SLEUTHING IN AN AUTO

Driver of Detective Burns's Car Tells Story of Dash West.

HE WAS SWORN TO SECRECY

McNamara Was Rushed Out of Indiana, but He Forgets Their Destination.

William J. Burns, the detective who rounded up and arrested the alleged principals in dynamiting outrages which have been perpetrated throughout the United States during the last two years, is the first detective who has found practical use for the automobile race driver and the racing automobile.

Frank P. Fox, of Indianapolis, a driver who is actively engaged in the sport and a member of the Pope-Hartford team nominated to drive in the 500-mile international sweepstakes at the Indianapolis Motor Speedway on Memorial Day, is the man who drove the high powered machine which carried John J. McNamara, secretary and treasurer of the Iron Workers' International Union, out of the State of Indiana before his friends could get process of law to stop the procedure.

Burns has been arrested in Indianapolis on the charge of kidnapping McNamara, and Fox is also under bond, charged with being an accessory. Fox drove 200 miles out of Indiana to the west in less than six hours, making better than forty miles an hour over strange country roads in the dark. He tells an interesting story of the wild ride with the prisoner and his guard of detectives and police, but refuses to divulge the spot where he left his human cargo.

The driver said he was given orders to disobey speed laws and to drive the machine from the state as quickly as possible, regardless of damage to the automobile or danger to the lives of its occupants. He declared he left Indianapolis without knowledge of his destination. He had been told he was to drive several hundred miles, and he was ordered to be prepared for accidents of any nature.

The story of the race driver follows:

"Burns called me at my garage, saying he wanted the most powerful machine in Indianapolis to take a party of men a long trip. He said he wanted some one to drive who would be willing to take chances on going through a knothole, if necessary, and that he wanted a driver who could keep what he would see to himself.

"I felt that there was something in the air, but I did not know what it was. Of course at that time I knew nothing of the detective's plans, but I am in the garage business; I have cars for such purposes and I decided to go, whatever should follow. I was ordered to have the car at Police Headquarters early in the afternoon, and to have the machine loaded to the guards with gasolene and 'speed juice.' I was requested also to place the top up and to have curtains on the car.

"I must confess when the detectives began to swarm from Police Headquarters leading a man with handcuffs on him I was rather surprised. I immediately believed some well known citizen with political or other influences had got in trouble, and that friends were spiriting him away before the law could get a good hold on him. I did not know McNamara. He appeared to be an intelligent well-to-do man, and these things strengthened me in this belief.

"When Burns came from the building he must have believed when he saw the curtains on the car that it was filled with men who were not his friends. Anyway, before I had an opportunity to realize what was going on he had run to the machine, and after throwing the curtains back had inspected its interior to see that it was empty. Before I had time to think twice or before I had time to recognize persons in the crowd the man adorned with handcuffs was seated, and being followed quickly by two detectives I was ordered to drive west and to run over streetcars if necessary in getting out of the city in a hurry.

"We went west on Washington street. After I had left the city limits and the open country was seen before us I was told to drive west; that I was to choose the roads and to drive as fast as possible and to make no stops unless they were absolutely necessary. I had gasolene and oil and water in my machine to carry us three hundred miles, and I knew we could make the trip, barring punctures.

"I really could not tell what cities we passed on the way. I drove so fast I did not have time to notice where we were going, only I knew we were headed west. At no time during the trip did I hear conversation between McNamara and the detectives. The machine was making too much noise and the wind was whistling past our ears too fast for us to hear. Neither did I have time to devote much thought as to what the purpose of the wild ride was, for I was busy in controlling the machine, avoiding bumps and rounding curves in the road.

"Some time after we had left here one of the men opened a suitcase. I thought it belonged to the prisoner. It was filled with a young battery and there was enough ammunition in it for an army. There was a Winchester rifle in the grip, several large automatic pistols, and it looked to me like at least two hundred rounds of ammunition. When I saw all the gunpowder paraphernalia I decided that a man could die only once and that I might as well keep that machine in the road while I had the chance.

"Those guns looked to me like trouble. I thought it trouble had not been expected the detectives were certainly foolish to carry so much excess baggage.

"I cannot help but say a few good words for the machine that took us the trip. We had unusually good luck. The trip was made without a stop, and we were exceedingly lucky to go so far at the rate of forty miles an hour without a puncture. I had to stop once coming back to fix a tire, but that was the only trouble I had on the trip. I took my time coming home. I was asked to do this by the detectives. They told me they did not want me to talk, and, above all things, they did not want me to say where McNamara was taken from the machine. Burns may be willing to make this place known, but that's up to him and not me."

