TIMELY BITS OF SPORT

A Second Hal Chase Looms Up on Baseball Horizon.

OFFERS SERVICES TO M'GRAW

Grover Hartley, Catcher, Sends in His Signed Contract to the Giants.

Hal Chase must perforce look to his laurels if all is true which is embodied in a letter received yesterday from a future "great" by John J. McGraw. It reads as follows:

"I suppose when you read this letter you will think I am eccentric, but I thought I would write to ask you if there was a chance for a young man to go down South with your team to be tried out. If I don't prove to you that I am as good as Hal Chase is in catching wild throws I will fraighted (freight it) back to New York. I can catch the ball behind my back with one hand, no matter how hard they come. I will stand out in right field and the fellow on third can throw the ball over to first. That will be as far as it will get, for I will be there with one hand to receive it. Hoping you will give me a chance to prove what I claim is true, I remain," etc.

The name of the writer, concealed for the present, may be spread prominently on the records of baseball in the future. Such enthusiasm is sure to appeal to the little manager of the Giants, and the "star" is likely to get his chance.

Although well supplied with catchers, having Meyers, Schlei and Wilson on the list, McGraw has not allowed an opportunity to slip to pick up any promising material in sight. The signed contract of Grover Hartley, of the Toledo club, was received yesterday at the headquarters of the club. Hartley went to Toledo from the Springfield (Ill.) club. He played in only nineteen games with the American Association team, going to bat fifty-four times and maintaining an average of .259. In a letter to the secretary of the club Hartley said that he was planning to start practising right away, as the training season would soon be here.

Earl Mack, son of Connie Mack, manager of the Philadelphia Athletics, who, it may be mentioned in case somebody has forgotten, won the world's championship last October, has signed a contract to play with the Scranton club, of the State League, next season.

Earl Mack is a catcher and went behind the bat for the Athletics in one or two games last fall. His father has now turned him over to Monte Cross, manager of the Scranton team, to develop, and he could not have picked out a much better instructor. The youngster is a natural baseball player, and is even now a catcher of great promise and a batter of no mean ability. His progress will be watched with interest.

The annual meeting of the United Hunts Racing Association was held at the Windsor Arcade yesterday. Perry Belmont was re-elected president; H. S. Page, first vice-president; Henry W. Bull, second vice-president; W. R. Grace, treasurer, and H. A. Buck, secretary. J. Searle Barclay, jr., W. R. Grace, A. Henry Higginson and H. R. Page were named directors of the association.

The story comes from Jacksonville, Fla., that Jimmy Butwell has decided to cast his lot with the American jockeys who are riding abroad. He has signed a contract with Baron Lazeroff, of Russia, at a retainer of $800 a month and the regular riding fees of $25 for a winning mount and $10 for a losing mount. Butwell is a finished horseman, and has ridden with much success here in the last two or three years. He had the mount on Sweep when James R. Keene's good horse won the Futurity of 1909.

Preparations for the Southern trip of the Athletics will be made shortly by Captain Davis, who returned home recently. One of the first things that Davis did was to deny emphatically the reports that he would play first base and manage the St. Louis Browns next season. Davis said he had an offer from St. Louis, as well as Cleveland and elsewhere, but would remain with the Athletics this year, at least.

Davis stated that there would be few, if any, changes in the team this year.

The new owners of the Browns, although they have made a small deposit, are no nearer the throne than at the beginning. They are not in a position to select a new manager, for the reason that they do not own any ball club. There still remains a huge amount of real estate to be taken care of, nominally controlled by the National Bank of Commerce. Hedges states that all the details will be settled as soon as the $150,000 is within his reach.

"Toots" Schultz, Pennsylvania's crack pitcher, and reputed as being the best boxman in the collegiate ranks, denies that he has signed a contract with the Yankees. Schultz stated recently that he did not intend to play big league ball while he was going to college. This is his last year at Pennsylvania, and he wants to pitch the Red and Blue ball team to an intercollegiate championship before he thinks of entering professional ball.

