AMONG THE AUTOMOBILISTS.

WHIT SEASON'S DEVELOPMENT OF POLICE TRAP.

Standard Timepieces and Tabulated Cards Lead to Warrants in England—Prejudice of Farmers Against the Auto Is Lessening—Making of Good Roads.

This season's development of the police trap has thus far resulted in a method which is nicety of intent certainly puts to shame anything of the sort yet conceived. This newest stunt, as practised by the Cheshire police in catching the British offender, consists in stationing an officer at each of a couple of milepoints on the same road, maybe one mile, maybe ten miles apart, with a standard timepiece and a tabulated card. Upon the latter each jots down the number and time of passage of every car which goes by, marking its direction at the same time. At regular intervals a patrolman mounted on a bicycle visits each post and collects the cards, which are then compared and the time taken by each driver in passing over the guarded stretch figured out from the data in hand. From these results summonses are prepared which in due season are presented to the respective offenders, who thus are timed without their knowledge and without possible recourse to the usual complaint of the inaccuracy of the method of clocking.

According to automobile tourists who are observing the final argument to the farmer on the subject of his prejudice against motor cars is now being made and the motorphobia of the rustics is perceptibly lessening. This is because the last argument is one that appears to the farmer's purse, and favorably. What the automobilists have done for road improvement, and in the way of contributing to town treasuries through fines, has not counted much, but now in various localities the farmers are finding it profitable to convert their barns, or a portion of them, or some outhouse into a garage and furnish tourists with shelter, gasolene and oil. Those that are making money through this move are naturally friendly to motorists and they are spreading the gospel among their fellows that automobilists are human, after all.

Dry batteries can sometimes be induced to give up a few more sparks when apparently exhausted by soaking them for fifteen or twenty minutes in hot water, allowing the water to pass through holes punched in the layer of asphaltum at the top.

Because his share of the estate consisted principally of only an automobile Lewis Grover Vogel has brought an action in Surrogate Hart's Court in Buffalo to break the will of the late Addie B. Vogel, wife of the contestant. Mrs. Vogel's will bequeathed an automobile to her husband and the greater portion of her estate of $15,000 to her sister, Mrs. Alice Scheu.

Gasolene is "thinner" than water and will pass through a crevice so small that water will not leak through it. Advantage can be taken of this in testing valves for leaks. Take the valve, in place in its cage, turn it upside down and pour gasolene into the little cup formed by the valve and the cage. If the valve will hold gasolene it will not leak gas. Gasolene or kerosene may also be used to carry lubricating oil into crevices where the oil alone cannot penetrate. For washing out the engine and similar work use kerosene, and not gasolene. Gasolene will go right down to the bare metal and leaves a surface that is rather harsh and difficult to lubricate at first, while kerosene will take off foreign matter and leave the metal in fine condition to receive lubricant. Of course gasolene is useful in extreme cases, but frictional parts should be carefully lubricated after it has been used.

According to A. B. Tucker, superintendent of the Glidden tour, the donor of the trophy, Charles J. Glidden, declared the last time he was in this country that his idea in donating the cup was to offer a prize for the driver who could prove himself the most consistent tourist and not a prize for the best car. This is in direct conflict with what seems to be the general understanding of the contest, which is that it is a competition of cars, with the drivers furnishing only one term of the equation, as jockeys do in horseraces. This fully answers all criticisms on the shortness of the distance and the lack of severity in the day to day schedule. A real test of touring merits of high powered cars would require a run of several thousand miles, with a schedule calling for considerably more than one hundred miles daily, similarly to the Circuit European, which has been postponed. The provisions for that contest called for a tour of 3,000 miles, with a daily average of nearly 200 miles.

This explanation coming from Mr. Glidden, through an authentic source, puts a somewhat different face on the whole affair. It justifies the rule providing for a penalization of cars that arrive at controls ahead of time, as well as for those that are late. The idea in this is that in a driving contest the competitors must show themselves to be good judges of pace and be able to regulate their journey to an arbitrary schedule when required. Yet, even under such a conception of the tour, it must be to a considerable extent a contest of cars, for drivers cannot live up to any schedule unless their cars are dependable. The tour seems to be growing in favor on the whole, and Supt. Tucker says he expects more than 100 entreis.

