POOLE WINS AUTO RACE

Hurls His Machine to Victory in Gruelling Contest.

HUGE CROWD HAILS VICTOR

Patschke Second, De Palma Third—Contest Abounds in Thrills Throughout.

FINAL SCORE IN 24-HOUR AUTOMOBILE RACE.

Car.	Drivers.	Miles.
8—Simplex	Basle and Poole	1,145
1—Stearns	Patschke and Mulford	1,120
5—Fiat	De Palma and Parker	1,107
3—Buick	L. Chevrolet and A. Chevrolet	1,049
11—Ranier	Owen and Disbrow	1,037
13—Croxton	Spenney and Lund	1,004
2—Marion	Strang and Anderson	989
4—Buick	Burman and Dewitt	927
6—Cole	Endicott and Edwards	756
10—Selden	McMahon and Mack	718
7—Houpt	Roberts and Martin	571
9—Stearns	Howard and Dearborn	435

After leading for thirteen consecutive hours, Al. Poole won the twenty-four-hour automobile race at Brighton Beach, which terminated at 9:15 last night. He sent his Simplex car 1,145 miles in twenty-four hours, being fifty-one miles behind the world's record made last year by Ralph Mulford, in a Lozier. Mulford's team mate of this year, Cyrus Patschke, finished second last night in a Stearns, having covered 1,120 miles. The Fiat car, driven by Ralph De Palma, was third, with 1,107 miles to its credit.

The race was generally regarded as one of the most gruelling, both on men and machines, ever ridden in this country. The failure to equal the record was a disappointment, but thirty-five thousand people saw the event in whole or in part.

After the accident to the Buick car, which sent Jack Towers through the upper fence, the crowd settled down to get through the early morning hours. A remarkably large percentage of those in attendance stayed on and on, donning fur coats and huddling under the heavy robes, crouching in the tonneau bellows.

Buick No. 1, deprived of the assistance of its stable mate, still persistently held the lead hour after hour, while the gray dawn grew into rose and the chill of morning gripped the drivers. The thinning crowd in the stands and in the clubhouse huddled close together and forgot to cheer when the Buick returned to the track at 4 o'clock, after an absence of three hours and a half. At that hour the crowd was enlarged by many night watchers, snatching a brief bit of excitement before going to bed.

Still through these hours the Fiat, driven by Parker and De Palma, had been eating up the distance that separated it from the red tail lights of Buick No. 1. When the 5 o'clock score went up the Fiat had jumped into the lead. Wally Owen and Louis Disbrow had gradually forced the Rainier up by clever and daring driving into second place.

For two hours the parade past the stands was in this order: Fiat, Rainier, Simplex—which at that period began to assert itself as a dominant factor in the race—with the two Stearns cars, driven by Patschke, Mulford, Howard and Dearborn.

It became gradually probable that these cars would battle for first place. But at 6 o'clock Stearns No. 2 dropped out with a cracked cylinder and the W. C. P. entry was supported solely by Patschke and Mulford, who last year drove the Lozier car to success and a world's record.

At 7 o'clock the Buick No. 1, which had been devouring the miles at a phenomenal rate, demonstrated its ability to hold fifth place, and at about 9 o'clock it crept up another notch past the Rainier. The Buick was racing under the protest that it had violated the rules of the contest in making repairs, and this Referee Whiting allowed. But it continued with the right of appeal to the contest board of the American Automobile Association.

It became evident early in the day that the race was a rarely trying one to the drivers, and before night had come and the lights were turned on, the Fiat entry had used up five men. De Palma's men went back on him, jarred into excruciating pain by the rutted surface of the track, which looked as if a gigantic disk harrow had been dragged around it. Parker was put on to drive and his wrists soon failed, the deep turns shaking the steering gear so that it was almost impossible for him to hold the wheel. A physician was sent for and was able to give both these men considerable relief.

Meanwhile the disabled Stearns camp had lent their idle drivers, Dearborn and Howard. But Dearborn was compelled to leave the seat soon, his eyes being very bad. Hawley was then put up, and his hands in turn failed him, so he could not hold the wheel with security. Disbrow, of the Rainier camp, was near the end of his ability also, and this left Wally Owen to bear the brunt of the work in the big car.

