AUTO SHOW IS TOOTED OUT.

MOST SUCCESSFUL OF ITS SORT ENDS WITH BLARE OF HORNS.

Attendance Increased Daily Until Thursday Night—$40,000 Profit—Sales of Great Magnitude Are Reported—Some Late Statistics—Off for Chicago.

In a tremendous tooting of horns, a tooting that was not unmusical, the Automobile Show of 1903 was concluded in Madison Square Garden last night. The horns began to speak at 11 o'clock, but it was half an hour later before all the stragglers were outside. The concert of the French horns was a feature every night during the week, the tired salesmen and clerks in the spaces of the exhibitors starting it promptly at 11 o'clock, when they wanted to go home, but last night the noise was something terrible, as every one who had anything that could swell the volume brought it into play.

There were no two opinions about the success of the show. All exhibitors agreed that it was "the greatest ever" and were highly pleased. Those who attended it must have been so, for the evidence was there that the American makers, most of them, have made in the past year the biggest leap they probably ever will make. The tide has been turned in favor of the domestic product and some of those who have hitherto scorned American motor cars have begun to take them seriously, as was attested by the fact that one big tonneau in the restaurant last night bore a placard stating that it had been sold to Col. John Jacob Astor.

It was announced officially yesterday that the gross profit of the show will be nearly $40,000. There were about 14,000 "trade tickets" and complimentaries out, 10,000 "trade tickets" having been sold at commutation rates to the exhibitors for the use of their help and friends and customers. The paid attendance daily was: Saturday, Jan. 17, 1,773; Monday, 3,132; Tuesday, 4,522; Wednesday, 5,096; Thursday, 5,483; Friday, 8,165. The attendance yesterday afternoon was as big as it usually is at night, but the night crowd did not show a corresponding increase. Thursday is usually the biggest day at such shows and it is probable that the attendance yesterday was about the same as on Wednesday or Friday.

At 7:30 o'clock this morning the work of loading the exhibits on a special train to go to Chicago will begin. The train will have from 25 to 30 cars and be loaded at Thirty-third street and Eleventh avenue. The train will pull out of New York on Tuesday morning and most of the exhibits here will be set up at the Chicago show, which opens Feb. 14.

It was a record-breaking week for sales by the manufacturers, and some wonderful stories were told yesterday of the business done. Beyond doubt, there was much exaggeration, but also it was beyond doubt that the truth was astonishing. One concern that makes what is conceded by all in the trade to be the best-selling runabout asserted that it had taken orders for 3,500 of them at $750 apiece. A rival maker, who builds a runabout at the same price, when told of this said: "I do not doubt it. We came here with only 400 cars to offer, and I know we could have sold 1,500 if we had them. We go to the Chicago show without a car to sell."

It became known last night that another manufacturer had sold his space at the Chicago show because he had sold here all he could possibly produce in 1903. The maker of a big car that sells for $2,500 reported having done $100,000 worth of business. A firm that builds electric trucks of two or five tons capacity sold forty of them and put up on its stand the names of those who had ordered them.

A few statistics of the show will reveal to automobilists better than anything else what tendencies were manifested. Of 84 distinct makes of cars 60 had wood wheels, 19 wire wheels and 4 tubular wheels. Fifty had detachable tires, 23, hosepipe tires and 9 had solid tires. Fifty-five had wheel steering devices and 27 lever steering. Of 65 different makes of gasoline cars shown, 34 had vertical motors and 26 horizontal; 35 had the motor in front and 30 had it in the rear; 20 had the motor in the back, but paid tribute to European models by having a hood in front. Forty-four used batteries for starting purposes, 5 used a dynamo or magnets and 16 employed both. Just a dozen cars showed mechanical inlet valves, 41 had a single chain drive, 11 had double chain drive, 18 used bevel gears and 2 spur gears.

Yesterday afternoon the new Race Committee of the American Automobile Association held a meeting at the Garden to consider the new racing rules. The session was executive.

SENATOR ALLDS ON GOOD ROADS.

Has a Novel Idea for a Big Appropriation That Will Please Farmers.

Three men notable for their interest and efforts in good roads work came together by chance yesterday in one of the aisles of Madison Square Garden. They were Senator Jotham P. Allds, former Collector of the Port George R. Bidwell and Alexander Schwabach of the Good Roads Association of Brooklyn. The talk at once turned to the bill for a big appropriation to be made under the Higbie-Armstrong law, and Senator Allds at once began to put forth some new and interesting propositions.

