WILL NOT ABANDON AUTOMOBILE SALON

Importers Decide to Hold Annual Exhibition in Spite of War.

DATES SELECTED ARE DEC. 2 TO 9

Foreign Governments Will Allow Specially Finished Cars To Be Shipped Here.

The Automobile Salon, as the exhibition of foreign built motor cars, held annually in New York, is known, will be held next January, from the 2d to the 9th, in the grand ballroom of the Hotel Astor.

The 1915 Salon will be conducted as usual by the Automobile Importers' Alliance, of which E. Lascaris is president, T. E. Adams vice-president and Stefan J. Kjeldsen, secretary. Mr. Kjeldsen, who has managed the exhibition for several years, will again serve in the same capacity.

From present indications the 1915 Salon promises to have a larger list of exhibitors than any of its predecessors. This may seem strange in view of the European war and its effect on foreign manufacturers.

Practically all of the foreign automobile factories are continuing in operation, however, principally on government work, and they have been able to complete the special chassis and finished cars, which they began to build long before the war started, for exhibition at the Paris Salon, the London Olympia and the Automobile Salon here.

Th[illegible] ecial jobs are comparatively few i[illegible] ber and are not adapted to army u[illegible] so that there will be no difficulty i[illegible] getting them over for the Salon. A number of them, in fact, are already here.

The Paris and London shows have been cancelled for the season, so that the Automobile Salon at the Astor will be the only exhibition of foreign cars to be held anywhere. It will be remembered also that many of the remarkable bodies which attracted so much attention at the 1914 Salon were built in this country. In view of the fact that the class of Americans most interested in the ultra high grade motor car are not going abroad this winter, a big attendance is expected for the 1915 exhibition.

HE'S ONE DEMON ON BIRDS

Granbery Wins Three Prizes at New Rochelle Traps.

Under ideal conditions the trapshooters of the New Rochelle Yacht Club made some excellent scores yesterday in their third weekly shoot of the season on Harrison Island. George P. Granbery carried off the honors of the day by winning three of the four matches decided. In the handicap match at 50 "birds" for the monthly cup he won with a score of 48 on his handicap of 4, H. S. Bullock being the runner-up, with 46.

Shooting from scratch in the shoot for the accumulation cup at 25 "birds," Granbery broke 25 straight, and in the scratch shoot at 15 clay birds he tied H. S. Bullock, with a score of 14, and won in the shoot-off with another 14. He and Bullock tied for "high gun," with scores of 91 each. Bullock won the 10-"bird" scratch shoot.

The scores follow:

Monthly cup (50 clay birds; handicap)—G. P. Granbery (44), 48; H. S. Bullock (42), 46; C. A. Maynard (44), 45; B. R. Stoddard (40), 41; E. W. Korper (46), 38; A. G. Mazes (46), 36. Won by Granbery.

Accumulation cup (25 clay birds; handicap)—G. P. Granbery (0), 25; H. S. Bullock (1), 25; B. R. Stoddard (1), 24; E. W. Korper (8), 19; J. A. Mahlstedt (6), 19; A. G. Mazes (8), 18. Won by Granbery.

HYDE IS BEST AT TRAPS

"High Gun" in Opening Shoot of Port Washington Club.

Six men faced the traps yesterday in the opening shoot of the Port Washington Club's season, and full scores were returned in all but one of the four matches decided. C. E. Hyde proved high man for the day. With a handicap of 3 he broke 25 clay birds, winning the leg on the weekly cup. He also won the leg for the monthly cup, and in the match for the yearly cup he tied T. E. Dodge and A. P. Baxter, with full scores of 25, which go to their credit on the season's shooting. A. P. Baxter won the leg on the special yearly cup, with 24 as his score.

The scores follow:

Weekly cup (25 clay birds; handicap)—C. E. Hyde (1), 25; E. M. Prankard (3), 24; A. P. Baxter (2), 19; L. D. Smull (1), 20; T. E. Dodge (5), 19; C. L. Thompson (3), 19. Won by Hyde.

Monthly cup (25 clay birds; handicap)—C. E. Hyde (1), 25; A. P. Baxter (2), 23; C. L. Thompson (3), 19; T. E. Dodge (5), 17; E. M. Prankard (3), 16. Won by Hyde.

Yearly cup (25 clay birds; handicap)—C. E. Hyde (1), 25; T. E. Dodge (5), 25; A. P. Baxter (2), 23; C. L. Thompson (3), 22; L. D. Smull (1), 19; E. M. Prankard (3), 16. Legs won by Hyde, Dodge and Baxter.