MOTOR CAR CENSUS TABLES

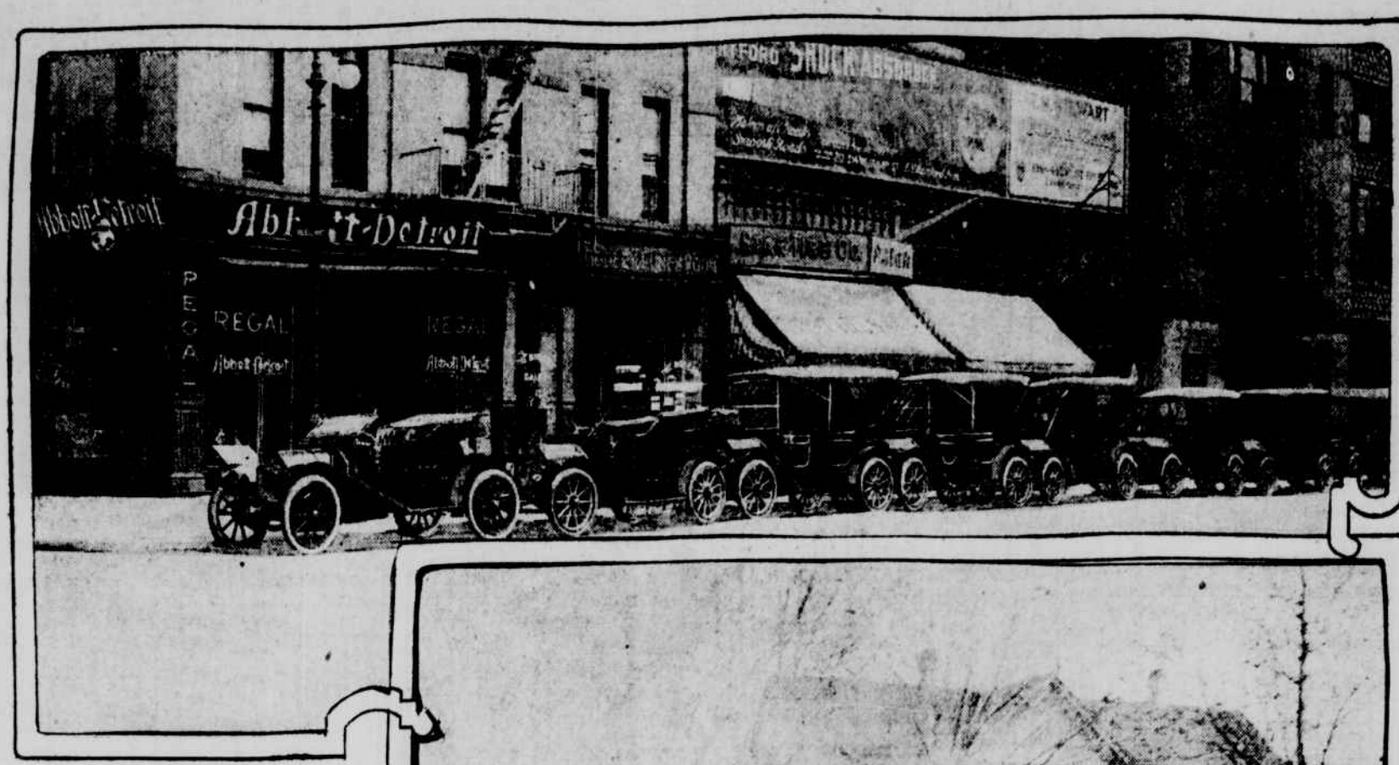
New York State Leads with 70,000 Registered.

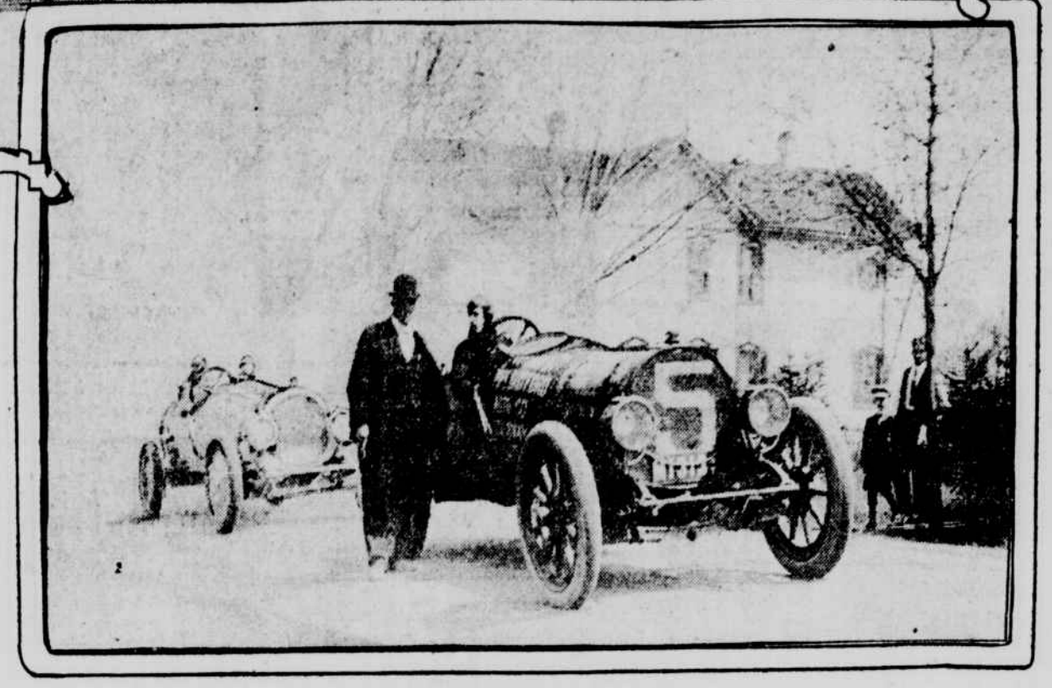
The following table, compiled by the Auto Directories Company of New York, shows the automobiles registered in the United States, indicating the number of cars actually in commission:

Alabama	4,800	*Montana	3,200
*Arizona	800	Nebraska	15,200
Arkansas	1,900	*Nevada	800
California	40,000	New Hampshire	5,500
*Colorado	6,000	New Jersey	17,000
Connecticut	11,000	*New Mexico	800
Delaware	900	New York	70,000
District of Columbia	8,124	North Carolina	3,116
Florida	2,000	*North Dakota	1,500
Georgia	7,000	Ohio	22,400
*Idaho	750	*Oklahoma	1,100
Illinois	30,000	Oregon	5,400
Indiana	15,000	Pennsylvania	40,000
Iowa	24,200	Rhode Island	6,400
*Kansas	12,500	South Carolina	1,000
*Kentucky	2,300	*South Dakota	8,000
*Louisiana	6,850	Tennessee	4,062
Maine	7,350	*Texas	8,400
Maryland	4,526	Utah	1,491
Massachusetts	22,000	Vermont	3,223
Michigan	18,059	Virginia	7,000
Minnesota	11,900	Washington	6,000
*Mississippi	6,300	West Virginia	1,100
Missouri	15,900	Wisconsin	14,000
		*Wyoming	1,100
Total	290,239	Total	518,001

*Estimated from tax report. †Partial county registrations, balance estimated from tax report.

BLOCK-LONG LINE OF ABBOTT-DETROIT CARS READY FOR DELIVERY.





POPE-HARTFORD CARS DRIVEN BY DISBROW AND WHALEN "HELD UP" BY POLICEMEN AT HERKIMER, N. Y., ON THE WAY TO INDIANAPOLIS FOR BIG RACE.

AUTO NEWS OF THE DAY

Rambler Plant Making Additions for Increased Output.

Two large additions to the plant of the Thomas B. Jeffery Company, manufacturers of Rambler motor cars, at Kenosha, will be made immediately. A new addition to the drop forge shop is now in course of erection, while ground was broken last week for a new building, 60 by 200 feet in dimension, to be devoted to the finished car department. Just 22,750 square feet of additional floor space will be added.

Ninety-four per cent of all Rambler parts are now made in the Kenosha plant. The addition to the drop forge shop is to provide for the making of new forgings for the 1912 output.

Rambler sales for 1911 have slightly exceeded those for 1910, in spite of the fact that every month in 1910 showed an increase of about 40 per cent over the same period of the year previous.

To all interested in the changes in styles and fashions in automobiles that have taken place from year to year since the automobile first became a practical vehicle no more interesting sight can be seen than in the reception room of Healey & Co., the coach and automobile builders, at 51st street and Broadway, because the walls are lined with photographs of carriages and automobiles, with the names of the owners they have been made for.

An inspection of these photographs shows that many of the designs in automobile bodies that have recently been considered as new styles were originally designed and sold by Healey & Co. many years ago. For instance, the latest talk is about the wave line body as a new idea, yet this is also shown among these photographs as having been designed and made by Healey & Co. several years ago.

Captain William Mitchell Lewis, president of the Mitchell-Lewis Motor Company, of Racine, Wis., has just announced that at the last meeting of the directors of that company James W. Gilson was elected to be an officer and director of the organization and advanced from the position of sales manager, which he has held for several years, to that of assistant secretary.

The "Splitdorf special" to the Indianapolis race on May 30 is being arranged by Charlie Splitdorf, of magneto renown, on a strictly subscription basis, with the sole object in view of supplying all extra comforts to a choice few who will make the jump from New York at the last moment, but in ample time to witness the race and hurry back immediately it is over.

A private car, special chefs, waiters, a commissariat of generous proportions and a few "added features" promised by Mr. Splitdorf will make the train the home of the travellers from the time of leaving until New York is reached on the home journey.

P. J. W. Kelley is attending to the details of the special.

Mr. Toback, manager of the A. Elliott Ranney Company, is kept busy these days refusing offers for his Hudson "33" torpedo, which ornaments the Broadway window of the new Hudson salesrooms. The car was placed on exhibition just about a week ago, and since then eight offers have been made to Mr. Toback, but he declines to sell. The car is specially painted in Italian gray, with natural wood wheels. There is a low, rakish top, with natural wood bows, and a handsome wind shield of foreign design. Special slip covers, with patent leather points, protect the seats. A speedometer and live map is on the dash. Demountable rims, mirror reflector and clock complete the equipment. There will also be installed later an electric dynamo for charging batteries and lighting lamps.