He said that it was a mistake to apply for a big sum of money to be used under the Higbie-Armstrong law, because such an action would be unfair to the farmers and they must be considered. It would put an extra burden on the farmer, tax him doubly for the same road, and this the farmers would not have. The law provides that the county shall pay 30 per cent. of the cost of improving a road under the Higbie-Armstrong law, the property owners benefited 20 per cent. and the State 50 per cent. This not only hits the farmer twice, that is, by direct and indirect taxation, but it is unfair also to the man who lives in a county and is taxed, but not benefited by the new road, said the Senator. He said that the good roads people should take the bull by the horns and boldly go for a big appropriation, made in the same bill as the canal appropriation. Ask for millions that way and the farmers would vote for it and he would work for its passage. Any other sort of a bill, he thought, would die in committee.

It was the Senator's idea that the main roads of the State should be built by the State, and that the counties should build the cross roads from the main roads to the county seat. If a big appropriation for roads was lumped in with the canal appropriation, it would be an indirect tax, and that the farmers would support. He said hitherto the State had allowed the good roads question to be a pleasure way, and he was in favor of being bold and conciliating the farmers.

Mr. Bidwell seemed to agree with the Senator, though he said little.

Mr. Schwabach suggested that the value of good roads to them could be made plain by pointing out that with broad stone highways they could forsake the railroad and canal, and have a train of wagons or trucks drawn by a traction motor as is done in Europe.

The Senator said that he had no doubt but what we would reach that stage, but that his suggestion was now too far ahead of the time to appeal to the farmer.

NEW SPEED LAW.

Aldermanic Committee Will Favor a Speed of Fifteen Miles in Suburbs.

It was learned on the very best of authority yesterday that the hearing of last Monday on the traffic ordinances, which was called by request of Borough President Cantor, will prove of no avail in sidetracking the ordinances agreed upon by the wheelmen, automobilists and horsemen which have been pending since last May. The Law Committee of the Board of Aldermen will report favorably upon the Oatman ordinance with the amendment which makes a uniform rate of eight miles an hour for bicycles, autos, cabs and all pleasure and passenger vehicles in the built-up portions of the city and permits a speed of fifteen miles an hour in the outlying districts. The only quibble on the ordinance was with regard to speed. The original ordinance called for a uniform speed limit of ten miles an hour. This was bitterly opposed, but the opponents agreed to the amendment mentioned.

The new ordinance, supported by President Cantor, was drawn by W. P. Eno, and while it was concise and generally excellent it returned to the ten-mile limit that caused so much disturbance.

The amended section which will be reported favorably and probably become a law, shows just what the rules will be for all it is as follows:

Article II., Section 1—Speed of vehicles. The following rates of speed through the streets of the city of New York are hereby declared: Eight miles an hour by bicycles, tricycles, velocipedes, motor vehicles and street cars, however propelled, or by passenger and other vehicles drawn by horses or other animals, except that in the borough of Manhattan, on Broadway north of 104th street, on the Boulevard Lafayette and in Washington Square, and in the boroughs of Brooklyn, Queens, Staten Island and Richmond, upon streets where no buildings are at least 100 feet apart, a speed of fifteen miles an hour may be maintained.

Article II., Section 2—No person riding, driving or in charge of any vehicle on any street, avenue, parkway or driveway in the city shall drive the same at a speed greater than reasonable and proper, having regard to the traffic and use of the highways, or so as to endanger the life or limb of any person.

Article II., Section 3—Exceptions: Nothing in this article shall apply to the apparatus and wagons of the Fire and Police departments, the fire patrol, ambulances, emergency repair wagons or street railroads and vehicles carrying the United States mail.

FOURNIER AND WINTON SIGN.

Articles of Agreement for Automobile Races—The Terms.

Henry Fournier and Alexander Winton formally signed articles yesterday for the race to which they agreed a couple of days ago. The articles of agreement are as follows:

We hereby agree to compete in two automobile races, and, if a tie results, to have a deciding contest. The first race to be at the Empire City track, Yonkers, N. Y., and the second at the Cleveland Driving Park, Glenville, Ohio.