Tigers Hold Yale to Tie Game in Soccer

Princeton, N. J., Nov. 14.—Princeton and Yale tied in soccer to-day, with a score of 1 to 1. Gates scored for Princeton in the first half and Gay tied it for Yale in the second period on a penalty shot.

Horse Show and Music Ride

November 18, at 8 P. M.

Durland's Riding Academy

5 West Sixty-sixth St., New York City

Programme:

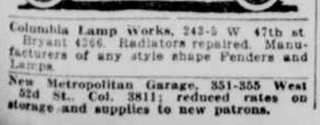
Cotillion Ride—Mr. Charles T. Krauss, Commander.
Horse Show Classes.
Polo Game, First Period.
Class 3—Gig Class.
Class 4—Ponies 15 hands and under.
Class 5—Ladies' Saddle Horses.
Polo Game, Second Period.
Class 6—Jumping, 4 ft. 6 in. Performance to count 60%, conformation 40%.

ALL ARE CORDIALLY INVITED

No admission and no entry fees will be charged.

WM. DURLAND, President.

SERVICE STATIONS · TIRES GASOLENE REPAIRS SUPPLIES



Columbia Lamp Works, 243-5 W. 47th st. Bryant 4366. Radiators repaired. Manufacturers of any style shape Fenders and Lamps.

New Metropolitan Garage, 351-355 West 52d St. Col. 3811; reduced rates on storage and supplies to new patrons.

WINTER BRINGS NEW MOTORING PROBLEM

Change of Touring for Closed Body Will Add to Comfort.

AUTO IS SENSITIVE IN COLD WEATHER

Hot Air Connection for Carburetor and Proper Anti-Freezing Solution Are Necessary.

"Winter weather brings important motoring problems," declared C. H. Larson, of the Oldsmobile Company, of New York. "You cannot ignore them; you must meet them. Primarily, owners of touring cars, expecting to drive during the cold season, should add a closed body to their equipment, thus insuring warmth and comfort.

"The demand for town cars has increased so rapidly in recent years that it has resulted in many dealers and manufacturers giving special attention to the development of closed bodies of all styles and at all prices from $100 up.

"There is now such a great variety that the needs of every one, both as to style and price, can be filled. The patterns range from the two-passenger cabriolet to the large limousine. Special features demanded for service in the metropolitan district can be embodied in the bodies built on specifications.

"Furthermore, the winter motorist must realize that the car of steel and wood, leather and rubber, is a sensitive creation, influenced by the frosts of winter. Perhaps the self-starter will spin the motor only at 80 revolutions a minute, whereas in summer it will turn it half as fast again.

"Your motor will not start as well on a cold day; you may reduce your battery charge; the load of electricity for the lights is much heavier than in summer—in a word, you are operating under vastly different conditions.

"If your carburetor is not fitted with a hot air connection to bring air from the exhaust you may not get as good results from your fuel as you should. Even gasolene is affected by the cold. It will not flow so rapidly through the nozzle of the carburetor. Half an hour after starting the temperature will have risen from 40 to 135 degrees under the bonnet. It is a big jump in so short a time.

"Some carburetors have valves to shut off the supply of cold air and thus put a greater pull on the gasolene. This is good. Others take another method, making a larger opening for the gasolene to flow through for starting and for a few minutes, perhaps half an hour, after starting.

"Be kind to your car and it will serve you well. It is a creature of weather and temperature. Give it a little consideration. Do not forget to make sure that the anti-freezing compound you use this winter is the one recommended by the maker of your car. Be warned now that the use of some other mixture, well indorsed by a friend, might work havoc with your car's radiator and circulating system.

"If you are reluctant to lay up your car during the winter, jack up all wheels and rest the axles on low, padded sawbucks. The tires may be kept inflated, but it is best that they should be thoroughly cleansed. Also, drain the radiator.

"In this way you will be taking the best of care of your machine, and when spells of warm weather come you will not find it difficult to get out and under way. As a matter of fact, in a climate like this there is no excuse for putting a car away for the winter."

NEW DODGE CAR TO BE SHOWN

Motorists Anxiously Await Product of Big Detroit Firm.

The new Dodge Brothers' car, which has become a matter of much interest to the motoring public since it was announced months ago that an automobile would be marketed by the big Detroit parts concern, will be seen in New York City to-morrow. It will be placed on public view in the salesrooms of the Colt-Stratton Company, metropolitan representatives of Dodge Brothers, at Broadway and 57th st.

Simultaneously in the leading cities of the country the new car will go on exhibition. It is safe to say that hardly any new car will attract more persons than this, and the members and staff of the Colt-Stratton Company are prepared to greet hundreds of visitors from to-morrow on.