The highway committees of the automobile clubs and associations that are working in the cause of good roads can find abundant encouragement in the history of the highway development in France, where model roads now run everywhere. Some exceptionally interesting data concerning the French roads and the history of them has been furnished in a report by Consul Brunnot, of St. Etienne, who calls attention to the fact that France had such wretched roads in former times that highway mishaps were a standing stock in the material of the early romanticists. The report then goes on to say that spasmodic efforts were made to better the roads, mostly around Paris, under Louis XIV. (1643-1715), but it was not until 1775 that the serious work of building great roads of national extent was undertaken, and Napoleon I. carried it forward vigorously as a part of his military schemes, uniting frontier points with the capital. Never has the work ceased, except during periods of war, and the more difficult sections, at first left to a more convenient season, are steadily being built, while new cutoffs and connecting links are continually being declared open for service. The roads are divided into six classes as follows:

1. National roads, built and maintained by the Government, 21,300 miles.
2. Departmental (State) roads, built and maintained by the political divisions traversed by them, 15,700 miles.
3. Principal local roads, traversing two or more townships (communes), are maintained by them with Government aid, 124,000 miles.
4. Secondary local roads, the same as the preceding, except that they are less important, and are maintained by the townships under supervision by the Government, 150,000 miles.
5. Minor local roads, still less important than the foregoing and maintained by the townships under the supervision of Government engineers.
6. Rural roads, lanes of small importance entirely maintained by the townships without any intervention or supervision by the Government.

The rules for grades are: National roads, 3 per cent.; departmental roads, 4 per cent.; principal and secondary local roads, 5 per cent., which is the maximum allowed, except in extremely mountainous regions or on the most difficult sections of less important roads, where there is too little traffic to warrant the expense of reducing the grade to within the rule. The method of construction formerly was to grade the bed level and lay a stone dressing of a depth of seventeen and one-half inches in the middle, diminishing to fourteen inches at the sides, but experience proved that a better plan was to give the earth the same rounded form intended for the surface, and the thickness of the stone layer was reduced to eleven and one-half inches. This is the method now generally followed, and about 87,000 miles of the most recent construction have been built on this plan, the other being macadam roads, built of material found on the spot, and some minor roads of gravel and earth.

J. B. T., Jr., and A. W. T.—Route to Simsbury, Conn., via Waterbury from Fifty-ninth street entrance to Central Park.—Go through Park and go north on Lenox avenue to 145th street, turn west to Seventh avenue, which follow to Central Bridge, to Jerome avenue. Continue on Jerome avenue to Fordham road and into Pelham Parkway, keeping on Parkway to broad left turn into the Shore road. Keep on past Pelham Manor and Pelham, through New Rochelle, Larchmont, Mamaroneck and skirt edge of Rye on Boston Post road. Continue on through Port Chester, crossing Byram River and up hill across line into Greenwich, Conn. At fork beyond Put's Hill turn right to Cos Cob and left along river to Mianus. Turn right across bridge, up hill, at first fork keep right, at next fork left and follow direct road across Mill River into Stamford. Keep through town and cross bridge over Noroton River, passing Noroton village to Darien. Continue main road into Norwalk, cross stone arch bridge over Norwalk River and follow East Wall street to East avenue and Westport avenue, then follow trolley across Saugatuck River to Westport. Take right fork beyond and go through Southport and Fairfield into Bridgeport. Continue on Fairfield avenue through Bridgeport, cross bridges over Pequonnock River and follow Stratford avenue to Stratford. Follow western side of Naugatuck River to Shelton and Derby. After crossing bridge continue through outskirts of Ansonia and on to Seymour. Cross Naugatuck river to east side and keep on through Beacon Falls, Naugatuck and Union City to Waterbury.

Leave Waterbury business centre by West Main, North Willow and Johnson streets into Waterville street, which follow into Waterville road to Waterville. Keep on to Reynolds Bridge, cross railroad and Naugatuck River and turn left to Thomaston, following river to Plymouth. Continue up valley to East Litchfield, cross to left side of river and keep up valley to Torrington. Keep on through Darlonville and Burrville, crossing bridge over Mad River into Winsted. Follow trolley out Main street direct across bridge over Still River. Bear sharp right beyond bridge and straight ahead, shortly making left bend into New Hartford road to New Hartford. Continue along railroad through Cherry Brook hamlet to Canton. Here take road leading northeast to Simsbury.

AUTOMOBILE NOTES.