Saturday, July 25, 1903, shall be the date of the first race, and July 27 or the next available date in case of postponement. The distance of this event shall be twenty-five miles, standing start, contestants to start on opposite sides of the track, one at the wire and one at the half-mile posts, positions to be decided by toss of the coin; the winner to be that operator who completes the distance in the fastest time.

Should there be an accident to either machine in the first mile, the race shall be stopped and restarted.

A date between Aug. 1 and 12, to be decided by March 1, shall be the date of the second race, with the next available date in case of postponement. The distance of this event shall be twenty-five miles, standing start, machines to start on opposite sides of the track, one at wire and one at the half-mile post, positions to be decided by toss of coin; the winner to be that operator who completes the distance in the fastest time.

Should there be any accident to either machine in the first mile the race shall be stopped and restarted.

The winner of two races of the series shall receive a $1,000 cup, same to be supplied by the Empire City Trotting Club and the Cleveland Driving Park Association.

Should a third race be necessary, the track shall be selected on which the fastest time is made in the two previous races; it is understood that Fournier and Winton shall not meet in a match or open automobile racing in the United States previous to this series.

Sanction and rules of the Automobile Association shall govern these races.

ALEXANDER WINTON, by C. B. Shanks.
HENRY FOURNIER.
Empire City Trotting Track, by ALFRED REEVES, Secretary.
Cleveland Driving Park, by W. G. POLLOCK.

GOSSIP OF THE RUNNERS.

Sam Hildreth Willing to Bet That McChesney Can Beat Hermis.

Sam Hildreth, conceded to be one of the most competent judges of racehorses in this country, declares that in the event of a match race he would be willing to wager $20,000 that McChesney can defeat Hermis at a mile and a quarter. Hildreth owned McChesney in the best of his three-year-old form and fitted the colt for many of his most notable victories. Hildreth declares that McChesney is the best horse he ever handled and states that in his belief, the colt can beat any horse in America, weight for age, at any distance from a mile up. He says that Hermis has been overrated and that Durnell has never yet had McChesney at his best.

The Saratoga Racing Association has decided to increase the distance of the $12,000 Saratoga Handicap from a mile and three-sixteenths to a mile and a quarter, and W. C. Whitney has added a $500 silver cup to the Shillelah Steeplechase.

Tom Kiley, the trainer of E. J. Arnold & Co's stable, has decided to put Gold Heels in training without further delay and the great horse will begin taking long gallops, as Kiley says there is no trace of the lameness which developed after the son of The Bard won the Brighton Cup. So confident is Kiley that Gold Heels will be himself again that he has entered him in all the big handicaps, and, barring accidents, will send the horse to the post for the Montgomery Handicap at Memphis on March 30. On that occasion Gold Heels will probably carry top weight, the weights for the Brighton Handicap, as compiled by W. S. Vosburgh, will be announced to-morrow. They are of unusual interest to turfmen inasmuch as many of the horses named in the Brighton are also eligible for the Brooklyn and Suburban handicaps, the weights for which will not be made public until Feb. 2.

At the sale of W. O'B. MacDonough's racehorses in San Francisco on Friday night Beau Ormonde, the five-year old son of Imp. Ormonde—Miss Brussels, brought the top price, $4,000, his purchaser being E. L. Kripp. Orandie brought $2,300.

It is rumored at New Orleans that John E. Madden is anxious to secure the services of the colored jockey, Hicks, who was recently mixed up in the Moabina case.

M. N. Maclarlan will succeed Capt. J. H. Rees as presiding judge at Memphis.

John A. Drake's Von Rouse continues to be regarded as the best of the American Derby candidates in the Chicago turfman's stable at Cumberland Park, Nashville.

Jack Adler, who announces the results of the races in the betting rings at local tracks, has just returned here from New Orleans, where he placed some big commissions for well-known speculators. Adler says Gannon, I. V. Bell's jockey, who will also ride for the Keene's this year, has developed wonderfully and will be one of the stars in the East when the coming season gets under way.

Fred Walbaum says that the Hot Springs poolrooms, six in number, are handling on an average $200,000 a day. He states that the biggest winner so far is a young plunger from Cincinnati who has succeeded in running a shoe string up to $150,000. E. J. Arnold's room, according to Walbaum, is $100,000 winner to date.

W. T. McGrath, who sold May J. to young Jimmy McLaughlin, has dispused of Ben Battle and Lady Radnor to a Western turfman.

At San Francisco.