The middle morning hours were notable for a number of accidents. At 9:30 o'clock the Cole went through the fence at the camp turn, tossing Endicott and his mechanician, Elmer M. Gruder, into the air. They were injured only slightly, Endicott wrenching his leg, but returning quickly to the grind.

Long before daybreak the turns became badly cut, and with each mile the dust grew deeper and deeper and the cars skidded and skidded, often narrowly missing the fence, each miss meaning another respite from injury. The Houpt car broke its steering knuckle and was off the track for some time.

It was about 8 o'clock that the Simplex, driven by Blase, definitely asserted itself and forged to the front. For four hours it had been gradually cutting down the leaders' margin. Then it grasped the lead and soon placed itself five miles ahead of its nearest follower, Fiat. Then, for hour after hour, it was never headed, and the chronicle of the race became a recital of the position of Simplex in relation to the others. For instance, at 9 o'clock the order was: Simplex, 649; Fiat, 641; Stearns, 620; Rainier, 616, and Buick, 609. The next hour showed them unchanged, save that Rainier and Buick had changed places. Simplex had placed an eight-mile lead to its credit.

Stearns made itself known as the real competitor of Simplex at 11 o'clock, Patschke driving a race that has seldom been equalled for headwork and clever adaptation of condition to his uses. Fiat was forced back to third and gradually lost more and more ground.

The contest became a bitter, heartbreaking struggle of motors, tires and brains between Basle and Poole, in the Simplex, and Patschke and Mulford, in the Stearns. The lead of Simplex varied hour after hour in this fashion: 16, 21, 18, 23, 25, 18 and 21 miles.

When Stearns, by extraordinarily clever work, cut the leader's margin down to eighteen miles, the loyal W. C. P. followers felt sure that they would have a chance to celebrate and toast a two-time winner, for Mulford drove the Lozier car to victory last year. By this time the afternoon crowd had arrived, which grew and grew, until at dusk the stands were again packed. The news of the duel between Stearns and Simplex ran through the stands, and excitement increased with every minute.

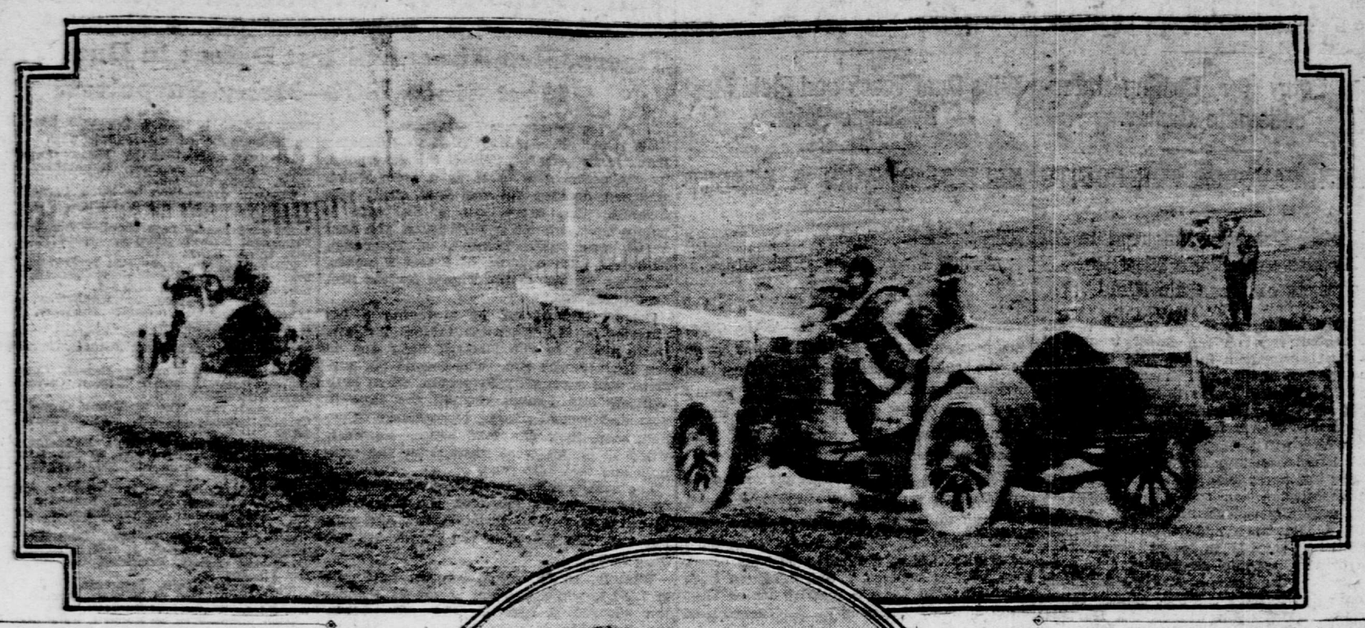
Meanwhile Rainier and Buick had been having a fight of their own for fourth, Rainier holding the position, but being constantly obliged to work for it. Next came Croxton, a car that had performed with remarkable consistency from the first hour and which had distanced Selden, Cole and Marion.