The newly rebuilt ferryboat Rye Cliff, which has been carrying automobiles across Long Island Sound between Rye Beach and Sea Cliff for the last two weeks, has proved very popular with a great many motoring parties from the Greenwich section, who have made daily trips to Hempstead to watch the American team practise for the international polo match.

Because of the many aviation meets scheduled for Mineola and Belmont Park this summer, the Oakland Steamboat Company, which operates the ferry, expects that the boat's capacity for fifty cars will be overtaxed, and is now making arrangements to charter a second boat, so that beginning June 15 there will be a boat every hour on the hour from either side of the Sound, instead of leaving Sea Cliff on hours and Rye Beach even hours, as is now the case.

POWER BOAT'S HIGH SPEED

New Gasolene Propelled Craft Attains 42-Mile Rate.

Washington, May 13.—In trials on the Potomac River here to-day it is said that a new gasolene speed boat recently launched at Alexandria, Va., and owned by W. F. Harris, of the Thousand Islands, attained a maximum speed of forty-two miles an hour. This record was unofficial, but was faster by seven miles than any water craft ever before had made.

The new boat is twenty-six feet long and has twin engines of six cylinders each, giving a horsepower of 250. The craft has not yet been named. It was built to defend the Harmsworth International Motor Boat trophy in the coming races at Huntington, Long Island and to challenge for the Gold Cup during the Thousand Islands racing season.

MIDDY RIFLEMEN BEAT 71ST REGT.

Annapolis, Md., May 13.—By the aggregate score of 1,859 to 1,815 the Naval Academy rifle team this afternoon defeated the team of the 71st Regiment, New York National Guard, over the academy ranges. The midshipmen led at all the ranges, but their highest score was obtained in the 200-yard rapid fire event. Midshipmen Woodside and Kerr tied for high individual score, each making 175 over all the ranges.

Correct Timing of Valves

Important Detail of Auto Engine's Workings Generally Misunderstood.

By William H. Stewart, Jr.

In the four-part cycle motor there are two valves—namely, the inlet valve and the exhaust valve. The first admits the charge of gas to the cylinder; the second permits the discharge of the burned gases. In the modern motor both are mechanically operated and timed to open and close at the proper instant. Both these valves work under spring tension, and are operated by cams upon a shaft.

Since the crank shaft in the four-part cycle motor makes two revolutions to each cycle, it is necessary that the cam shaft operating the valves turn at half time. This is accomplished through the reducing gears. In other words, the cam shaft gear has twice as many teeth as the crank shaft gear which drives it.

As to timing the valves of the motor, it is safe to say that no fixed rule applies. Different makes of motors have different valve settings. The construction of the motor, and especially the stroke and bore, determines the lead of the valves. In a high speed engine the lead is greater than that in the low. Many people having a fair understanding of the four-part cycle principle fail to comprehend just why this lead to the valves is necessary.

More often it is assumed that the inlet valve is timed to open when the piston is at top centre and close at bottom centre. Also that the exhaust valve opens at bottom centre and closes at top centre. If a motor should have its valves timed in this manner it may possibly run, but its efficiency would be practically nothing. The proper setting of the valves determines the power. As said previously, different makes of motors differ in the valve setting.

In the average motor the inlet valve opens about 10 degrees past top centre and closes about 30 degrees past bottom centre. The exhaust valve has a lead approximately 40 degrees in opening before bottom centre and closes about 10 degrees past top centre. This lead to the inlet valve is given to permit the cylinder to be as fully charged with gas as possible.

AUTO IN THE SAHARA

F. Dunbar Wright Finds Desert Country a Delight.

An American automobile in the "Garden of Allah" is one of the latest achievements of exploration. A letter received by General John T. Cutting, of the Oldsmobile company, from F. Dunbar Wright is accompanied by photographs of the first automobile that ever got within the Algerian paradise. Mr. Wright, who is touring the world in an Oldsmobile, writes under date of March 21 from Biskra, in Central Algeria, and tells of the wonderful touring possibilities of that country.

"Automobiles," he says, "arrive and depart every day, and with the improved roadways from El Kantara, undoubtedly Biskra will become more popular every year. As an Arab town of about ten thousand, it is extremely interesting, and has excursions to many oasis towns of great beauty. The entire country from Algiers to Tunis is all the motorist could desire, and nowhere have I seen more beautiful country. The good roads wind up mountains and through gorges, and take you by the most beautiful valleys, where you can always find hotels for a good luncheon. Everywhere work is going on to improve spots in the road which have been damaged by the rain. But as a whole the roads are simply perfect. My recollections from Algiers to Biskra are all one delight.