SAN FRANCISCO, Jan. 24.—The track at Oakland was fetlock deep in mud and slush and there was a slight drizzle at intervals during the afternoon. Arabo and Diderot were withdrawn from the Lisbak Handicap at one mile, which was worth $2,500. Esherin, 93 pounds was an added starter, which made thirteen starters. The weight had been assigned with such judgment that there was no real favorite. Corrigan and the Ketcheman entry of Kenilworth and Autolight were joint favorites at 4½ to 1, while Claude, Elliott and Durazzo were all at 7 to 1. A good start was made after a little delay. After a desperate race Elliott beat Lord Badge a neck with Durazzo a close third. The winner is owned by W. B. Jennings.

First Race—Futurity course—Erema, 96 (L. Wilson), 10 to 5, won; Tyrannis, 99 (Donovan), 8 to 1, second; Berendes, 103 (Adkins), 20 to 1, third. Time, 1:13. Educate, Harry Thacher, King Dello, Impetious, Edinburough, Azarina, Pat Morrissey, Florinel, Sec Estado, Lecturer and Bernato also ran.

Second Race—Four furlongs—Toclaw, 110 (Burns), 6 to 5, won; Hocus, 110 (Bullman), 21 to 5, second; Flaneur, 107 (E. Donnelly), 2 to 1, third. Time, 0:49¾. Libby, Candid and Floriana Bell also ran.

Third Race—One mile and fifty yards—St. Sever, 104 (Wilson), 5 to 1, won; Flatbush, 104 (Lewis), 16 to 1, second; Gaiantius, 104 (Reed), 7 to 1, third. Time, 1:47. Nellie Forest, Larry Witt, Lodestar, Hungarian, Rio Rico and Rose of May also ran.

Fourth Race—Lissak handicap, one mile—Elliott, 105 (Burns), 7 to 1, won; Lord Badge, 99 (C. Kelly), 16 to 1, second; Durazzo, 95 (Waldo), 7 to 1, third. Time, 1:42¾. Sabean, Tim Finnegan, Ada Autlight, Claude, Kenilworth, Corrigan, Hunchuca, Bonmot, Muresca and F. W. Brode also ran.

Fifth Race—Six and a half furlongs—Lady Kerr, 103 (C. Kelly), 7 to 2, won; Botany, 102 (Bircenruth), 10 to 1, second; Barklifte, 108 (Bullman), 7 to 5, third. Time, 1:32. The Pride, Buffoon, Ed. Adams and Propellor also ran.

Sixth Race—Futurity course—Matt Hogan, 110 (Bullman), 6 to 1, won; Bard Burns, 109 (Adkins), 12 to 1, second; Golden Cottage, 105 (Daly), 10 to 1, third. Time, 1:11¾. Mildred Schultz, Evander, Saintly, Quiz II., Jim Gore, Bedouin, Sea Lion and Mountebank also ran.

At Newport.

CINCINNATI, Jan. 24.—The track at Newport to-day was good, although the snowplough was used to make a path. Over this path Charlo, an aged horse owned by J. O. Tousley, ran five furlongs to day in 1:02 and won galloping. He covered a half mile in 48¾ seconds. The other races were also run off in fast time despite the heavy snow in the morning.

First Race—Four furlongs—Wolfgar, 109 (T. Walker), 4 to 1, won; Music Man, 98 (O'Neill), 4 to 5 second; Kate McDuff, 105 (Blair), 5 to 1, third. Time, :49¾. Pine Brook, Transylvania, Budget of Fun and Nellie Bly II. also ran.

Second Race—Six furlongs—Quincy, 95 (Hoffer), 3 to 2, won; Bernee, 105 (Fitzmaurice), 5 to 1, second; Sir Kenilt, 112 (Rooney), 8 to 5, third. Time, 1:16¾. Tobe Paine, Orlcius, St. Sidney and Little Tommy Tucker also ran.

Third Race—Five furlongs—Charlo, 111 (Burns), 3 to 1, won; Frank Kesinger, 105 (Mountain), 5 to 2, second; Follow, 104 (Hoffer), 3 to 2, third. Time, 1:02. Gus Birdley, Dr. I. Carr, Guide Rock and Brandy Smash also ran.