There will be present at the opening view of the car Charles W. Matheson, district manager for the metropolitan section, and George C. Hubbs, assistant manager of sales of Dodge Brothers' factory. The store will be attractively decorated and every effort will be made to insure to all who visit the place a chance to make a satisfactory inspection of the car.

It has been said often that hardly any new model could have aroused greater interest than this car. Dodge Brothers have long been known in the automobile trade as parts makers. Parts manufactured by them have gone into more than 500,000 cars now in use. When they announced their decision to make a car for themselves there was a great rush of automobile dealers to become their agents, and more than 12,000 applications for territory have been received at the factory.

Careful selection of the best in every territory was thus made possible for Dodge Brothers, and their choice of the Colt-Stratton Company is regarded by members of the local firm as a decided compliment to them.

The specifications and price of the car have just been given out, but a large number of orders have been booked in the last few weeks by the Colt-Stratton Company.

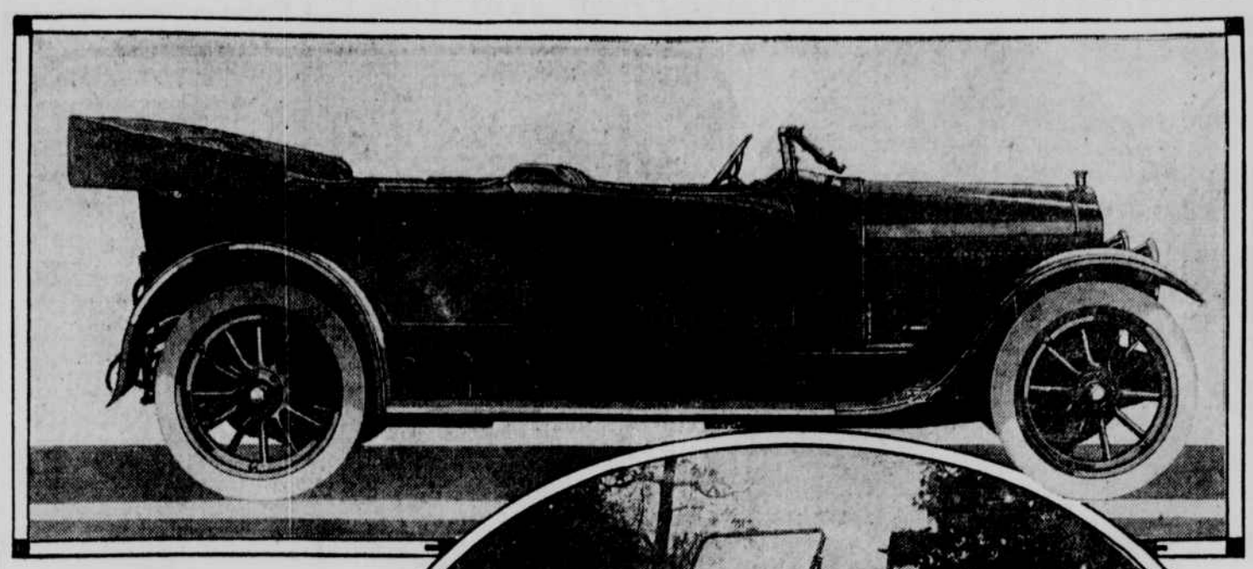
In bringing out the car Dodge Brothers have pursued a plan different from the announcement of any other new model ever manufactured. Instead of giving out a set of specifications immediately it was decided what car to build, they merely let it be known that a car was to be built, and decided to withhold the detailed information from the public until the car was actually on exhibition in the salesrooms.

By this method it was assured that nothing would be promised for the car in detail or performance that was not actually in the machine, and there would be nothing to explain away or to change. Public interest in the car has therefore been greatly stimulated.