"Any one contemplating a trip here should be most careful to equip his car with tires of sizes that are universally used in France, as American sizes are only procurable from France after much delay and trouble. The best time of the year for an automobile trip in this country is from the middle of March to the end of May. One can spend three weeks in Algiers up to starting on March 15 and make many interesting excursions for the day. The most beautiful is to Bon Saida, 150 miles. I left Algiers at 9 a. m. and arrived there at 5:30 p. m., stopping an hour and a half. It is the most beautiful oasis town in that vicinity. Automobiling in this country is bound to become more popular, there is such magnificent scenery, such splendid roads and a climate warmer than Southern France. These features will surely encourage motorists to come here."

A MILE FOR EACH DRIVER

Twenty-five Thousand Take Locomobile on as Many Trips.

It is nothing unusual nowadays to hear of some enthusiastic motorist who has toured twenty-five thousand miles, and there are many who have covered even a greater mileage in one season. It is, however, something very uncommon for one automobile to be driven over twenty-five thousand miles in one year with twenty-five thousand different drivers. There is such a car in New York, which holds such a record, never equalled before. It is the Locomobile which was selected by F. H. Elliott, of the State Automobile Department, for the testing out of applicants for chauffeurs' and drivers' licenses.

The car has never been overhauled, and outside of simple adjustments and replenishing with oil and gasolene has never been out of service since it was purchased about a year ago.

It has been nothing unusual for some of the applicants for a state license who are not familiar with the operation of the Locomobile to release the clutch so quickly as to lift the rear wheels off the road, but even with such handling the car is in perfect running condition at the present time.

CAR MARKET IN CANADA

Glidden Reciprocity Tour Will Open New Field.

Although the pathfinding trip for the "Glidden reciprocity tour" from Washington to Ottawa, Canada, otherwise the eighth annual tour of the American Automobile Association, has been completed and the route entirely mapped, the contest board is not in a position to announce full details as yet. The complete itinerary, with all controls and night stops, also the place where the hill climbing contest is to be held, cannot be made public owing to the fact that certain negotiations with hotels for accommodation of the tourists are still pending. Official announcement will be made within a few days.

The contest will take place June 19 to 26, including seven running days between the two capitals. It will be one of the most picturesque tours ever held. The Canadian reciprocity agreement is of far greater importance to the automobile industry than the average man imagines. The reduction of duty on American made cars from 35 to 30 per cent opens up a wider channel for American goods to flow across the border and brings a rich market for cars closer to our doors.

According to one prominent manufacturer, Canada within the next few years will be buying many cars of the utility type for use in its vast grain region.

An excellent opportunity is offered American manufacturers to invade a field which will be found in a cordially receptive mood, rather than an antagonistic one, as is the case with some of the foreign markets.

Incidentally the manufacturers who contemplate entering the Glidden reciprocity tour will do well to remember that they must have their stock certificates of description filed with the contest board of the Automobile Association of America not later than May 20. No car will be eligible to start in the tour until its registration number has been assigned and its certificate of registration issued by the contest board. This rule will be absolute.

A number of makers have written asking if 1912 stock models are eligible. These will not be eligible for entry unless they can comply with the stock car definition of the 1911 contest rules, and the minimum of twenty-five cars of such model actually must have been built prior to the start of the tour.

THE MAKING OF SALESMEN

How One Manager Handles the Problem and Wins Out.

H. A. Deans, of Studebaker Bros., and Charles Bronson Derby, formerly with the H. J. Koehler Company, have this week joined the selling staff of the Regal Sales Company, of No. 1670 Broadway.

In making the announcement Vice-President Botto says the fact that both happen to be experienced automobile men is accidental and purely a secondary consideration. "I expect I have somewhat revolutionary ideas about the gentle art of selling cars," said Mr. Botto. "A good salesman used to be a man who could sell you something you didn't want, and didn't quite know what to do with after you got home. That seems to me, and I think progressive houses everywhere are beginning to agree, short-sighted business.

"The only sales that look good to us are those on which we're sure of a repeat order when the customer is next in the market for a car.

NEW SYSTEM FOR LIGHTING

Remy Invention Is Combination of Magneto and Lights.

It is called the Remy magneto light, and it is so new to the market that scarcely any part of the great army of motorists has even heard of it. Automobile owners hearing the name "magneto light" immediately ask, "What is it?" and here is the answer.

It is the first combined electric lighting and dual ignition magneto ever produced and perfected, and is the product of the Remy Electric Company, Anderson, Ind. Expert engineers and designers, as well as the few private owners who have seen it, universally declare that it will revolutionize lighting and ignition methods used on motor cars.

With this combination magneto system the operator of the car has nothing to do but press a light switch for electric headlights, tail lights, limousine or other lights.

Every one who has handled a car at night knows what a nuisance oil or acetylene lamps are. Now the nuisance can be eliminated. The magneto light provides high tension current for the dual ignition of the motor and low tension direct current for lighting of the motor car or motor boat. The equipment consists of the magneto, dash coil box, a storage battery and a small distribution or fuse block, with the proper terminals for connecting up the entire system.