Fourth Race—Five furlongs—Dr. Hassman, 117 (Rooney), 4 to 1, won; Deveric, 117 (Burns), 7 to 1, second; Orric Gean, 117 (Mountain), 3 to 1, third. Time, 1:02⅗. Duplicate, Ada Russell, Suave, Juniper and Soundly also ran.

Fifth Race—One mile—Wiggs, 114 (Ransom), 5 to 2, won; J. J. T., 123 (Downing), 10 to 1, second; Fucino, 114 (Fitzmaurice), 3 to 1, third. Time, 1:42⅕. Eleven Bells, Botitti, Marcy, Jolo and Juliette B. also ran.

The Abbot, Shadow Chimes and Anzell Coming East.

LEXINGTON, Jan. 24.—The Abot, 2:03¾, owned by J. J. Scannell and Shadow Chimes, 2:05, and Anzella, 2:10¼, owned by E. E. Smathers, New York, were shipped East to-day. The three crack performers have been wintering at Patchen Wilkes farm here in charge of Peter Duryea.

A MILLIONAIRE TRACK DRIVER

WHY CHESTER LASELL DOES NOT SHINE AS AN AMATEUR.

A Story Brought Into Prominence by the Movement for the Formation of a Club Driving Circuit—Forced Into Professionalism to Race His Horses.

Why a millionaire owner of trotting horses is forced to drive on even terms with professional drivers for money prizes, instead of holding, as he should, a high rank as an amateur reinsman, is a story that is brought into prominence by the movement for the formation of an amateur driving circuit. Had the movement been started a few years ago the driver in question, Chester W. Lasell of Whitinsville, Mass., would have restricted his driving to amateur contests; but, as it is, he maintains a large stable of trotters and pacers which he drives in competition with professional reinsmen. He has a large stock farm at Whitinsville and is thoroughly devoted to the best interests of the American light harness horse.

"When Mr. Lasell first commenced to drive his own horse," says the Chicago *Horseman*, "the Gentlemen's Driving Club of Cleveland had just been organized, and outside of the club at Cleveland there were few organizations of the same character, and in order to participate in the keen enjoyment of driving his own horses in races he campaigned against professionals. Mr. Lasell believes that there is no keener enjoyment to be found than that in driving a good horse at full speed and it was because of the pleasure to be found in racing his own horses and the benefit to his health from such sport that he commenced doing his own driving in the races on the half-mile tracks.

"Beginning with a very modest stable he has gradually enlarged it until he is now the possessor of some first-class racing material of grand circuit calibre. His horses have for years been put in condition by the Brockton trainer, Abe Johnson, and the latter has raced the horses when Mr. Lasell did not have time to do so himself. At the time he commenced there were no matinee races of any importance and the consequence was that he commenced driving his horses in races at country fairs. This gave him an opportunity to enjoy the fun to the utmost with little notoriety. As time went on and he developed greater confidence in his own powers as a driver he became ambitious to measure his skill against cleverer drivers than were to be found campaigning at the half mile tracks in New England, and about four years ago he commenced to race his horses on the mile tracks of New England.

"Last year, finding greater enjoyment in measuring his skill against the leading drivers of the country, he added two or three good horses to his stable and laid his plans so that he participated in many of the Grand Circuit meetings, which brought him into competition with the star drivers of the country.

"It was while he was engaged racing on the half-mile tracks that the amateur movement commenced which so unexpectedly developed great strength throughout the country. In the ranks of the amateurs to-day there are several drivers whose ability will compare very favorably with any of the professionals, and while Mr. Lasell is undoubtedly anxious to compete with them for the blue ribbons of the amateur turf he has refrained from so doing from fear that some question as to his amateur standing will arise. According to the rules of the league of driving clubs Mr. Lasell is an amateur driver, while he has competed with professionals and in purse races, he has driven but his own horses and he has driven them exclusively for the pleasure he has been able to obtain in the excitement of contests. When he commenced driving on the tracks there was no alternative but to compete with professionals, as the matinee events were few and far between and the great drivers of the amateur turf were either devoting their efforts to friendly brushes on the road or had not yet become possessors of fast horses.

"The financial aspect of the game resulting from winning races on the track has no consideration with him and were he to so elect there is no reason why he should not take part in contests for the cups and ribbons competed for at the matinee and intercity events. Mr. Lasell, while an exceedingly wealthy man, is also exceedingly modest, and because he started racing before the development of the amateur movement he has since confined his efforts so exclusively to the professional meetings. He is, however, a member of the Gentlemen's Driving Club of Boston, but has studiously avoided taking up in the club races.