Arthur Butler, third baseman of the Fall River club of the New England League, has been sold to the Boston Nationals by John H. O'Brien. The Fall River management gets in return a bonus of $800 and George Walsh, a utility man from the Boston team.

RACING AT JACKSONVILLE

Rose of Jeddah Wins Baby Race from a Shifty Band.

Jacksonville, Fla., Jan. 5.—P. T. Chinn sent another winning two-year-old to the post at Moncrief Park to-day, when his Rose of Jeddah, a Cesarion-Maria filly, easily defeated a band of shifty youngsters in the first race.

The winner, which was coupled in the betting with Naughty Rose, always was the favorite in the betting at 9 to 5. Three favorites and two well played second choices won.

The summaries follow:

FIRST RACE (purse, $400; for two-year-olds; two furlongs, straightaway)—Rose of Jeddah, 115 (McTaggart), 9 to 5, 4 to 5 and 2 to 5, won; Silas Grump, 115 (Goose), 6 to 1, 3 to 1 and 3 to 2, second; Gold Mine, 115 (Goldstein), 4 to 1, 2 to 1 and even, third. Time, 0:23. Sister Florence, Little Marian, Frances Dean, Moralight, Mary Lee Johnson, John Stilwell, Drexel Hill, Naughty Rose, Coletter, Eaton, Efficiency, Grace Mc and Lillian F. also ran.

SECOND RACE (selling; purse, $400; for three-year-olds and upward; six furlongs)—Marie Hyde, 110 (Davis), 3 to 2, 3 to 5 and 1 to 4, won; Ben Leonard, 93 (McCabe), 9 to 5, 7 to 10 and 1 to 3, second; Louis Rell, 99 (Dunn), 30 to 1, 10 to 1 and 3 to 1, third. Time, 1:16⅘. Mystifier, E. T. Sipp, Emma Stuart, Morning Song and Ford Bank also ran.

THIRD RACE (purse, $500; for four-year-olds and upward; seven furlongs)—Carlton G., 104 (Musgrave), 8 to 5, 1 to 3 and out, won; Tom Hayward, 109 (Wilson), even, 1 to 3 and out, second; Dr. Heisberg, 104 (Gross), 10 to 1, 3 to 2 and 3 to 5, third. Time, 1:29⅘. Longhand and Bob Co. also ran.

FOURTH RACE (selling; purse, $400; for three-year-olds and upward; one mile and seventy yards)—Earl of Richmond, 107 (Goose), 9 to 10, 1 to 2 and out, won; Limpet, 93 (Hopkins), 9 to 1, 3 to 1 and even, second; Aviator, 98 (McCabe), 8 to 1, 5 to 2 and 4 to 5, third. Time, 1:49⅘. Wander, Roseburg II and Miss Marjorie also ran.

FIFTH RACE (purse, $400; for three-year-olds and upward; six furlongs)—Eye White, 104 (Musgrave), 13 to 5, 6 to 5 and 3 to 5, won; All Red, 111 (Davenport), 7 to 5, 3 to 5 and 1 to 5, second; May Amelia, 105 (McCabe), 7 to 2, even and 2 to 5, third. Time, 1:15⅘. Colonel Ashmeade, Nannette and Smoker also ran.

SIXTH RACE (purse, $600; for three-year-olds and upward; one mile and a sixteenth)—Starover, 101 (Goose), 15 to 1, 5 to 1 and 2 to 1, won; Falcada, 105 (Loftus), 11 to 5, 9 to 10 and 2 to 5, second; El Kock, 101 (Ross), 5 to 2, even and 2 to 5, third. Time, 1:51⅘. Whin, Judge Walton,Ique O'Brien and Radium Star also ran.

A COMING CATCHER IN AMERICAN LEAGUE.