BIG BLERIOT ON TRUCK

Commer Takes Aeroplane from Belmont Park to Bridgeport.

In these experimental days of aviation the motor driven vehicle is still of inestimable use to the aeronaut.

One of the most fearless and successful of the younger group of aviators is Earle Ovington, who recently brought with him from Paris the latest type Blériot racing monoplane, fitted with a 70-horsepower Gnome motor.

Ovington was recently engaged to give a three days' exhibition at Bridgeport, Conn. Although the distance from Belmont Park is only eighty miles and not an impossible stretch for a flying machine to cover, where an exhibition is to be given an aviator usually prefers to have his machine transported on land rather than risk it on a journey through the air. It was necessary to get the Blériot aeroplane to Bridgeport on Thursday, May 4, as the exhibition began on Friday. To crate it and ship by freight, with the cartage at both ends, would have meant a serious delay, to say nothing of the several handlings.

Arrangements were promptly made with Wyckoff, Church & Partridge, of New York, for the use of one of its Commer trucks to do the work. In a few hours the big man-carrying flyer was transported from Mr. Ovington's hangar, at Belmont Park, to Steeplechase Park, Bridgeport, Conn., accompanied by the French mechanics in his employ. In this way the monoplane was never out of the hands of his own men, and the possibility of damage in handling was eliminated. The run was made in quick time, and the aeroplane was brought back on the Commer truck on Monday.

CORNELL CREW LACKS BEEF

Light Weight Counterbalanced by Clean, Speedy Action.

[By Telegraph to The Tribune.]

Ithaca, N. Y., May 13.—To the observer the crews of the Cornell navy are in a peculiar condition for this time of the season. None of the boats seem to have the characteristic appearance which has for so long been the manifestation of Courtney in Cornell oarsmen.

For the last two weeks weather conditions have been all that could be expected, although up to that time the men were materially handicapped by being unable to get out of the inlet and take advantage of the customary work on Cayuga Lake.

In weight the 'varsity is far below the standard, averaging at the present time in the neighborhood of 165 pounds.

On the other hand, the 'varsity presents a pleasing appearance in action. The lightness of the crew, so apparent when at rest, is counterbalanced by the form and the machinelike unity with which every motion is made. For four miles, yesterday, the crew rowed without a break, working their oars without a catch and increasing the stroke to 38 as they approached Crowbar Point. The return trip to the boathouse was a repetition of the outward journey.

AMERICAN ASSOCIATION RESULTS.

St. Paul, 17; Kansas City, 5.
Minneapolis, 8; Milwaukee, 2.
Indianapolis, 3; Toledo, 2.

BUSY LARCHMONT SEASON

Yacht Club Has Seven Fixtures, Including Race Week.

Beginning on June 17, with a race open to all schooners, sloops and yawls, the Larchmont Yacht Club, which, through the efforts of Commodore Leonard Richards, is now a member of the Yacht Racing Association of Long Island Sound, has arranged through its regatta committee, H. E. Boucher, A. R. Schmidt and Butler Whiting, for seven racing fixtures for the season. The most important of these will be the annual race week, which will begin on Saturday, July 15, and continue until Saturday, July 22, giving the yachtsmen six days of racing.

Series races for yachts of all the recognized classes will occupy the attention of the Corinthians on every day of the week, except Tuesday, July 18. That day has been set aside for water sports and rowing. Unlike former years, the regatta committee has made no arrangement for motor boat contests. The screw-driven craft as a rule have raced on the day set aside for water sports. This year rowing races have been substituted for motor boat contests.

The season's schedule follows:

June 17, spring regatta, open to all classes; June 24, Larchmont interclub class; July 4, thirty-second annual regatta; July 15 to 22, race week; September 2, Larchmont interclub class; September 4, annual fall regatta; September 16, Larchmont interclub class.

MARBLEHEAD RACE RULES

Cruising Motor Boats to Sail Over 240-Mile Course.

The rules which are to govern the race for power boats of 240 nautical miles, from Huntington, Long Island, to Marblehead, Mass., were announced yesterday by the officers of the Motor Boat Club of America. The start will be made at 4 p. m. on Friday, July 14, from a line off the Chateau des Beaux Arts pier. The exact finishing mark is to be selected later.

The race is for cruising boats of not less than thirty feet over all, not exceeding, in the greatest length, forty feet on deck, and with a water line breadth of not less than one-fifth the water line length. The conditions interpret a cruising boat as one built and used for cruising, with a raised deck or trunk cabin house, and self-bailing cockpit. The cabin must contain sleeping, toilet, cooking and general living accommodations for the crew.

The owners of boats must have them at Huntington for inspection, and report to the regatta committee six hours before the start of the race. Application blanks and information should be made to F. N. Morley, secretary of the Motor Boat Club of America, No. 37 Wall street, New York.

Commodore H. N. Melville of the club has written W. A. Jupp, secretary of the Royal Motor Yacht Club, asking for an official interpretation of the rule relating to the muffling of engines in boats competing for the British international trophy.