"Probably the best known of all his horses is the chestnut gelding Terrill S., 2:08¼, by Strathmore. This horse is undeniably the king of the half-mile tracks in New England and has held this title for the last three years. He is a very consistent performer and an ideal gentleman's racehorse and for a couple of years defeated everything in the 2:11 class. During the past year he made his first appearance in high-class society of the Grand Circuit and was fairly successful reducing his record three seconds."

Cricket.

All arrangements for the visit of a team of Philadelphia cricketers to England this season have been completed. The team has been selected, and the following schedule of games has been received from C. W. Alcock, secretary of the Surrey County Cricket Club, who made the fixtures for the tourists:

June 8, 9, 10.—At Cambridge, vs. Cambridge University.
June 11, 12, 13.—At Oxford, vs. Oxford University.
June 16, 17, 18.—At Cheltenham, vs. Gloucestershire.
June 20, 21, 22.—At Leeds, vs. Marylebone C. C.
June 25, 26, 27.—At Derby, vs. Derbyshire.
June 30, 31, July 1.—At Taunton, vs. Somerset.
July 6, 7, 8.—At Manchester, vs. Lancashire.
July 9, 10, 11.—At Birmingham, vs. Warwickshire.
July 13, 14, 15.—At Worcester, vs. Worcestershire.
July 16, 17, 18.—At Southampton, vs. Hampshire.
July 27, 28, 29.—At Brighton, vs. Sussex.
Aug. 3, 4, 5.—At Leicester, vs. Leicestershire.
Aug. 6, 7, 8.—At the Oval, vs. Surrey.

These games have been included in what are known as the first-class matches of England, and will be reckoned in computing the English averages, something never before done with matches with American teams. It will be noticed that the Gentlemen of Philadelphia are to play Yorkshire, Lord Hawke's county, but in all other respects it is considered highly satisfactory, although the games originally proposed to be played with the Gentlemen of Ireland, Scotland and Gentlemen of Scotland have been left out.

The Philadelphia team as finally selected includes fifteen players, and is made up as follows:

F. H. Bates, J. B. Bohlen, R. D. Brown, P. H. Clark, T. McCreary, N. Z. Graves, H. A. Haines, T. C. Jordon, J. B. King, J. A. Lester, P. N. LeRoy, C. C. Morris, G. S. Patterson, J. H. Scattergood and A. M. Wood.

The above team is the strongest that has ever represented this country abroad. It has two first-class wicket keepers in J. H. Scattergood and T. C. Jordon, who will divide the arduous duties of "stumper" between them; some excellent bowling talent in J. B. King, P. H. Clark, P. N. LeRoy and A. M. Crozier, and some splendid batsmen in J. A. Lester, G. S. Patterson, F. H. Bohlen, F. H. Bates, R. D. Brown and A. M. Wood. The other men are also good with the willow and several of them have done good work with the ball.

The team will meet stronger opponents than ever before encountered in England by a visiting American team, but it is confidently expected that it will be able to make a respectable showing, and hold its own in a majority of the matches.

To Prohibit Football Ticket Speculation by Law.

In order to prevent speculation in tickets for the Army and Navy football game in Philadelphia a bill has been introduced into the Pennsylvania Legislature with that end in view. The bill also applies to any place of amusement. It provides that any manager of any park or place of amusement who shall knowingly sell or permit to be sold such tickets shall be deemed guilty of a misdemeanor and liable to a fine of $500 or imprisonment for three months or both. It is the intention of the legislators to have the bill take effect immediately.

BOWLING RECORDS AND GAMES.

UNITED PLATTDEUTSCHE CLUB TOURNAMENT.

Team.	Score.	Team.	Score.
Doppel Eiche	1,258	Norddeutscher	1,189
West Side	1,176	Grand Opera	1,168

PLUMBING AND STEAM SUPPLY LEAGUE.