Although the formal opening of the body building plant of Rothschild & Co. on West Twenty seventh street was announced last week, it has been in operation for about two months. The building, specially built for the concern, is of steel and concrete construction, is six stories high, all devoted to this branch of the auto industry. M. J. Rothschild, president of the company, is a son of the famous body builder of Paris of that name and is the first to recognize the fact that the American trade needed a little better service in high class body work than has been its share heretofore. The progress shown in the two month's of the company's existence is most gratifying, work is coming in from all directions and the chasses to be fitted show as many American as foreign makes. A particularly fine job under construction is a limousine for W. K. Vanderbilt. The wood for this has been imported. It will be fitted to an English Daimler chassis. Another is a touring body for a "C. G. V." property of P. F. Collier. Mr. Rothschild states that he builds all his bodies of special aluminum with metal mouldings, as he has recognized the fact that the French bodies built of wood did not stand the climate. The men employed are all experts in their line of work, many of them having graduated from the Rothschild factory in London.

The E. R. Thomas Detroit company, which was organized a short time ago to construct a light and medium powered touring car, has leased a factory at the corner of Harper avenue and Dequindre street, bordering on the Grand Trunk and Lake Shore railroads. The factory, which is fireproof, was formerly occupied by the Modern Match Company and is in every way adapted for the manufacture of automobiles. Several hundred men will be engaged within a short time in preparing for the 1907 output, which is expected to amount to 500 cars. Already a number of applications have been received from dealers who wish to handle this line, and from the present outlook the sales department, which is combined with that of the E. R. Thomas Motor Company at Buffalo, will have as one of its principal difficulties the proper apportionment of cars. The active members of the company, in addition to E. R. Thomas, are H. E. Coffin, R. D. Chapin, F. O. Benzer and James J. Brady. As soon as this organization was completed orders were placed for a large amount of raw material and work will be begun on the making of parts at once. It is expected that the first car will be on the road in August.

Stanhopes still have the call this year in the electric pleasure vehicle trade, even in the face of several new models turned out by the various factories. Early in the season this fact demonstrated itself and dealers in the electric type of automobiles, who had not gauged the situation, had to bestir themselves and increase their orders, where possible. Remembering his experience of last year when he was hard pressed to meet the demand for the Stanhope, C. B. Rice, the Baker Electric Eastern agent, last January sent into the factory at Cleveland the largest individual order ever sent them. Some idea of the popularity of this vehicle can be had when it is known that Mr. Rice had to duplicate his order before the season was far advanced. Other styles have had their share of the sales, but not so spectacularly. For instance, the new Baker Suburban, very speedy vehicles, are beginning to be seen on the streets in respectable numbers. The most striking of these is the one driven by Deputy Fire Chief Binns. It has been named the "Silent Red Devil."

At the Grand Prix, which takes place in France this week, the Fiat team will undoubtedly be strong favorites. The team, which consists of Lancia, Nazzaro and Dr. Wellischott, is the same (with the exception that Dr. Wellischott takes Boschi's place) which made such a magnificent record in the recent China d'oro endurance run of 2,671 miles. Lancia's winning of that great race without the loss of a single point, thus breaking his long streak of hard luck, makes him the most formidable competitor in the race. The same team will drive Fiat cars in the coming Vanderbilt cup race. They will sail for America about September 5, or immediately after participating in the Brescia race, which takes place on the second of that month.

Coincident with the arrival of the new law in the State of New Jersey which goes into effect July 1 the Hartford Suspension Company, apparently anticipating events, has issued a pocketbook of quiet yet rich design made of water grain leather. It fits the license card exactly and one side is arranged to display the card to advantage by the aid of a sheet of celluloid. No advertisement appears on these cases except the name "Truffault-Hartford Absorber" in gold letters. The cases are for distribution among the car owners of the State of New Jersey, and the few hundred which are still left can be obtained on application.

"Two thousand miles and no trouble," states W. A. Comstock of Alpena, Mich., who drove his new 50 horse-power Welch touring car up to the Welch Motor Car Company's New York headquarters last Thursday morning. Mr. Comstock says that as a result of his touring trip from Buffalo to Boston over the Florida and Catskill Mountains and through the Berkshire Hills he has an attack of "motor mania" which he knows is incurable. "Grand day tours through beautiful country, thrilling night rides over rustic roads oftimes hub deep in mud, up over mountain tops and down deep into sleepy valleys, with never a stop for adjustments or repairs, have made me in love with nature and the Welch."