HURT AT TROOPERS' GAMES

Squadron A Field Day Marred by Accidental Thrillers.

Serious accidents, in which Trooper Simon Dick had a leg broken, Trooper Brinton received a bad fall and Mrs. Charles J. Chapman, of No. 240 Prospect Place, Brooklyn, a spectator, was knocked down and trampled under the hoofs of a runaway cavalry charger, marred the annual military games of Squadron A yesterday at Van Cortlandt Park. Only the heroic efforts of a number of the troopers saved spectators from further casualties.

The field day of the famous troop attracted a large throng to the parade ground, which was flanked on all sides by a phalanx of onlookers and automobiles. Governor Dix and his staff held the reviewing station, at one side of the field.

The programme consisted of six events, in which the entrants gave a brilliant exhibition of dexterity and daring. The first contest was closed to recruits and men who have been recently enlisted. The men were required to start from a prone position and run to their mounts, which were tied to a picket rope twenty yards away, at the south end of the field. From here they had to ride bareback to the north end, dismount and saddle, mount and ride back to the finish line. Trooper Brinton won the event handily.

The second event was of a gymkhana nature, involving the shooting of captive balloons, hurdling, cutting of a wooden head with a sabre and the taking of a peg in the ground with the blade point while riding at full speed. First Sergeant Gillespie displayed phenomenal horsemanship and accuracy by winning the race in fast time.

While practising for the team jump, as Trooper Brinton was taking the hurdle in midfield he was thrown to the ground. His horse immediately became frightened and struck and seriously injured Mrs. Charles J. Chapman.

Not many minutes later Private Dick, while bending for a flag in the low reach event, was thrown under his pony, and his leg was broken above the knee.

As a result of the accidents Corporal Ridgely Nicholas, the chairman of the committee on athletics, decided to eliminate the rescue race and the team jump. This change necessitated a postponement of the award of the cup to the competitor who scored the greatest number of points. In all probability, however, it will go to Private J. C. Fargo, who scored 13 points.

Novice race—Won by Brinton; H. B. Stimson, second; R. Baldwin, third.
Head cutting—Won by S. H. Gillespie; J. C. Fargo, second; N. Danforth, third.
Team jump—Won by Captain W. K. Wright and H. Sheldon; W. H. Pool and R. B. Bartholomew, second; H. T. Lindeberg and S. E. Martin, third.
Pony race—Won by J. C. Fargo; W. H. Pool, second; A. Ely, jr., third.
Low reach—Won by H. Sheldon; W. H. Pool, second; H. B. Stimson, third.
Blind event—Won by J. C. Fargo; H. Sheldon, second; R. Baldwin, third.

ON CRICKET CREASES

Plenty of Scoring Done in Two Drawn Games.

Much scoring was done in the two cricket games played at the Parade Grounds in Prospect Park, yesterday, but both were recorded as draws. The West Indians, after making a bad start against Brooklyn, five wickets falling for sixteen runs, recovered splendidly and for an addition of two more wickets reached a total of 114, before declaring their innings closed.

The score follows:

KINGS COUNTY.

C. Hoyle, c Mainwaring, b Halliwell	1
J. Parks, b J. Gillette	4
E. C. Eve, c Butterworth, b Halliwell	5
A. Tilbury, b Butterworth	41
F. Gautier, b Mainwaring	20
J. Kerr, b Mainwaring	1
J. D. Maclennan, b Gillette	22
D. O'Neil, c Biles, b Mainwaring	6
H. Matthews, b Butterworth	1
H. Williams, not out	21
G. W. Barnes, b Clarke	18
Extras	2
Total	141

PROSPECT PARK.

A. Butterworth, not out	82
H. Mainwaring, b Parks	7
G. W. Bliss, c Eve, b Barnes	19
W. Huggins, c Gautier, b Barnes	19
W. R. Ellis, not out	0
Extras	2
Total (3 wickets)	109

J. Halliwell, J. Gillette, G. Gillette, A. W. Browne, H. Clarke and R. Mainwaring did not bat.

The batting of A. Butterworth was the distinguishing feature of the match between Kings County and Prospect Park. Each side got into three wickets, the Kings County total being 141, while Prospect Park ran up 109 for the loss of only three wickets.

The score follows:

WEST INDIANS.

G. Abbott, b Massiah	0
G. Roberts, st Meyer, b Rushton	4
R. O. Hope, b Massiah	0
F. Seale, c Massiah, b Rushton	8
S. Alleyne, b Meyer	20
A. Walcott, b Massiah	0
A. Clark, c T. Walter, b Rushton	11
F. Hinds, not out	43
A. F. Harding, not out	8
Extras	10
Total (declared for seven wickets)	114

E. Clark and J. Hewitt did not bat.

BROOKLYN.