It was announced that another twenty-four hour event would be run very soon, probably some time in June.

After the race was over a great majority of the crowd, still in search of excitement, wandered over to Coney Island, its towers illuminated for the first time this season.

When the finish came the tired drivers limped from their seats, hands hanging almost mummified at their sides, faces covered with dust and lined with fatigue, eyes far sunk in and legs so stiff they could scarcely walk. Each was surrounded by a crowd of trainers and rubbers and hurried to his quarters and to bed.

CARS DASHING AROUND STRETCH TURN IN LONG AUTOMOBILE STRUGGLE.



BURMAN, WHO DROVE BUICK CAR IN DARING FASHION BEFORE TROUBLE CAME.

TIMELY AUTOING TOPICS

Notes of Interest Picked Up on the Marts of Trade.

A Matheson four-cylinder car owned by W. J. Dingee, of San Francisco, has recently crossed Death Valley. The trip is not only an extremely difficult one because of rough road, sand and intense heat, but is also extremely hazardous by reason of the constant sandstorms, springing up almost without warning, which are liable to overtake the motorists. Not only is the danger of an automobile being buried in the sand considerable, but even where this is not the case it is necessary to dig the wheels out of the drift before one can proceed. The trail across the valley shifts with the shifting sand, and there is great danger of the traveller losing his way.

The announcement that the Selden car will be an entrant in the endurance and reliability contests this summer has created interest in automobile circles, because only occasionally in the past has the Selden been seen in such events. In 1908 it competed in the Glidden tour and won a perfect score. Last year in the New York to Atlanta run it made a similar performance, and except for a few performances in hill climbing the car has been seen but little in actual competition.

An order for five three-ton Alco trucks has been placed with the American Locomotive Company by Gimbel Brothers for use in New York. These trucks will be provided with bodies which are a combination of the cage and furniture van types and will be employed solely in transfer service, hauling full loads between the stations in different cities and in rural sections.

Some motor car manufacturers go to great lengths to provide complete equipment for their cars, but according to Montana standards even the most liberal of them do not go far enough. A Pierce-Arrow representative, who has just completed a trip through that state, in writing from Great Falls says:

"I find that out here automobiles are owned mostly by men whose property interests are scattered and who find it necessary to cover a great deal of ground, some of their trips lasting a week. Ranch owners will pick up several of their foremen and make long trips of inspection. Here every private garage has its set of block and tackle and shovels hanging on the wall, ready to be packed on the running boards, but it seemed to me that the limit in the way of equipment had come when the owner of a car started out the other morning with a couple of sticks of dynamite in one of his side door pockets. I stood there open eyed until he explained in a most matter of fact manner:

"'Oh, we always carry dynamite when we start out on a trip. We have to blast our way through sometimes when we get up in the mountain passes.'"

In spite of seven hundred miles of mud, the Franklin Trek automobile has finished in ten days two-thirds of its 3,500-mile touring demonstration. The motor car carrying the "trek" party has covered the distance from Syracuse to Boston, New York, Washington, Pittsburg, Cincinnati, Indianapolis, St. Louis and Chicago.

Crossing the Alleghany Mountains from Washington to Pittsburg in one day, the party succeeded in one of the principal achievements of the run. It was in Southern Indiana and Illinois that mud "plugging" followed the mountain climbing. So bad were the roads that all along the route the tourists were warned against further attempt until better weather.

The Cartercar Company has entered three cars in the Glidden tour. This is the first time that a friction driven car has ever been entered in any of the big national tours.

Entry blanks for the fifth annual national hill climb of the Wilkes-Barre Automobile Club up Giant's Despair will be sent out within a few days. An application has been made to S. M. Butler, chairman of the contest committee of the American Automobile Association, for a sanction. This year the climb will be held on Saturday, June 11, instead of on Memorial Day.