EARL MACK, SON OF CONNIE MACK,
Manager of the World's Champions.

WANT AN ATHLETIC FIELD

Boys' High School Raising Funds for Project.

The Boys' High School of Brooklyn is working diligently to raise $50,000 for an athletic field. More than $3,000 already has been subscribed, and it is hoped that enough money will be contributed shortly to begin negotiations for purchasing a site. The institution has not enjoyed the privilege of a private athletic training ground.

Ernest Smith, who is chairman of the committee, assisted by John Andrews and Ernest Daniels, is working hard to raise the necessary funds, so that the erection of the buildings may be started by the completion of the summer. Circulars have been sent to the parents of the students.

PASS NEW ELIGIBILITY RULE

Only Academic Students at Pennsylvania May Play on Teams.

[By Telegraph to The Tribune.]

Philadelphia, Jan. 5.—The athletic association of the University of Pennsylvania at a secret meeting a few days ago passed an eligibility rule which will prevent all except academic students taking part in and 'varsity sports. This rule, which was suggested by Dr. Carl Williams, means that all games with Western colleges after next fall are likely to be eliminated.

The drastic effect of the new rule is best shown by the fact that of the twenty Pennsylvania athletes who received their letters last year, eleven are "special course" men, being either in the medical or engineering branch of the college. These men are the best athletes in the college. They are Ramsdell, Marks, Radyear, Wolfeith, Kaufmann, Sommers, Mercer, Kennedy, Young, Keogh and Harrington. All but three of these men had planned to return to college and take an active part in athletics.

The new rule will take effect on November 30 this year, which allows "special course" men to take part in all sports until the end of the athletic year of 1911.

BEATS MAGNUS AT BILLIARDS

Wirebach Victor in Three-Cushioned Match in Pittsburg.

Pittsburg, Jan. 5.—Leon Magnus, the New York player, went down before J. F. Wirebach here to-night in the national amateur three-cushion billiard league tournament, scoring only 33 points to Wirebach's 50 in sixty-seven innings.

The game was one of the most attractive thus far played here, although Magnus was unfortunate from the start, and seemed unable to regain himself. Wirebach started well, got some very lucky breaks of the balls and seemed to be especially favored in the way his shots lay. His high run for the night was 6.

CRESCENT WINS WITH EASE

Defeats Niagara University Five in Basketball.

The Crescent Athletic Club basketball team won a clear cut victory over the Niagara University five on the former's court last night by a score of 33 to 19. The contest was practically free from fouls, and interesting and fast throughout.

The athletic club five had a fast style of passing and team work, which puzzled its opponents. The upstate collegians fairly held their own in the first half, the score being 19 to 12. In the final period, however, Niagara failed to cope with the whirlwind playing of the Half Moon men.

The collegians will probably be put under the suspension ban by the Amateur Athletic Union, as Cypiot, who was declared a professional, took part in the game.

Edward Kelleher and Dolan played well for the visitors.

RUSHING AUTOS FOR SHOW

Small Army of Men Getting Garden Ready for Big Exhibition.

Madison Square Garden will open its doors to-morrow night at 8 o'clock for the eleventh national automobile show under the auspices of the Association of Licensed Automobile Manufacturers.

The interior of the big amphitheatre is now receiving finishing touches, and when the doors are opened to the public everything will be in readiness. Five hundred men, under the direction of W. W. Knowles, the architect in charge, have been working night and day since Monday transforming the Garden into a semblance of a Roman amphitheatre, which will form the setting for the exhibits in the arena. From cellar to rafters the Garden is overrun with carpenters, decorators, steel workers, plasterers, carpet layers, painters, electricians and woodworkers.

AUTO MAKERS ORGANIZE

The Independent Manufacturers Elect a Board of Directors.

Complete details are promised to-day of the organization of the Independent Automobile Manufacturers' Association, which was born yesterday at an enthusiastic meeting of many makers now exhibiting their products in the Grand Central Palace automobile show.

