan championship (final heat)—Won by C. M. Daniels, New York A. C.; N. Nerich, New York A. C., second; W. Auerback, City A. C., third. Time, 0:56 1-5.

Sixty-yard race (handicap; final heat)—Won by W. Eisele, Townsend Harris Hall (16 seconds); E. D. Hanrette, unattached (8 seconds), second; C. Helfrich, unattached (8 seconds), third. Time, 0:38.

TRAINING PLANS OF JOHNSON.

Chicago, March 26.—Jack Johnson, whose fight with James J. Jeffries in California is scheduled for July 4, decided on his return from New York yesterday to change his training plans and go to the Coast at an early date. After a talk with the promoter, Jack Gleason, last night, he promised the Californian that he would start for San Francisco on April 14.

Johnson expects that the New York assault case will be settled in due time and that it will not interfere with his training on the Coast.

NAVY TEAM WINS AT LACROSSE.

Annapolis, March 26.—The Naval Academy lacrosse team this afternoon defeated the Mount Washington juniors in the opening game of the local season by a score of 6 to 0.

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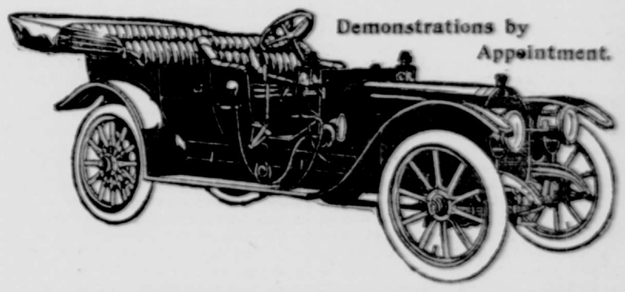
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