There will be eleven events. These will be for stock cars costing $800 and under, stock cars costing from $801 to $1,200, stock cars costing from $1,201 to $1,600 and stock cars costing from $1,601 to $2,000. For these events cups and purses will be given.

The cars eligible for the $1,000 Hollenback trophy will be stock chassis worth from $2,001 to $3,000. Other events will be for runabouts costing between $3,001 and $4,000, for six-cylinder only stock chassis costing from $3,001 to $4,000 and for cars costing over $4,000.

The speed event of the day will be the free-for-all, open to all gasolene cars, irrespective of size, power, weight or price. There will be two special cash prizes for first and second places in this event.

AUTO MEET AT MEMPHIS OFF.

Memphis, May 14.—Announcement was made to-day of the postponement of the automobile meet planned to be held in this city on May 21, because of the inability of several noted drivers to participate, including Robertson, De Palma, Chevrolet and Burman. The meet was to have been held under the sanction of the American Automobile Association.

Route for Glidden Tour.

According to Schedule Autos Will Travel 2,800 Miles Through Thirteen States.

The Glidden tour pathfinding party this week completed its long journey at Chicago. It was at first supposed that the 1910 tour would not be more than 2,500 miles, but Dal H. Lewis, who has carefully surveyed the route, which passes through thirteen of the most important Southwestern states, finds the approximate distance will be 2,800 miles.

The intermediate distances and the itinerary, so far as the night stops are concerned, together with the approximate mileages, will be practically as follows:

Day.	Miles.
First—Cincinnati to Louisville	162.0
Second—Louisville to Nashville	193.0
Third—Nashville to Sheffield	119.0
Fourth—Sheffield to Memphis	161.7
Fifth—Sunday in Memphis.	
Sixth—Memphis to Little Rock	207.7
Seventh—Little Rock to Texarkana	191.6
Eighth—Texarkana to Dallas	217.1
Ninth—Dallas to Lawton, Okla	200.0
Tenth—Lawton to Oklahoma City, Okla.	145.0
Eleventh—Oklahoma City to Wichita	216.0
Twelth—Sunday in Wichita.	
Thirteenth—Wichita to Kansas City	234.0
Fourteenth—Kansas City to Omaha	242.0
Fifteenth—Omaha to Des Moines, Iowa	160.0
Sixteenth—Des Moines to Davenport, Ia	190.0
Seventeenth—Davenport to Chicago	200.0

One of the early results of the pathfinding trip has been the organization of fully a dozen automobile clubs in sections where there had hitherto been very little interest in the affiliation of motoring interests.

Mr. Lewis found it necessary to change the route which S. M. Butler, chairman of the contest board, had planned between Kansas City and Omaha. The new route, which passes through St. Joseph, Mo., will be about 242 miles—the record day's run in the history of the national tour.

Entries continue to arrive from all parts of the country at the headquarters of the contest board, and it is apparent that the 1910 tour will not only be the longest and pass through one of the most interesting parts of the country ever covered by a "Three A" contest, but it will exceed in number of entries all previous Glidden tours.

The total area of the country to be looped within the 2,800 miles is very nearly one million square miles, or more than one-fourth of the area of the United States. Ten large cities, with an aggregate population of four million, will be visited, and the immense party of tourists will make fifteen night and two Sunday stops. The ten larger cities on the route are Cincinnati, Louisville, Nashville, Memphis, Little Rock, Dallas, Kansas City, Omaha, Des Moines and Chicago.

In addition, the tour will prove the efficiency of the modern motor car to the people of nearly two hundred cities of a lesser population and several hundred towns and villages, where they are not only ready to buy cars, but where great prosperity has existed during the last few years.

KEEN BILLIARDS PROMISED

Hueston and De Oro to Meet This Week at Doyle's Academy.

Owing to the rivalry which has existed between Thomas A. Hueston, champion three-cushion billiard player of the world, and Alfred De Oro, ex-champion and challenger for the title, the match which takes place at Doyle's billiard academy to-morrow, Tuesday and Wednesday, will afford lovers of the game an opportunity of witnessing one of the greatest matches which has been held in New York City for many a day.

The game consists of 150 points, fifty points to be played each night, for the world's championship diamond emblem, known as the Lamber trophy, and a purse of $500.