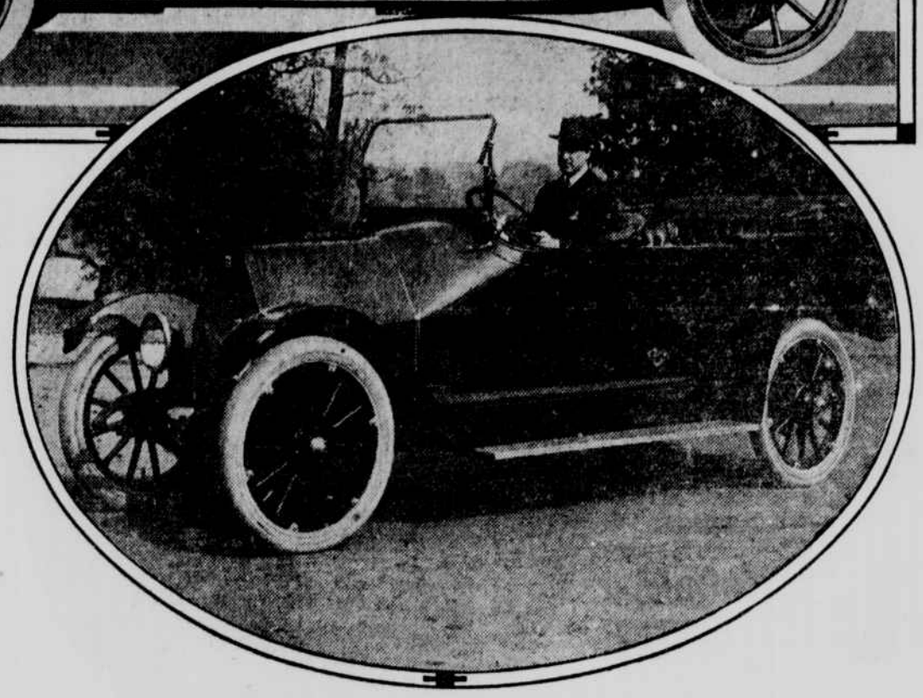
Reo Brings Out New Truck.

A light delivery truck at a popular price will be added to the Reo commercial line by December 15. R. E. Ingersoll, manager of the Eastern branches of the Reo Motor Car Company, states that the company's success in the two-ton truck field has led it to bring out this additional model. Orders have been booked for a number of these trucks in advance of the receipt of specifications, the purchasers being content to buy on Reo reputation.

TREND OF MOTOR CAR DESIGN IS ACCENTUATED IN TWO NEW MODELS THAT HAVE JUST APPEARED ON AUTO ROW



The new type White touring car, a remarkable illustration of completeness in detail.



W. H. Stewart at the wheel of the Lewis "Six," a fine example of up-to-date auto practice.

LIVELY BILLIARD SEASON IS ASSURED

Three-Cushion Title Will Be One of the Most Important Features.

The coming winter promises to be an unusually busy one for both amateur and professional billiard experts. To the operations of the National Billiard League, in which many of the stars are exploiting 14.1 balk line, and the Inter-City Three-Cushion League, in which thirteen different cities are represented, are to be added four tournaments by the National Association of Amateur Billiard Players, tournaments of the Inter-Elks Billiard League and a professional tournament to establish a world's championship at three-cushion caroms.

Among the probabilities are a professional championship pocket billiard tournament and matches for balk line trophies between Cassignol and Hoppe.

The Elks tournament will begin Tuesday night, at the New York Elks Club, and will continue until April 30, 1915. There are two circuits in the league—New York and Philadelphia. The New York circuit is comprised of lodges of New York, Brooklyn, Long Island City, Freeport, Yonkers, Montclair and Newark.

The Philadelphia circuit membership represents Philadelphia, Chester, Wilmington, Atlantic City, Camden and Morristown. All contestants will be Elks.

Rules of the National Association of Amateur Billiard Players will govern competitions, which will be at 150 points 18.2 balk line and 100 balls at the pocket game. At the conclusion of the regular series there will be a post-season series between the winners in the two circuits.

The principal prize is the Heatherton Cup, valued at $500, donated a year ago by James M. Heatherton, of Brooklyn Lodge, which will become the property of the club winning it three times.

Last winter this cup was won by New York Lodge, No. 1. The league was promoted and organized by Ruddy P. Domschke, of No. 1 Lodge, who hopes to extend its scope until it becomes national in character. The opening game will be between William Gershel, of New York, and Charles Namacher, of Brooklyn.

In ten days or two weeks the Brunswick-Balke-Collender Company will announce a three-cushion carrom tournament, the arrangement of which has been found a perplexing proposition. John T. Doyle wished to hold it in his academy, Sol Allinger came over from Philadelphia to make a bid for it, and a Chicago roomkeeper made similar overtures. Each was informed that the tournament will be held in a public hall.

The present design is to limit the number of entrants to eight or ten. How to do so equitably is the rub. Elimination tournaments in different cities will undoubtedly be held, so that each section may be represented by its best.

John T. Doyle suggests that it would be improper to ask players who have held or competed for the Jordan W. Lambert trophy to enter elimination tournaments. Maurice Daly maintains that young blood is needed, and while it may be considered a hardship to ask erstwhile champions and those who made efforts to become champions to participate in qualifying competitions, he does not see how any other policy can be pursued. Alfredo De Oro submits that the best way to get first class material in the tournament will be to make the entrance fee not less than $250.

Charles P. Miller, vice-president of the Brunswick-Balke-Collender Company, says: "Here are the facts which confront us with relation to holders of and competitors for the championship which lapsed when De Oro became the owner of the Lambert trophy.