Horse craing for an automobile trophy is the latest wrinkle in the sporting world. George A. Wahlgreen, secretary of Oakland Park, Denver, announces that during the midsummer running meeting one of the principal contests will be for the Winton gold trophy, offered by Alexander Winton, president of the Winton Motor Carriage Company.

In point of numbers the largest single shipment of pneumatic automobile tires that has ever been made left Akron, Ohio, for Detroit last week. This shipment consisted of a carload of Firestone mechanically fastened double tube tires, of which there were 1,000 sets—4,000 tires. It indicates that the long looked for Ford four cylinder runabout is at last in sight, for this lot of tires in for the equipment of the latest Ford model. As is well known to the trade tire shipments are the very last specifications given by the automobile manufacturers. Rubber goods run into too much money to make it profitable to carry large stocks of them, so it is the custom, even of the larger concerns, to order tires sufficient to meet their requirements from day to day. That Ford has specified deliveries in carload lots indicates the scale on which he proposes to turn out the runabouts.

Alexander Winton's new 150 horse-power gasolene cruiser Lala, which was launched at Cleveland Wednesday, is the only triple screw craft of the kind on the Great Lakes. The Lala was christened in honor of Mrs. Winton, who is an accomplished sailor and loves the water. During the summer the Lala will cruise extensively on the Lakes. Mr. Winton's fleet now includes five motor boats, among them the Winton No. 1 racer.

Recent converts to automobiling include Senator Scott of West Virginia and Baron Moncheur, the Belgian Ambassador, both of whom have placed orders for Columbia electric victoria phaetons. The Baron will use his machine during the summer at Magnolia and Manchester-by-the-Sea, where he will spend his vacation.

Balkhan Schoyer, chief counsel for the Mexican tramway company, is spending two weeks at the plant of the H. H. Franklin Manufacturing Company, Syracuse, N. Y., familiarizing himself with the construction of Franklin cars prior to an extended trip of Europe with a type D Franklin.

Among recent sales made by Archer & Co., are a 35 horse-power Hotchkiss limousine to Mrs. Gerrude B. Miller; a 35 horse-power Hotchkiss touring car to Jacob Reiss, the well known theatrical man; a similar car to A. N. Biddle of the New York Stock Exchange, and a 35 horse-power Hotchkiss demi limousine to Harry Raymond. All these will have the bodies built by Rothschild & Co. A. M. Archer personally looks after all his customers and is much gratified at the success he has had with the Hotchkiss this season.

M. L. Ryder, Albany, N. Y.; J. W. Dunn, New York, president of the International Pump Company; John F. Havemeyer, New York, president of the Concrete Steel Company; the Rev. D. C. Martin, Pittsburg; Arthur S. Hamilton, Rochester, N. Y.; Nathan Mels, Cincinnati; F. J. McCarthy, Denver; F. L. Mercer, Chicago; Charles A. Niemeyer, St. Louis, and Arthur P. Hayes, Boston, have all purchased 1906 Locomobile gasolene cars.

Percy Owen, general Eastern sales manager of the Aerocar, is constantly on the lookout for able salesmen. The latest to join his staff is Andrew Dam, well known in the automobile business and until recently with the Gebron-Brillie. Mr. Owen states that more sales are lost by bad salesmanship than by any fault of the various cars on the market. Again, he says an intelligent explanation of a machine is nothing more than is due to any prospective purchaser.

Two Chadwick motor cars will be seen in the Glidden tour. One will be entered by E. B. Jackson and the other by Mr. Chadwic-

GOLFERS DODGE RAINDROPS.

HART CUP AT APAWAMIS REACHES SEMI-FINAL ROUND.

Sixty Entries Announced for National Open Championship—Single Men Win Team Match From Married Members at Richmond County—Forest Hill Scores.

In the semi-final for the Hart cup yesterday at the Apawamis Club Tenney won after a hard match on the home green from Fuller, while Gourlay, the former Philadelphian, upset calculations by beating Lapham by 3 and 1. Sixteen also qualified at medal play for the governors' cup. A number of entries have already been booked for the open tournament on July 5, 6 and 7 which, as the preliminary to the amateur championship at Englewood, is expected to have a record field. The summary:

Hart Cup, Semi Final—L. Gourlay beat R. D. Lapham, by 3 up and 1 to play; I. L. Tenney beat B. C. Fuller, by 1 up.