A board of directors was elected at the morning session, with full power to act. This board went into executive session last evening, but did not complete its labors until at an early hour, and formal announcement will not be made until to-day.

John D. Fearbake presided at a luncheon and several prominent show exhibitors spoke briefly. C. W. Kelsey paid a compliment to the management of the Palace show, and called for a vote of thanks for the effort which made the show and the new association possible.

LYNCH GAINS HIS POINT

Brings More News of Baseball from Commission Meeting.

PASS ANOTHER DRAFT RULE

Youngsters Must Now Run the Waiver Gantlet of Both Big Leagues.

Thomas J. Lynch, president of the National League, returned to headquarters, in the St. James Building, yesterday, much elated over the fact that one of his pet projects had met with favor at the meeting of the National Baseball Commission in Cincinnati on Tuesday. News of the action of the commission on this matter leaked out only upon the arrival of Mr. Lynch. Hereafter all drafted players will be regarded as purchased players, and must run the waiver gantlet of both leagues before being sent back to the minors.

The National League president went out to the meeting prepared to make a stiff fight on this proposition. Heretofore a player drafted by an American League club could be sent back to the minors after the seven other teams had waived claim on him. The National League in such a case could do nothing to keep the player in big league circles. The parent organization might return such a compliment to the American League with equal facility.

It was Mr. Lynch's contention that a drafted player should run the waiver gantlet of fifteen clubs—not of seven—just as a purchased player whom it is proposed to turn back. In this way the player will be better satisfied, and cannot say he is being kept from advancing in his profession.

"Supposing one club in each league wants the same player," said Mr. Lynch, in explaining the rule. "The American League club might win the player on the draw. After looking him over and not feeling satisfied, the club could turn him back to the minors. The National League team which was anxious to secure the man would have nothing to say in the matter, and his services would be lost to the team for that season."

The new rule should prove a boon to the tail end clubs, as they will have more of an opportunity to strengthen their teams. The owners of both major leagues have drafted promiscuously, and it is well known that they have covered up players who could have been used to advantage by other clubs. Last fall the National League clubs drafted seventy-two men, and already twenty-five have been sent back to the minors without the American League teams having a chance to bid for their services.

The American League clubs procured by the draft route sixty-seven men, of whom twenty-eight have been sent back to Class A or B leagues.

The new rules adopted to prevent "fake drafting" and other sharp practices freely indulged in in the past by many of the owners will prove of immense advantage not only to the clubs, but to the players as well, is the opinion of President Lynch.

The Dale case, it turns out, was settled summarily by the commission and declared illegal. In this instance President Taylor of the Boston Red Sox asked Cleveland to draft the pitcher from the Dallas club of the Texas League and turn him over to the Red Sox. Taylor immediately handed the player to the Sacramento club, of the Pacific Coast, a Class A organization, while the Texas League has only a Class C rating. Such practices will be met with disciplinary measures in the future, declared Mr. Lynch, along with the methods employed at times to make assurance doubly sure by having a number of clubs in one league draft a player for the benefit of one team, so that an advantage would be secured in the draw. It was by such methods that Detroit was kept from securing a single player wanted by President Navin.

President Lynch had little or nothing to say about the schedules for next season. Any announcement made, he said, would be premature at this time, as the committees had done little more than outline their plans. Whether or not the reduction in mileage as announced in Cincinnati on Wednesday will become an accomplished fact he refused to state. An effort to reduce travelling expenses so far as possible is being made, however.

Players of the Pacific Coast Baseball League who failed to report to clubs having title to them after that league was changed from an "outlaw" to a national agreement organization, were declared ineligible for another year by the National Baseball Commission in a decision promulgated late yesterday. In addition, those players who violated contracts with national agreement clubs will be barred for three years.

"Aw, your mine is nothing but a hole in the ground."