"That emblem was a medium of competition for nearly seven years. During that period it was at different times held by Cline, Daly, Hueston, De Oro, Eames, Carney and Horgan, while Lean, Moore, Jevne, Morin and Wheeler played for it. And in the tournament which introduced it Day and Capron competed.

"Here is a list of fourteen men who have figured in Lambert trophy events. Are they, one and all, entitled to precedence as against all three-cushion players who were not identified with that trophy? We wish answers to this question from all interested parties. We will also welcome suggestions as to the fairest and best way to arrange a tournament."

At Kansas City on Wednesday, Thursday and Friday of this week Benjamin Allen will be required to defend his pocket billiard championship against James Maturo, of Denver. If successful he will become the owner of the championship trophy and a pocket billiard tournament will be scheduled for an early date

ANNOUNCE BOWLING DATE

New York Interclub League Begins Season of Contests.

The first instalment of the schedule of games of the New York Interclub Bowling League was announced last night, and covers the dates from today to December 19, inclusive.

The schedule follows:

November 17, West Side at Owl Club, and New York Athletic Club at Caledonians; November 21, Republican Club of the 23d Assembly District (Hudson Boat Club) at Liederkranz; December 1, Liederkranz at West Side; December 2, Owl Club at New York Athletic Club, and Caledonians at Republican Club of the 23d Assembly District (Hudson Boat Club); December 15, West Side at Caledonians; December 17, Republican Club of the 23d Assembly District (Hudson Boat Club) at Owl Club; December 19, New York Athletic Club at Liederkranz.

LIGHTNESS WITH SAFETY

Krit Cars Are Examples of Modern Auto Practice.

"When there is so much talk about low cost of operation," says W. E. De Lamater, the Krit dealer in this territory, "it is interesting to note that our engineers have worked on the idea of economy in Krit cars for six years. Records of from twenty to twenty-five miles on a gallon of gasolene are commonly made. One reason why such mileages are possible is that Krit cars are light and the parts are perfectly co-ordinated. With lightness, however, there is no sacrifice in strength or durability.

"Just how far a car can go on a gallon of gasolene is becoming of more interest and importance to automobile buyers each year. Discriminating purchasers are not only looking at the first cost, but also at the cost a mile after the car is bought."

MAINE SHOWS WAY IN 'CROSS-COUNTRY

Close Contest Is Furnished by the New England Ha[illegible]ers.

Boston, Nov. 14.—The University of Maine won the New England intercollegiate 'cross-country championship over a course of four and eight-tenth miles in Franklin Park, with a total of 66 points to-day. F. C. Preti, of Maine, was the first runner to finish. His time was 25:15 3-5.

The other team points were: Massachusetts Institute of Technology, 69; Dartmouth, 74; Massachusetts Agricultural College, 115; Williams, 136; Colby, 145; Brown, 146; Worcester Polytechnic Institute, 155, and Amherst, 218.

Weather and course conditions were ideal. Preti was in the lead from the start, although hard pressed at the fourth mile by Brown, of Technology. With the finish in sight, Preti sprinted. Brown could not hold the pace, and he was passed by seven other runners. A. C. Shriver, of Williams, finished second in 35:37. R. W. Bell, of Maine, was third in 25:38. Maine won the event last year.

COLLEGE RACE AT YALE

'Cross-Country Championship To Be Held on Saturday.

The seventh annual renewal of the intercollegiate 'cross-country championship will be held under the direction of Yale University on Saturday morning over the Yale course in New Haven. Thirteen colleges will be represented. These include Brown, Colby, College of the City of New York, Columbia, Cornell, Dartmouth, Harvard, Massachusetts Technical, Penn State, Pennsylvania, Princeton, Syracuse and Yale. Cornell, which won last year, is a strong favorite for the coming race.

The race will be a fair test of ability over a rough course. Two and eight-tenths miles will be run over grass, 2.4 miles over dirt and .8 over gravel and stone. The contestants will have to travel over rough fields and run up hill and down. They will have to leap ditches, fences, cross stretches of stony ground and travel through clumps of stubborn undergrowth.

Gustavus T. Kirby, of Columbia, will act as referee; Romeyn Berry, of Cornell, will be chief inspector; Justice Bartow S. Weeks will be the judge at the finish and E. J. Wendall the timer, while the starting gun will be fired by E. J. Giannini, the rowing coach.

Counselman Leaves Chalmers Company

Lee Counselman, vice-president and general manager of the Chalmers Motor Company, has severad active connection with the big Detroit factory. In leaving Detroit Mr. Counselman does not sever his connection with the Chalmers Company. He will continue to act as one of the vice-presidents of the company, and will continue to be a member of the board of directors. It is also announced that he will retain his stock holdings in the company.