Team.	W.	L.	High Sc.	Team.	W.	L.	High Sc.
Salesmen	13	1	813	Central F. Co.	8	9	715
Manufacturers	11	2	916	F. N. Dubois & Co.	9	11	744
Plum. Tr. Jour.	15	3	909	Rog. & J. Co. Bkn	5	7	738
Ashcroft M. Co.	13	3	918	J. Sim'ns & Co. I.	7	11	787
Metal Worker	15	5	894	Dimock & P. Co.	3	9	736
Balance & G.	12	5	814	Fred Adee & Co.	4	12	661
F. N. Dubois & C.	10	5	775	Colwell L. Co.	3	10	627
Crane Co.	10	6	864	H. P. Read L. W.	4	14	746
Behrer & Co.	8	6	835	J. A. Murre	4	15	779
Jenkins Bros.	8	6	807	E. F. Keating	0	15	586
J. Simons & Co. 2.	9	7	795	E. S. Wheeler & C	0	18	655
Nat. Lead Co.	9	7	773				
Hon. & J. Co. NY	10	10	890				

STOCK EXCHANGE LEAGUE.

Post & Flagg	13	1	861	C. Head & Co.	7	7	807
McIntyre & M.	12	2	844	Vermilye & Co.	6	8	801
C. A. Hamed & C.	10	4	882	Stewart, B. & C.	5	7	786
Clarke, D. & Co.	10	4	813	H. W. Poor & C.	5	7	785
Cohen, G. & Co.	9	5	794	J. M. Jacquin & C.	4	8	713
T. J. Taylor & C.	8	4	938	Parkinson & B.	4	10	811
Arnold, Leo & C.	6	4	826	Robt. W. & Co.	4	12	877
Moore & Schley	8	4	819	Goldsm., W. & C.	4	12	786
Dominick & D.	7	5	832	H. Contess & C.	3	9	757
A. S. Leland	7	5	747	Beadle, H. & C.	0	12	687
Ellingwood & E.	7	7	835				

NEW YORK INTER-CLUB LEAGUE.

Century W.	10	5	970	West Side R. C.	6	6	897
Caledonian	6	3	854	New York A. C.	4	6	890
Harlem W.	7	5	902	Catholic	2	18	857
Owl	8	7	888				

ALCEDO TOURNAMENT.

Fair Play	7	1	839	Eagle	3	5	764
Freibelt	8	2	797	Our Neighbors	4	8	763
Buffalo	6	2	884	A. Benf. & Co.	0	10	674
Monumental	5	5	739				

COMMERCIAL LEAGUE.

J. Wild & Co.	11	2	868	Wilselin & Co.	6	6	856
Singer Mfg. Co.	12	4	892	Burgfeldt & Co.	4	7	824
Amer. W. Co.	9	3	952	Aug. Meyer & Co.	5	7	831
F. Vietor & A.	9	3	920	Siegel, C. & Co.	3	11	824
Rogers F. & Co.	10	4	859	Calhoun, R. & Co.	3	11	811
Amer. Can. Co.	11	5	904	Metcalf & Co.	2	8	793
N. Y. Edis. Co. 1.	8	4	891	Butterfield & Co.	2	9	803
Hackett, C. & Co.	8	4	835	Oppenheimer & L.	1	11	747
H. A. Caesar & Co.	9	5	880	Kisch Mfg. Co.	0	10	774
N. Y. Edis. Co. 2	8	6	879				

LIFE INSURANCE LEAGUE.

Prudential, 1.	13	2	1049	Provident	10	11	925
Mutual Benefit	11	4	1016	Mutual Life	8	7	957
Metropolitan	10	5	919	Equitable	5	10	902
Fid. & Cas., 1.	11	7	1002	New York	3	12	882
Prudential, 2	7	5	896	Fid. & Cas., 2	3	15	858

WOMEN'S LEAGUE TOURNAMENT.

Liberty	2	0	666	Mystic	1	1	533
Jolly Women S. I.	2	0	558	Tallapoosa	1	1	528
W. S. Indepen.	2	0	525	Ind. Greater N. Y.	1	2	468
Bushwick	2	0	523	Ardsley	0	2	538
Rosedale	1	1	548	Jolly Women N. Y.	0	2	493
Golden Rod	1	1	54	Hottentot	0	2	484
Progressive	1	1	591	Beethoven	0	2	483
Poodle	1	1	579				

BEN FRANKLIN LEAGUE.

Journal, 1.	2	0	827	Telegram, 1.	1	1	811
Burroughs	2	0	820	Bulletin	1	1	731
Publishers	2	0	753	Cheroux	0	2	733
Citizen	2	0	698	Evening Sun	0	2	711
Textile	3	1	792	Journal, 2	0	2	643
Advertiser	2	2	726	Bartlett & Co.	0	2	569
A. H. Kellogg	2	2	690	Jennings	0	2	
Telegram, 2	1	1	828				

*Forfeited two games.