"A hole in the ground may be valuable, my friend. Suppose you owned the New York subway?"—Washington Herald.

Singers See Foreign Autos

Grand Opera Day at the Importers' Salon—Exhibitors Are Making Many Sales.

It was grand opera day at the Importers' Automobile Salon yesterday. Many of the singers from the Metropolitan Opera Company were present in the ballroom of the Hotel Astor, where the cars are being shown.

To-day has been designated professional day, and the management has sent invitations to all the principal members of every theatrical organization now playing in the city.

David Bruce-Brown, the young New Yorker who won the Automobile Club of America's Grand Prize gold cup at Savannah on November 12, spent a couple of hours at the salon yesterday afternoon. The Benz racer with which he won the race is shown at the salon, and the Grand Prize cup is displayed alongside the big gray car.

Baroness de Bazus, formerly Mrs. Frank Leslie, visited the salon in the afternoon with a woman friend. Other visitors included E. B. Thomas and L. D. Smith, of the Lehigh Valley Railroad; David Wolfe Bishop, Reginald Vanderbilt, Waldron Williams, Mr. and Mrs. W. Campbell Clarke, of Newark; Eugene T. Bogert, John Bolton Simpson and daughter, W. K. Vanderbilt, jr., Mr. and Mrs. Charles Kayes, Mr. and Mrs. A. M. Hall, Mr. and Mrs. Alfred Wagstaff, Dr. Austin Flint, Richard W. Meade, Mr. and Mrs. Louis C. Dusenbury, Mr. and Mrs. Elmer T. Butler, G. Herbert Condict, J. O. H. Pitney, of Morristown; W. V. Astor, Mrs. Marcus Mayer, Mr. and Mrs. J. L. Van Alen, Mr. and Mrs. George Wishart, Spencer E. Wishart, Mr. and Mrs. J. Borden Harriman, Mrs. McCleary, of Brooklyn; Ralph P. Schott, Mrs. W. Demarest, E. F. Hutton, Dr. Milliken, W. S. Hilles, of Baltimore; Oscar Straus, Frank W. Savin, John McAleenan, O. S. Weingarten, Mr. and Mrs. Howard Morton, Mrs. Victor Clodio, Mrs. Young, Mr. and Mrs. Clayberg, Mr. and Mrs. Ferdinand Hermann and Mr. and Mrs. T. J. McCahill.

Paul Lacroix, of the Renault Frères selling branch, reported the sale of five Renaults yesterday. The machines sold include the two polished chasses shown at the salon—one the 25-35-horsepower American special and the other the 25-45-horsepower model—and three more of the 35-45-horsepower type. They were purchased by Alfred Cutler Morse, of Boston, who is New England distributer for Renault cars.

André Massenat, general manager of the Panhard & Levassor Automobile Company, sold two of the 30-horsepower "sliding sleeve" Panhards yesterday. The buyers were C. D. Bissell and Charles E. Singer.

The most striking feature of the Quinby exhibit is an aluminum body mounted on wooden blocks. The interior is completely finished, but the outside shows the polished aluminum. There is not an exterior fastening on the body, the aluminum plates being bolted to the frame from the inside, and every joint brazed. The glass front is guaranteed not to rattle, being held at each side by friction disks.

The Isotta cars shown include a 45-horsepower shaft drive, with a Quinby limited body in gray, with slate colored moulding and carmine striping. There is a 30-horsepower Isotta limousine, dark green with carmine striping, finished inside with brown French material. A third car is a 25-horsepower six cylinder Isotta brougham painted Quinby maroon, with a black stripe, and finished inside in gray and silver Bedford cloth. The six cylinders are cast in triplets.

Cesare Conti's exhibit of S. P. A. cars attracts much attention. Two stock chasses arrived at the salon yesterday, in addition to the racing car and limousine that have been there all the week.

CENSUS OF AUTO OWNERS

Ninety-seven Were Merchants Out of Four Hundred.