Mr. Counselman will be succeeded as general manager by Lee E. Olwell, present assistant general manager. Mr. Counselman has been actively associated with Hugh Chalmers in the conduct of the business of the company since its beginning. C. A. Pfeffer, the present treasurer, becomes assistant general manager.

Records Give De Palma Road Champion's Crown

Has Won Nine Great Races in His Career, in Addition to Holding Mile Track Honors.

While some of the managers of so-called "speed kings" and "automobile race champions" are making some surprising claims for their protégés, a study of the American Automobile Association Contest Board records for a number of years proves conclusively that Ralph De Palma is the automobile road race champion. The records show that De Palma has won more big road races than any driver in the history of automobile racing, having nine victories to his credit in important road events.

De Palma's nearest competitior is Earl Cooper, who has six road races to his credit. Teddy Tetzlaff, Harvey Herrick and the late Lewis Strang are credited with four; Ralph Mulford, three; Hugh Hughes, three; George Robertson, three, and Harry Grant and Eddie Pullen, two.

In contrast with the famous foreign drivers, Georges Boillot and Louis Wagner have won four road races apiece—not half as many as De Palma. Nazzaro won five road races and Lancia three.

In addition to being a nine-time road race winner and unquestioned champion at this style of contest, De Palma was also the track champion in the years 1908, 1909 and 1910, and is the only driver ever to have held both road and track championships in the same year. In 1911 he practically stopped driving on mile tracks, but more recently has driven in a few track events, scoring first places in nearly all of his starts. He has won more than 200 track races.

De Palma's list of first places in road races includes: 1909, Riverhead Stock Car Race, heavy cars (Fiat); 1912, Santa Monica Light Car Race (Mercer); 1912, Elgin National Trophy Race (Mercedes); 1912, Elgin Free-for-all Race (Mercedes); 1912, Vanderbilt Cup Race, Milwaukee, Wis. (Mercedes); 1913, Cobe Trophy (300 cubic in. class), Elgin, Ill. (Mercer); 1914, Venderbilt Cup Race, Santa Monica, Cal. (Mercedes); 1914, Elgin National Trophy Race (Mercedes); 1914, Cobe Trophy Race, Elgin, Ill. (Mercedes).

In all of these nine victories De Palma broke records for the course, either free-for-all marks or class records, with the exception of Riverhead and Milwaukee, where he established course records.

De Palma recently had all of the above records verified at the office of the Contest Board in New York and they are absolutely official.

American Cars Part of Belgian Army Equipment

Three Hundred Overlands Playing Big Part in Small Nation's Resistance Against Invaders.

Three hundred Overland cars have been one of the important factors in the remarkable resistance being made by the Belgians in the present war. These cars practically made possible the successful withdrawal from Antwerp when it was believed that the entire army would be taken upon the fall of the city.

The cars were purchased shortly after the actual opening of hostilities from the stock of the Willys-Overland Limited, of London, by a commission of army motor experts, headed by Colonel Jammott, chief engineer of the Belgian artillery. Fortunately, a large shipment had just reached London, and the cars were available for immediate delivery.

On the day the order was received a prominent London body manufacturer started the construction of bodies for military use, using the specifications laid down by the Belgian engineers. As time was urgent, an extra force of men was kept in the factory night and day until the entire allotment had been finished. Under this pressure the English workmen required but six hours to turn out a complete body.

Together with the cars, the bodies were shipped to Antwerp aboard a Channel boat chartered especially for the purpose. Accompanying them were ten Overland expert mechanicians from the London establishment and a score of men from the body shop.

On delivery at Antwerp the boxed automobiles were immediately loaded upon flatcars for transportation to the government piers, which already had been converted into an enormous temporary garage. As soon as they had been unpacked, the mechanicians assembled the separate parts, while a large corps of Belgian soldiers started the work of fitting the bodies under the direction of the factory men.

The great stress accompanying modern warfare, and the rapidity with which big things have been accomplished since the start of the war, are shown by the fact that within six days after the first order was placed the three hundred cars, altered and adapted to military service, had been officially turned over to the Belgian army, together with a proper assortment of duplicate parts.

The continual rush of the campaign has left neither the time nor the facilities to care for the cars, which have been forced to withstand harsh treatment. The military authorities are absolutely ruthless in the use of the vehicles in their service. The cars remain in the open, rain or shine, and will doubtless continue to do so until the exigencies of war bring the destruction that has been meted out to thousands of vehicles since hostilities began.

TRAIN SERVICE TO YALE-HARVARD GAME

New Haven Railroad Lays Plans for Handling Monster Crowd.