Thomas A. Hueston, won the championship this spring in Denver, defeating Fred Eames, who had won the emblem and title from De Oro in this city last January. Although Hueston is the favorite, De Oro will no doubt have a great number of followers.

NEWARK ACADEMY WINS

Defeats "Poly Prep" School in Hard Fought Games.

A stiff struggle for possession of the point trophy between Newark Academy and the Polytechnic Preparatory School was always in evidence at the annual games of the Peekskill Military Academy, which were held at Peekskill yesterday. The New Jersey representatives finally won from their rivals by a single point, the totals being 39 to 38.

The Ulster Military Academy was third, with 13 points. The Peekskill Military Academy and the Middletown High School were tied for fourth place, with a total of 9 points each.

J. Berger, jr., of Newark Academy, ran well in the 440-yard run and romped home with a 5-yard lead in the splendid time of 53 4-5 seconds on the heavy track.

100-yard dash (senior)—Won by D. Moffat, Poly Prep; E. Birdseye, Middletown High, second; J. Berger, jr., third. Time, 0:10 3-5.

100-yard dash (junior)—Won by F. Goodman, P. S. 5, Manhattan; E. Goldberg, Newark Academy, second; W. Konnel, Newark Academy, third. Time, 0:11.

One-mile run—Won by S. Metler, Poly Prep; A. Murphy, Newark Academy, second; G. McCoy, Newark Academy, third. Time, 4:48.

85-pound relay race—Won by Newark Academy (Winch, Lenens, Andrews and Berger); Peekskill Academy (Vogel, Gill, Curtis and Redner), second. Time, 0:39 2-5.

Shot put—Won by R. Adams, Newark Academy, put of 43 feet 6 inches; W. Dononas, Peekskill Academy, second; R. Sterne, Poly Prep, third.

440-yard run—Won by J. Berger, jr., Newark Academy; W. Dononas, Peekskill Academy, second; J. Stickler, Newark Academy, third. Time, 0:53 3-5.

120-pound relay race—Won by Newark Academy; Peekskill Military Academy, second; Poly Prep, third. Time, 1:15.

220-yard dash—Won by H. Jones, Poly Prep; J. Dickley, Newark Academy, second; D. Moffat, Poly Prep, third. Time, 0:24 1-5.

880-yard run—Won by C. Kellog, Newark Academy; A. Murphy, Ulster Academy, second; J. Hever, Poly Prep, third. Time, 2:10 2-5.

Running broad jump—Won by J. Kiddie, Middletown H. S., jump of 20 feet 5 inches; J. Dononas, Peekskill Academy, second; J. Froelich, Poly Prep, third.

Relay race (senior)—Won by Peekskill Academy; Ulster Academy, second. Time, 3:37.

Running high jump—Won by J. Vighn, Poly Prep, jump of 5 feet 3 inches; J. Maynard, Poly Prep, second; M. Borman, Ulster Academy, third.

Pole vault—Won by J. Hill, Newark Academy vault of 11 feet; J. Waterman, Poly Prep, second.

PATTERSON SHOWS FORM

Breaks Records in Class Games of Pratt Institute.

Robert V. Patterson, with three first places to his credit, proved the individual star of the annual interclass games of Pratt Institute, which were held on the latter's field yesterday. Patterson, incidentally, broke two of the school records, while A. E. Resh lowered another.

The Architects carried off the point banner, with a total of 43½ points, with the Machine Design, '11, second, with 35½ points. Patterson captured the century dash in the rather slow time of 11 seconds, but he showed his true calibre in the 220 and 440 yard runs, clipping fractions of a second from the previous marks. Resh, another Architect student, was the best of the field in the 440-yard novice event, winning it easily in 55 4-5 seconds.

The summaries follow:

100-yard dash—Won by H. V. Paterson, Architects; P. Pimpel, Machine Design, '10, second; H. Hunter, Machine Construction, third; A. Gray, Architects, fourth. Time, 0:11.

880-yard run—Won by R. E. Ogg, Applied Electricity, '11; R. A. Beckwith, Machine Design, '10, second; A. Fish, Applied Electricity, '11, third; M. Meagher, Machine Design, '10, fourth. Time, 2:06.

440-yard run (novice)—Won by A. E. Resh, Architects; J. Van Alst, jr., Architects, second; R. Ullrich, Architects, third; D. Coleman, Machine Design, '10, fourth. Time, 0:55 4-5.