H. E. Field, president and manager of the Rambler Automobile Company of New York, received yesterday from the Rambler factory at Kenosha, Wis., the result of a census taken among four hundred Rambler owners, representing every state in the Union. One leading dealer in each state furnished a list of occupations and incomes of Rambler buyers in 1910.

The total Rambler sales were 2,500 cars, but only 400 sales were counted in the census. The count shows: Bankers, 43; doctors, 24; merchants, 97; real estate men, 20; lawyers, 8; farmers, 76; architects, 3; manufacturers, 23; contractors, 11; engineers, 4; retired capitalists and miscellaneous, 88.

ENTERS LONG OCEAN RACE

The Margaret to Compete in Bermuda Sailing Contest.

Although the next ocean race to Bermuda for sailing yachts will not be started for nearly six months, entries for the contest have already been received by the committee, the first being that of the schooner Margaret, owned by George S. Runk, a member of the New York, Larchmont and Shelter Island Yacht clubs.

The Margaret, which was designed by Arthur Binney and built by Lawley, of Boston, was the winner of the race from New York to Bermuda in 1909. She holds the record for corrected time over the 670-mile race to the "Lily Isle." Her time was 73 hours 51 minutes 12 seconds. The race was won in 1910 by Harold Vanderbilt's Herreshoff schooner, the Vagrant. Her time was 90 hours 42 minutes. The Vagrant is also entered for this year's race, which starts from Boston on June 3, and it is rumored that a new schooner, being built for Demarest Lloyd, who formerly owned the Shiyessa, will also be entered in this year's ocean contest.

The Margaret is a wooden schooner 93 feet over all, 63 feet waterline, 19 feet 6 inches beam and 9 feet 6 inches draft. The Vagrant is 76 feet over all, 56 feet waterline, 17 feet 6 inches beam and 10 feet 6 inches draft.

TO RESUME RELATIONS

Columbia Will Go to Syracuse for Track Meet.

Columbia and Syracuse have resumed track athletic relations, according to an announcement made by the manager of the Columbia team yesterday that a dual meet had been arranged for between the institutions for Saturday, May 6, at Syracuse. Several years ago the Morningside Heights teams met Syracuse each year, but difficulties arose, and after 1903 the contests were called off. The trip to Syracuse will give the Columbia men excellent experience for the intercollegiate meet which will be held in the Salt City stadium on May 26 and 27.

If Columbia's plans go through the track team will have an ambitious schedule next spring. Already a meet has been scheduled with Johns Hopkins, although the date has not been definitely decided upon. Negotiations are being carried on with Dartmouth, and it is probable that a meet will be arranged with Harry Hillman's team. It has usually been the custom for the Columbia team to meet the Annapolis track team on the same date as that on which the Columbia and Annapolis crews row. The race has been settled on for May 13 and the track schedule may contain the same arrangement as heretofore.

WILL DRIVE IN BIG RACE

Disbrow Named to Pilot a Pope-Hartford at Indianapolis.

Louis Disbrow will drive a Pope-Hartford car in the $25,000 automobile race at the Indianapolis Speedway on May 27.

B. C. Finck, treasurer of the Pope-Hartford Automobile Company, made the announcement yesterday, and said that the factory at Hartford was building a special car for the big race. It will be entered in Class C and will be ready for Disbrow to begin training very soon.

Disbrow probably will go South for preliminary training—possibly to Savannah—after the car has been thoroughly tried out. The entering of this car is an indication of the racing policy of this company next season. The company will be represented in every race of any importance throughout the year.

ST. NICKS SNOWED UNDER

Crescent A. C. Hockey Seven Runs Up Big Score.

SHOOT FOURTEEN GOALS

Big Crowd Turns Out to See a One Sided Game in Fight for Title.