Anticipating the greatest passenger traffic in a single day on its lines, the New York, New Haven & Hartford Railroad is laying its plans carefully for the handling of the great crowds that will go to New Haven next Saturday to witness the football struggle between Yale and Harvard.

The new concrete stadium at New Haven will be filled with about 70,000 persons when the game begins, and it is estimated that 35,000 of these will make the journey by rail. The traffic officials of the New Haven Railroad have arranged their schedule in such a manner as not to interfere with the regular trains, and at the same time transport the football enthusiasts with swiftness and comfort.

The service from New York City will consist of twenty-five special trains, the first leaving the Grand Central Station at 8:10 a. m. Fifteen specials will run from Boston and other points, the Boston service starting at 8 a. m. All regular trains to and from New Haven on that day will have extra equipment to their full capacity. Twenty thousand persons will be carried from New York, ten thousand from Boston, and five thousand from other points.

No private cars will be moved from New York while this schedule is in effect, and there will be no switching done at New Haven, trains ordinarily dropping cars there carrying them to Hartford, Bridgeport or other points. Yard telephones have also been installed at New Haven, and special electric lights for the comfort of the homegoing crowd.

In order that everything may go off as smoothly as possible, the officials of the road are asking the co-operation of the passengers. The use of the early trains is advised, and the travelling public is also reminded that haste in getting on and off cars will aid materially. Circulars will be distributed on each train, telling the passengers just where their trains will be waiting after the game.

Cornell Cubs Also Win.

[By Telegraph to The Tribune.]

Ithaca, Nov. 14.—The Cornell freshman football team had no trouble today in defeating Manlius School. The score was 42 to 0.

SHOW SPACE IN DEMAND

Many Exhibitors at the Palace Will Be Restricted.

In view of the fact that there will be no great annual automobile shows in London, Paris, Brussels or Berlin, interest in the two big American shows in New York and Chicago next January has increased to a large degree. Like many other lines of goods, the "Made in America" automobile is practically the only new model that the prospective buyer can obtain, for importations are necessarily restricted.

With every prospect of a bigger and better show than ever before held, manufacturers of cars and accessories are seeking more space for this winter's shows than at any previous one. The motorcycle manufacturers have made similar requests, and the task of squeezing additional space out of the four floors of the mammoth Grand Central Palace is a difficult one.

Each week concerns which have never before exhibited their products at national shows are besieging the management to allot them space. As has been announced, the New York show, which is to take place in the Grand Central Palace, January 2 to 9, will have ninety-two exhibitors of completed cars and several hundred displays of accessories.

COUNTRY CLUB FOR NEWSPAPER MEN

Ambitious Project Grows Out of Successful Golf Organization.

After several years of discussion and consideration, the New York Newspaper Golf Club has taken tangible steps toward establishing a country club for editors, artists, mechanical workers and all others connected in any manner with the business of publishing a magazine, newspaper or other periodical.

The plan is to accumulate a fund of $10,000 by subscription, with a view to creating a club of this sort, and even at this early date something like half the sum already has been subscribed. In the announcement the club officials set forth their plans in the following manner:

"The club will be for every newspaper worker who loves the open, who feels the need of a place in the sunshine where he may have his golf, his tennis, his baseball, his trap shooting, and where he may lie on the grass and doze or fill his eyes with the green of the trees without feeling that he is doing so on sufferance, a trespasser on other people's property.

"All this with club quarters commodious enough to house those who wish to make the club a summer residence, a place where the tired worker on vacation may take his wife for one or two weeks, and all within easy access to the city, so that if a member have but two hours of leisure he may enjoy it at his country club."

According to present plans, stock will be issued at $50 a share, each share to entitle the holder to full membership in the club without further payment of initiation fee, and to be paid for at the rate of 50 cents a week. No member will be permitted to subscribe for more than twenty shares. It is declared that when $10,000 is on hand and 200 members enrolled the success of the project is assured.

It is planned to administer the fund through a governing body of five men elected by the subscribers, and this body will select one of its members to act as secretary-treasurer. It is asserted that benefit societies, vacation clubs and the like have been conducted regularly along the lines given, and that there is no reason, with business-like precautions, why this project cannot be brought to a sucessful conclusion. Following is the list of those who already have subscribed, although as yet a complete canvass of the various offices has not been made:

G. W. Bonte, George L. Cooper, F. M. de Stephano, R. Ennit DuPuy, J. C. Firman, J. W. Harrington, Albert Hedley, H. Hillegas, Raymond N. Hyde, F. L. Jones, Don Martin, Luther A. Reed, J. S. S. Richardson, George Westcott, W. A. Willis, D. M. Edwards, John C. Flinn, Harry A. Haines, F. B. Kulz, Edgar R. Laverty, John G. Logan, S. Marcus, Louis C. McCarthy and Alexander A. McCurdy.