BRONX ROYAL ARCANUM LEAGUE.

Suburban	6	0	909	Morrisania, 1.	3	3	817
Bronx, 1.	7	1	977	Fordham, 1.	3	5	808
Bronx, 2	6	2	849	Claremont, 2.	2	4	749
Wakefield	3	1	831	Freewill	2	5	837
Fordham, 1.	4	2	885	Morrisania, 2.	1	7	766
Claremont, 1.	5	3	845	Harlem River	0	6	843

UNITED BOWLING CLUBS—SECTION 1.

Rosedale	4	0	925	Defender	1	1	772
Spartan	2	0	883	Civil Service	1	1	858
Young Albion	2	0	914	Gotham	0	2	859
Beecker	1	0	859	Heinebund	0	2	850
Buffalo	2	2	896	Orchard	0	2	786
Grove Hill	1	1	858	Glendale	0	2	750

SECTION 2.

Park	3	1	858	Doppel Eiche	2	2	788
Mogul	3	1	843	Black Bass	2	2	762
Norddeutsch'r	3	1	833	Tompkins Sq.	1	1	783
Accident	3	1	824	Hickory	0	2	753
Woodland	3	1	775	Forward	0	2	748
Nutty Nuts	2	2	804	N. Y. C. Schue'n	0	4	701
Hector	2	2	839				

GRAND CENTRAL TOURNAMENT—COMPLETED.

Independence	14	4	979	Ivy Leaf	9	9	952
Palace	13	5	901	Bedford Palace	8	10	949
Prosperity	13	5	93	Madison	8	10	931
Franklin	12	6	902	Nassau	6	13	1004
Grand Central	12	6	1000	Monarch	6	13	9
Corinthian	12	6	99	Carroll Park W.	6	13	950
7-29-41	12	6	98	Fifth Ave. Pal.	4	14	908
Metropolitan	12	6	97	A. B. C.	3	15	952
Glenmore	11	7	960	Surprise	1	17	936
Oriental	9	9	964				

FIFTH AVENUE PALACE TOURNAMENT.

Sylvan	11	0	900	Grand Central	6	7	918
7-29-4	10	0	93	Bryant	4	8	922
Hamard	7	1	92	Washington	3	7	909
Invincible	9	4	97	Prince Bruce	3	8	1003
Central	7	7	89	Livingston	4	7	904
Palace	5	5	95	Sandome	4	8	942
Atlons	4	4	92	Bachelor Ben	3	9	926
Nonong	4	4	916	Superior	3	8	918
Fifth Ave. Pal.	6	7	92	Varuna	3	9	880

BROOKLYN RAPID TRANSIT TOURNAMENT—COMPLETED.

Crosstown	24	4	807	Maspeth	14	14	799
Hedgewood	21	7	8	Amaranth	12	16	835
East N. Y.	18	10	81	Falsey Street	11	17	755
Bridge	18	10	78	General Office	10	18	874
Engineers	18	12	87	Bridge Power	9	19	754
East Power	16	12	80	Flatbush	6	22	803
Third Avenue	16	12	79	Bergen Street	5	23	742
Ninth Avenue	14	14	810				

ARLINGTON NATIONAL TOURNAMENT.

Sylvan	3	0	90	Adelphi	2	2	841
Arlington	9	1	92	Grand Central	2	4	872
Palace	5	1	926	Bedford Palace	2	4	860
Elmore	6	3	96	Putnam	3	5	840
Apollo	4	2	93	Sylvius	3	5	817
Madison	6	6	89	Echo	4	8	952
Amersfort	4	4	88	Irving	2	10	831
Franklin	3	3	928				

BROOKLYN INTERCLUB LEAGUE.

Logan	2	0	4913	Kings C. W.	1	2	4983
Corelyon	2	1	503	Elks	0	3	4823
Carlton	2	1	4870				

Although still leading in the Athletic League in winning games, the New York A. C. team failed to hold the advantage they gained in the early part of the week by dropping two of the games rolled at the Jersey City Club alleys on Fifth Night, the score:

AT THE JERSEY CITY CLUB ALLEYS—FIRST GAME.

New York A. C.—Breen, 207;