220-yard dash—Won by H. V. Paterson, Architects; P. Pimpel, Machine Design, '10, second; W. Koch, Machine Design, '10, third; R. Vandewater, Applied Electricity, '11, fourth. Time, 0:23 4-5.

Two-mile run—Won by M. Meagher, Machine Design, '10; G. Dyson, Machine Construction, second; R. Noon, Architects, third; M. Jaques, Machine Construction, fourth. Time, 11:38.

440-yard dash—Won by H. V. Paterson, Architects; R. A. Beckwith, Machine Construction, '11, second; P. Pimpel, Machine Construction, third; J. MacLelland, Architects, fourth. Time, 0:53⅘.

Fifty-yard hurdle race—Won by W. Koch, Machine Construction, '10; J. Van Alst, jr., Architects, second; H. Van Nostrand, Architects, third; H. Hunter, Machine Construction, fourth. Time, 0:06⅘.

One-mile run—Won by R. A. Beckwith, Machine Design, '10; R. E. Ogg, Applied Electricity, '10, second; J. Mason, Applied Electricity, '11, third; A. Sherman, Machine Design, '10, fourth. Time, 5:15⅘.

Half-mile interclass relay—Won by Machine Design, '10 (Koch, Beckwith, Pimpel and Schmidt); Architects (Paterson, Van Alst, Gray and Ullrich), second; Applied Electricity, '11 (Raven, Stropler, Anthony and Fish), third; Machine Design, '11 (Ogg, Coleman, Kohn and Sanford), fourth. Time, 2:06.

16-pound shot put—Won by J. Warner, Applied Chemistry, '10, 35 feet 7½ inches; A. Resch, Architects, 35 feet 2½ inches, second; R. Pierce, Architects, '10, 32 feet 6 inches, third; F. McArthur, Machine Design, '11, 31 feet 4¾ inches, fourth.

Running high jump—Won by H. Hunter, Machine Construction, 5 feet 5 inches; J. Van Nostrand, Architects, 5 feet 3 inches, second; A. E. Robinson, Applied Electricity, '10, 5 feet 2 inches, third; R. Schoonmaker, Machine Design, '11, 5 feet, fourth.

Running broad jump—Won by H. Hunter, Mechanical Construction, 19 feet 2 inches; J. Van Nostrand, Architects, '11, 17 feet 2 inches, second; A. Gudermote, Applied Electricity, 17 feet, third; B. Hitchins, Architects, 16 feet 5 inches, fourth.

Pole vault—Won by R. Schoonmaker, Machine Design, '11, 10 feet; A. Robinson, Applied Electricity, '10, 10 feet, second; A. Friese, Applied Chemistry, 9 feet 3 inches, third. Schoonmaker won on jump off.

YALE TO TRY OUT NEW RULES.

New Haven, May 14.—Yale will try out the new football rules by calling back two weeks before college opens next fall a selected squad of veteran players to work out the formations. These players will be quartered at Gales Ferry, or some other place away from New Haven, where climatic conditions are agreeable.

PLAN TROTTING MEET

Breeders Organize in the Interest of Harness Racing.

A new organization, called the Trotting Horse Breeders' Club, has been formed for the purpose of putting harness racing on a new basis in New York at a Grand Circuit meeting, to be held at the Empire City Track, five days, beginning August 23.

Among those interested in the movement are W. C. Brown, president of the New York Central Railroad, who will campaign a few colts in the Grand Circuit this season; General Brayton Ives, president of the Metropolitan Trust Company and owner of the Kentucky Futurity winner, Baroness Virginia, 2:08¾; W. E. D. Stokes, owner of Peter the Great, 2:07¼, and breeder of the champion yearling trotter, Miss Stokes; W. B. Dickerman, former president of the New York Stock Exchange, and breeder of four trotters with records of 2:10 or better; E. T. Bedford, of the Standard Oil Company, who bred Hamburg Belle, 2:01¼; William Simpson, who owns a hundred-acre farm in New York City, and who paid $50,000 for the trotting stallion McKinney, 2:11¼; John E. Shults, who has spent more than $1,000,000 in the last twenty years to gratify his liking for light harness sport; William Bradley, owner of Bingen, 2:06¼, and the largest stud of trotting horses in the East; Jacob Ruppert, owner of Oakland Baron, 2:09¼, and the Hudson River Driving Park, at Poughkeepsie; J. Howard Ford, president of the Orange County Driving Park and owner of the famous Stony Ford Stud; James A. Murphy, owner of Star Pointer, 1:59¼, the first harness horse to beat 2:00; James McClenahan, formerly president of the Mutual Bank and owner of Wilteen, 2:15¼; James Butler, owner of the Empire City Track, and A. H. Cosden, owner of Vito, 2:12¾, and formerly president of the Road Drivers' Association.