James F. McElhone, L. Mitchell, E. L. Orvis, Russell T. Phillips, George S. Wheat, Montagu Worthley, Frederick Beachler, W. W. Burge, Frederick Clements, James R. Crowell, Edward Ferguson, Sid Greene, David Hall, W. J. Haywood, Purves T. Knox, Charles F. Laux, Albert E. Owons, H. V. Parker, C. Shirrmacher and H. W. Twiddy.

A FIRESTONE VICTORY

Captured Nearly All the Honors in Desert Races.

One of the most remarkable tire victories recorded this year was that of the Firestone product in the grinding desert races from Lost Angeles and El Paso, Tex., to Phœnix, Ariz., last week. In the former Firestones were the equipment on the first, second and third cars, while on the run from El Paso the winning car carried this make.

In all the year's racing there is nothing quite like these desert contests for bringing out the best qualities in drivers, machines and equipment. From Los Angeles to Phœnix is 696 miles; from El Paso to the same city is 533 miles. In each case much of the route is over bad roads or no roads at all; streams have to be forded dozens of times, and in places the wheels sink so deep in the sand that it is necessary to dig them out. The crossing of a mountain range adds to the variety of conditions to be overcome.

In a telegram to the local representatives of the Firsetone company the news was conveyed that only one tire change had been necessary on Oldfield's Stutz, the winner of the Los Angeles section of the race.

COMING HORSE SHOW TO BE DIVERSIFIED

Accessory Section Will Include Exhibition of Newest Costumes.

MILITARY ENDURANCE RUN PROMISES WELL

Cavalry Regiments Will Furnish Entrants for 12¾-Mile Contest Through City.

Horses first!" is the motto of the Charity Horse Show, to be held in Madison Square Garden next month in aid of the Red and White Cross war relief funds, but there will be many and varied added attractions as novelties.

An exhibition of accessories in the annex will include a display of the newest costumes for sport and society fixtures by a group of beautiful models. The parade of the mannikins in the latest modes will be pleasing to the women visitors.

The delegates of the Journeymen Horseshoers' Union, No. 1, of New York, John F. Fitzgibbon and William Slattery, are delighted at the inclusion of a horseshoeing scene among the action tableaus to form a brief preliminary pageant to each session of judging. They will furnish eight contestants for the competition in beating out a horseshoe from the redhot iron bar and fitting and attaching it to a horse's hind foot. Each worker will have an assistant at his forge and anvil and there will be a leader for each of the eight horses, so that the picturesque scene will not lack action.

There will be many classes with conditions entirely new to a New York show ring. A special contest of wide interest will be for a prize of $100, given by S. W. Taylor for the best designed window suggestive of the horse show displayed by business houses of greater New York during horse show week. The competition is indorsed by the Fifth Avenue Merchants' Association and will create a lively rivalry in window displays.

"'Made in America' will be the motto of the Accessory Fashion Show," to quote the bulletin issued by G. Jason Waters, chairman of the Charity Horse Show committee. The idea is taken from the Olympia show at London, where the display of riding and driving accessories have a prominent place. The New York exhibitors will utilize the concert hall annex, and only the most highly representative concerns will be assigned space.

The cavalry regiments of the state national guard having their headquarters in greater New York have pledged their support to the military endurance run on the opening day of the horse show from Van Cortlandt Park to the Madison Square Garden show ring. Major Charles A. Benton, who will serve as starter and chief patrol judge of the mounted "hike," has measured a course of twelve and three-quarter miles. The start will be from the polo stables of Squadron A, in Van Cortlandt Park, which is fitted with ample stalls and full conveniences as a muster place for the riders and their horses.

Four of the best prizes of the show are for five-gaited saddle horses, and a representative entry is assured from the South, especially Kentucky and Missouri, where this American type reigns supreme under the fostering care of the National Saddle Horse Breeders' Association. It is the ideal mount for long rides, and was highly valued throughout the entire country before the advent of railroads.

Several five-gaited horses have been shown in different years in the regular saddle horse classes at the National Horse Shows, notably by General Castleman, of Louisville, and in 1906 there was a prize of $150 for this type and a cup presented by James T. Hyde. The winner was Edna May, owned by Mrs. R. T. Lowndes, jr., but there has never been a full classification before at a Madison Square Garden show.

The sporting novelty of the class for the "Grafton Hunt long jump" is that the horses jump over white pasteboard boxes laid out like bricks. The fear that every shy horse has for a bit of waste paper on the road, plus the nerve shock caused by the clatter of ever breaking one by its hoofs, causes the jumpers to strive to clear the obstacle without touching it.

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