The Crescent Athletic Club fairly smothered the St. Nicholas Skating Club last night at the St. Nicholas Rink in the second game of the Amateur Hockey League championship series, scoring 14 goals to the latter's 2. A victory for the former champions was conceded before the match began, but no one thought that they would turn the trick so easily and come out with such flying colors.

The game was little better than good practice for the Crescent men, but they showed wonderful speed and much trickiness. On the strength of their showing in the first half a bet was made during the intermission of $100 to $50 that they would defeat the New York Athletic Club players, the present champions, in the first clash of the two teams.

It seemed a foolish bet, for at best it is an even money proposition, for, while the Crescents are remarkably fast, the team does not appear so well balanced as the Mercury Foot seven. It is practically a four-man team, with Shirreff and Liffiton in the centre of the ice so much faster and superior in every way than their wings that the latter cannot keep up. However, that centre ice combination is so lightning fast that nothing in the league can touch it.

Playing together, Shirreff and Liffiton are fiends, having each other's play and tricks down to a nicety. Last night they gave a wonderful exhibition of heady, fast, scientific play.

Dufresne was a tower of strength at coverpoint, and was all over the ice. He was ably backed up by Kennedy and Thomas, who were never pressed hard, but took care of everything that came their way.

Martin, at left wing, was fast, and proved a hard worker. With more practice and coaching he should develop into a great player, but Jackson is weak and is too fond of roughing it, with the result that he was ruled off three times in last night's game. Scarborough would prove a better man in the position. Liffiton, Martin and Shirreff were each penalized once, but for minor offences. No opposing man was sent to the timers.

The game was clean, and there was a much larger attendance than at the opening contest on Tuesday night. The Crescents had the honor of having the first score marked up at the end of the rink by the new electric light system, which has replaced the old method of marking the goals by means of cards. The innovation was appreciated by the spectators, for the score could be seen easily from all parts of the rink.

The first goal was secured by the Crescents in about one minute, Shirreff doing the trick by a pretty block and swift shot near the centre of the ice. Martin followed with the next tally a minute later. From then on it was a case of Liffiton to Shirreff, or Shirreff to Liffiton, until at the end of the half the score stood 8 to 1.

Just before the half ended Frazer-Campbell tallied for the losers. The second period was a repetition of the first, the Crescents making six points and Dole one for St. Nick.

The line-up follows:

Crescent A. C. (14).	Position.	St. Nicholas S. C. (2)
Thomas	Goal	Von Bernuth
Kennedy	Point	Richards
Dufresne	Coverpoint	K. Gordon
Shirreff	Rover	Dole
Liffiton	Centre	Cornell
Martin	Left wing	Freeman
Jackson	Right wing	Frazer-Campbell

Goals for Crescents—Shirreff, 7; Liffiton, 5; Martin, 2. For St. Nicholas—Frazer-Campbell and Dole. Referee—William Russell, Hockey Club. Assistant referee—J. S. Rogers, Hockey Club. Umpires—Bert White and Bob Strange, New York A. C. Timekeepers—George Stebbins, Crescent A. C., and Louis De Casanova, Hockey Club. Time of halves—Twenty minutes.

ALSO THE HORSECAR.

From The Detroit Journal.

New York is to put just the plain, barnyard variety of cow in the zoo. Isn't it curious that our naturalists never thought of that? To the average New York child the yak is much more familiar than the cow.

AUTOMOBILES. AUTOMOBILES. AUTOMOBILES.

SIMPLEX
MADE IN NEW YORK CITY
38 H.P. SHAFT DRIVE

Announcement

After two years of careful designing and testing, we are now ready to introduce our

Simplex 38 H. P. Shaft Drive Model

embodying the most modern structural improvements and retaining all other features which have given the Simplex its high standing, namely: best materials obtainable and highest class of workmanship. Slow and noiseless in city traffic, with an abundance of power on hill and road. It will be exhibited for the first time at the MADISON SQUARE GARDEN AUTOMOBILE SHOW. Complete specifications mailed on request.