The new club is a purely non-commercial organization, and the income will be applied solely toward the promotion of trotting horse interests. A fund of $10,000 has been raised by subscription among the club members to finance the August trotting meeting, but it is hoped that by good management the races can be held without material loss. Bookmaking and pool selling will be prohibited on the grounds. It is the plan of the Breeders' Club to give only stake races in which all surplus entrance money will go to the nominator of the winning horse, and the club can by no possibility retain any part of it.

Five stakes of $2,500 each have been opened for trotters in the 2:12, 2:16 and 2:25 classes and for pacers of the 2:12 and 2:20 classes. The officers of the new club are James Butler, president; E. A. Tipton, treasurer, and Gurney C. Gue, secretary. Mr. Butler has given the club free use of the Empire track for the meeting, and the other officials are serving without compensation for the furtherance of the sport.

HARVARD BEATS COLUMBIA

Team Work of Visiting Lacrosse Twelve Is Effective.

Columbia put up a hard fight against the Harvard lacrosse team in the annual game on South Field yesterday afternoon, but superior team work on the part of the visitors gave them the victory by a score of 4 to 2. The field was soft and muddy, so that anything like fast play was impossible. Harvard outplayed the local team, but the poor conditions put a premium on accurate shooting. Now and then, however, the Crimson managed to get in some very excellent team work. There was little if any team work displayed by the Blue and White.

Harvard was the first to score, after fifteen minutes of the hardest kind of playing. McIntosh, the Columbia goalkeeper, succeeded in blocking half a dozen shots, but Gustafson, the Harvard third attack, managed to work through from a scrimmage in midfield and ran down to the Columbia net, getting the ball past the Columbia goalkeeper on a hard shot. Until the end of the period Columbia held Harvard without a score.

The Cambridge team opened the second half with a determined rally and scored within two minutes after the resumption of play. The teams played very evenly during the rest of the period, however, Columbia showing to better advantage than in the early part of the contest.

The score follows:

Harvard (4).	Position.	Columbia (2).
Brightman	Goal	McIntosh
Hale	Point	Mudd
Leavitt	Cover point	Spencer
Fitts	Third defence	Radigan
Nash	Second defence	Howell
E. Morgan	First defence	Cutler
Alexander	Centre	Evans
Smith	First attack	Friedman
Blackett	Second attack	Pitts
Gustafson	Third attack	Iseman
Shore	Inside home	Melitzer
J. P. Morgan	Outside home	Swallow

Goals—Gustafson, Shore, Smith, J. P. Morgan, Swallow, Cutler. Referee—Cyrus Miller, Crescent Athletic Club. Time of halves—25 minutes.

MAY PLAY AT EASTBOURNE

Change in Plans for Davis Cup Tie Matches.

Further details as to the playing of the Davis International Challenge Cup matches in England reached this city yesterday in a letter from London. It appears that Thomas Hicks, the honorable secretary of the Australasian Lawn Tennis Association, has been persistently cabling the English Association with a view to having the preliminary tie matches for the cup between the United States and British Isles teams decided upon Australasian courts either in November or December. Finally the English association held a special meeting upon the subject and replied that the plan was impossible for that organization.

The arrangements were then made between the United States and the British Isles to play the international challenge ties on English courts. While at first it was thought that the scene of the great contests would be the turf at Wimbledon, near London, the fact that the matches may not be played until next September has turned attention to Eastbourne, the spot where the most famous of the English Autumn tournaments are decided.

As matters stand at present it seems probable that the Americans who journey abroad, led by Beals C. Wright, will face the British Isles team upon the Eastbourne grounds, as they are in popular favor. It is upon the records that one of the largest Autumn tournaments ever held in England was decided at Eastbourne, there being nine hundred competitors.

DOWN CRESCENT TWELVE

Members of Rochester Lacrosse Club Win Close Contest.