A. Lovell, run out	12
W. Massiah, b Alleyne	2
H. Meyer, c Walcott, b Alleyne	12
D. G. McIntosh, b Clark	0
T. E. Walter, c Alleyne, b Clark	1
F. K. Walter, l b w, b Hewitt	18
O. Smith, not out	21
R. C. M. Browne, b Clark	0
Extras	11
Total (eight wickets)	77

H. Rushton and A. Tyrrill did not bat.

Some fast scoring was witnessed in a match at West New Brighton, Staten Island, between the Camerons Cricket Club and an eleven of the New York Veterans Cricket Association yesterday afternoon. The Camerons won on totals of 127 to 109, the winners, who were the last to bat, running up over a hundred runs within an hour. F. Hawley, a new player from Nottingham, made 61, top score of the match, in behalf of the Camerons. S. Welsh and T. Parr adding 23 and 15, respectively. On the side of the Veterans O. Turville gave a remarkable exhibition of fast scoring, making 48 of the first 52 runs credited to the Veterans. He also took three wickets for 27 runs.

P. Adamson, playing for the Manhattan Cricket Club, at West New Brighton, Staten Island, against the New York Veterans, ran up 86 runs in wonderfully quick time and did some big hitting during his stay at the wicket. His was easily the feature of the game, but five other of the visiting batsmen got into double figures, as follows: W. H. Stiles, 28, not out; T. E. Ridd, 24; H. A. Oxenham, 18; J. H. Tattersall, 14, and A. J. White, 10, not out. With the total at 183 for the loss of six wickets, the Manhattans declared their innings closed and put the Veterans into bat. When time was called they had secured the downfall of five wickets of the home eleven for a total of 66 runs.

MANY HORSES ENTERED

Hundred Already Named for Meeting on Parkway Track.

Nearly one hundred horses have been entered in the four early closing $1,000 purses for the subscribers' meeting of the New York and Parkway driving clubs, which will be held at the Parkway track the week of August 8.

The 2:24 trotting event has the greatest number of entries, with thirty-six starters named. Twenty starters have been named for the 2:16 trot, seventeen for the 2:25 pace and twenty-four for the 2:15 pace. Conditions for eight purses of $600 each will be announced later.

REGATTA GOES TO BALTIMORE

Middle States Association Gives Gold Watch and Fob to Secretary Brown.

The Middle States Regatta Association held its annual meeting last night at the West End, in 125th street, and a large delegation of local oarsmen, as well as representatives from Philadelphia, Washington and Baltimore, was on hand. Claude B. Lappone, of Washington, president of the association, presided. It was decided by the members to hold the annual regatta on the Patapsco River, at Baltimore, on Labor Day.

The officers for the coming year elected last night are: President, R. E. Lee Williamson, of Baltimore; vice-president, R. Halsey Jackson, of Yonkers, N. Y.; secretary-treasurer, David Brown, of New York, and assistant secretary-treasurer, C. Fred Muller, of Yonkers.

A handsome gold watch and fob was presented to Mr. Brown by the association, he having just completed ten years of active service as secretary and treasurer of the organization.

AUTOMOBILES. AUTOMOBILES.

650,000 No-Rim-Cut Tires

And Each Displaced a Clincher

That's the record to date. And every day we add to this output 2,200 tires.

The demand has grown to an avalanche. Our mammoth plants, with three shifts of men, are run 24 hours per day.

The Goodyear No-Rim-Cut, with amazing quickness, has become the leading tire in America.

All because these patented tires—for tens of thousands—have cut tire bills in two.

Which Tire?

The ordinary tire—the clincher tire—rim-cuts if run flat. A punctured tire may be wrecked in a single block.

The Goodyear No-Rim-Cut tire has been run flat in a hundred tests—as far as 20 miles. Of all the 650,000 sold, not one has ever rim-cut.

These tires are now sold at the same price as standard clincher tires. They fit the same rims.

Which tire will you take?

10% Oversize

No-Rim-Cut tires—because they are hookless—can be made 10 per cent oversize without any misfit on the rim. And we do it.

That means 10 per cent more air—10 per cent added carrying capacity—without any extra cost. And that, with the average car, adds 25 per cent to the tire mileage.

That oversize takes care of the extras—the top, glass front, etc. It avoids the blow-outs due to overloading. Without it, nine tires in ten are given too much load.

These two features together—No-Rim-Cut and oversize—under average conditions, cut tire bills in two. Yet these patented tires now cost no more than tires that rim-cut, tires just rated size.

Which is your choice?

The demand for No-Rim-Cuts is larger than ever before came to any one tire. It has multiplied six times over in the past two years. It is growing faster than ever before. Ask for our Tire Book and know the reasons. Get rid of the worry, the bother, the cost of the old-style clincher tire.

GOODYEAR
No-Rim-Cut Tires
With or Without Non-Skid Treads

THE GOODYEAR TIRE & RUBBER COMPANY, Akron, Ohio
Branches and Agencies in 103 Principal Cities — We Make All Sorts of Rubber Tires
NEW YORK CITY BRANCH, 64th St. & Broadway