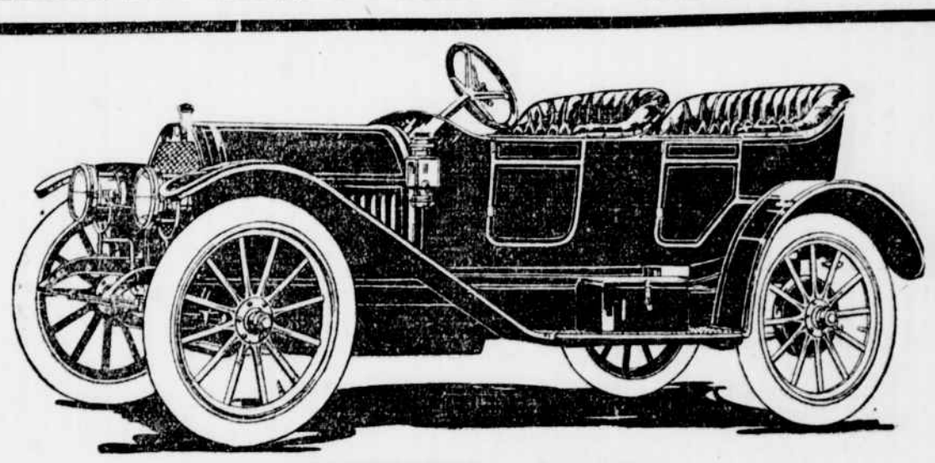
For our large clientele desiring a high power chain drive car for touring we will continue to manufacture with the same care and attention our successful 50 and 90 H. P. models.

Agents Should Apply for Remaining Territory.

Simplex Automobile Company
1862 Broadway, New York City

Licensed Under Selden Patent. Factory: 614 E. 83d St.

AUTOMOBILES. AUTOMOBILES. AUTOMOBILES.



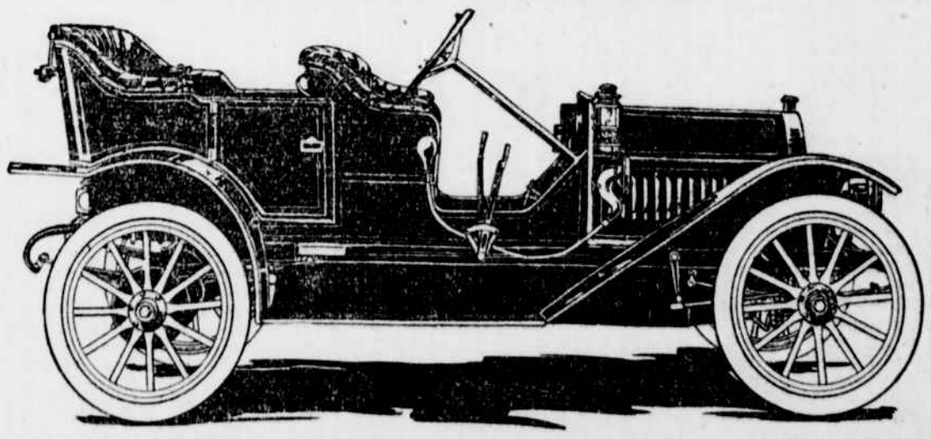
TORPEDO---$1,500

The interest center of the Grand Central Palace show is, of course, in the smartest line. Better not pass it by. You'll hear people saying the name all about. Eight cars of new design. Just ask the attendant to show you the

WARREN-DETROIT "30"

Looking for something really new, like you saw at shows in years gone by? You must see the Warren exhibit. It has the DIFFERENT cars. Eight top-quality machines at popular prices.

Take a peep at the Warren-Detroit "Wolverine," a sturdy little car that came from Detroit in snow over the running boards.

Warren Motor Car Co., Detroit, Mich.

TOURING CAR---$1,325