ROUGH PLAY MARKS GAME

Both Sides in Fast Play in Second Half, but No Scoring Is Done.

After one of the most stubbornly contested games of lacrosse ever played on the Bay Ridge field, a team from the Rochester Lacrosse Club defeated the Crescent Athletic Club's twelve yesterday by one goal, the final score being: Rochester Lacrosse Club, 3; Crescent Athletic Club, 2. The game was marked by rough play throughout, especially in the scrimmages, the visitors being on the aggressive and free with the use of their sticks. Lifflton and S. Kennedy were both cut on the head by blows from the Rochester men.

Despite the threatening weather, the attendance was good, but the rain made the grass slippery in spots, causing many tumbles in the struggles for the possession of the ball. O'Rourke scored the first goal for the Crescent team soon after the whistle in the first half. Halls, the visitors' outside home man, shot the first goal for his team, then Bob Wall, of the home team, after a fierce scrimmage, shot the ball into the enemy's net. After another three minutes of rough play Fitzgerald, of the Rochester twelve, scored another goal, tieing the score. He repeated his performance a few minutes later, making the score at the close of the first half of twenty-five minutes: Rochester, 3; Crescent, 2.

Both teams played with desperation in the second half—the Crescents to overcome the visitors' lead and the Rochester men to increase their score. There was a fine exhibition of fast work and clever passing on both sides, and excitement enough in the scrimmage to suit the big throng of spectators. It was in one of these that "Sars" Kennedy was deliberately struck by a Rochester man, his teammates say, after both had regained their feet. Kennedy pluckily continued the game after several stitches had been taken in a cut over his left eye. No goals were made in the second half.

The line-up follows:

Crescent A. C. (2).	Positions.	Rochester L. C. (3).
Rose	Goal	Gorrett
Allan	Point	Wood
De Casanova	Cover point	Buck
Madden	First defence	Barclay
Kieley	Second defence	G. Wright
Moses	Third defence	Bagley
Lifflton	Centre	J. Wright
Walker	Third attack	Lynch
O'Rourke	Second attack	Geddes
McIntyre	First attack	Garvey
Wall	Outside home	Halls
S. Kennedy	Inside	Fitzgerald

Substitutes—Tripp, Cypriot, Clark.

Goals—Crescent—O'Rourke (1); Wall (1); Rochester, Halls (1), Fitzgerald (2). Referee—J. S. Flannery. Time of halves—25 and 20 minutes.

CORNELL TWELVE BEATS HOBART.

Geneva, N. Y., May 14.—Cornell defeated Hobart in a hard fought game of lacrosse played here to-day by the score of 7 to 4. The Ithacans held the lead from the start.

FRED TENNY IN MILL LEAGUE.

[By Telegraph to The Tribune.]

Worcester, Mass., May 14.—Fred Tenny, former crack first baseman of the New York Nationals, made his appearance here to-day at first for the Whitinsville baseball club of the New England Mill League, in their opening game with Uxbridge on Whitinsville Oval. Tenny's change from the National to the Mill league did not seem to worry him. His plays were the main features of to-day's game.

MIDSHIPMEN WIN ON TRACK.

Annapolis, May 14.—Lafayette was completely outclassed by the Naval Academy field and track team this afternoon. The midshipmen won the meet by a score of 85 to 32.

AUTOMOBILES. AUTOMOBILES. AUTOMOBILES.

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BRIGHTON BEACH 1907		★ Lozier	De Dietrich—Matheson—Darracq—Delahaye—Oldsmobile—Pilain—Frayer-Miller—Stoddard-Dayton—Jackson—Welch—Oldsmobile—Mitchell—Studebaker.
MORRIS PARK 1907		★ Lozier	Packard—De Dietrich—Hotchkiss—Allen-Kingston—De Dietrich—Matheson.
BRIGHTON BEACH 1908	★ Lozier	★ Lozier	Simplex—Stearns—Thomas—Renault—Garford—Acme—Allen-Kingston—Fiat.
BRIGHTON BEACH 1908		★ Lozier	Fiat—Stearns—Renault—Thomas—Renault—Thomas—Zust—Acme—Garford—Cleveland—Allen-Kingston.
BRIGHTON BEACH 1909	★ Lozier	★ Lozier	Palmer-Singer—Buick—Rainier—Matheson—Buick—Rainier.

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