Qualifying Round for Governors' Cup—First sixteen: C. S. Mathewson, 83, 6—77; E. B. Bronson, 91, 10—81; J. D. Foot, 82, 0—82; F. S. Keeler, 91, 7—84; F. S. Wheeler, 88, 3—85; F. A. Moore, 92, 6—86; H. B. Clarke, 90, 4—86; F. S. Perry, 103, 16—87; H. H. Dean, 102, 15—87; W. H. Poole 97, 10—87; A. H. Hart, 92, 4—88; P. Metcalf, 96, 8—88; B. C. Fuller, 92, 3—89; J. H. Hammond, 101, 12—89; G. A. Albro, 99, 10—89; W. F. Adams, 95, 6—89.

There are sixty entries for the open championship of the United States Golf Association to be played at Onwentsia on Thursday and Friday, which include three amateurs H. Chandler Egan, the champion, O. W. Potter, Jr., and George A. Ormiston. An even dozen of the professionals hail from links east of Pittsburg, among them the promising Plainfield homebred, Martie O'Loughlin. Will Smith is entered from Mexico and George Cummings from Canada. Barrett, the Montreal player who was in the money last year with Cummings, is not entered, nor is Arthur Smith, Western champion last year and also placed in the open. Will Anderson, who won his fourth title last year, and all the others who had a share of the prize money are on the list. The Chicago favorites now are Aleck Smith and John Hobens. The entries:

W. V. Hoare, Salt Lake City; Charles H. Rowe, Beaver Valley, Pa.; Jack Hobens, Englewood Golf Club; Ernest Way, Wheeling Country Club; Aleck Taylor, Exmoor Country Club; Fred McLeod, Mid Lothian Country Club; Willie Anderson, Onwentsia Club; William Marshall, Onwentsia Club; George Low, Baltusrol Gold Club; Bernard Nicholls, New York Golf Club; D. Ball, Philadelphia Cricket Club; Aleck Campbell, the Country Club; Stewart Gardner, Garden City; Gilbert Nicholls, Denver, Col.; Alecis Smith, Nassau Country Club; John Reuter, Dayton, Ohio; I. S. Mackie, Fox Hills Golf Club; H. Chandler Egan, Exmoor Club; David McIntosh, Westward Ho Golf Club; Will Smith, Mexico; David Robertson, Pittsburg Club; John Inglis, Larchmont Yacht Club; Aleck Ross, Braeburn Country Club; Donald J. Ross, Oakley Country Club; Jack Jolly, New York; R. White, Havisloe Country Club; L. Auchterlonie, Glen View Club; James Simpson, Riverside Club; Aleck Baxter, La Grange, Ill.; Robert Taylor, Minikahda Club, St. Paul; Peter Robertson, Oakmont Club, Pittsburg; George A. Ormiston, Oakmont Club; O. G. Hackbarth, St. Louis; George O'Neil, Auburn Park Club; J. W. Watson, Skokie Country Club; Robert Foulis, Glen View; W. S. Dow, Normandie Golf Club; Warren K. Wood, Homewood Country Club; James Foulis, Calumet Country Club; Harry S. Turple, Country Club of St. Joseph Valley.

William Duffy, St. Louis; Fred Brand, Allegheny Club; D. K. Waite, St. Louis; W. R. Lovekin, Rockford, Ill.; Orrin W. Potter, Jr., Midlothian; Martin O'Loughlin, Plainfield, Club; R. F. Hunter, Midlothian; Thomas O'Neill Edgewater Club; Michael J. Brady, Commonwealth Club; Charles Johnston, Milwaukee; P. S. Honeyman, Cincinnati Golf Club; Walter Fovargue, Country Club, Thomasville, Ga.; John Reid, Toledo, Ohio; James Maiden, Toledo, Ohio; David Foulis, Chicago Golf Club; Chester S. Horton, Evanston, Ill.; Waverly G. Horton, Evanston; George Cummings, Toronto, Canada; James Douglas, Chevy Chase.

In the concluding play of the thirty-six holes to qualify for the green committee cup at the Hackensack Golf Club yesterday T. J. Palmer, E. Palmer, J. T. Headley and I. B. Stewart qualified for the match play. The day's scores:

L. L. Robbins, 91, 18—73; L. C. Ramee, 100, 27—73; G. D. John, 91, 18—73; C. A. Peck, 98, 23—75; J. R. Marshall, 86, 10—76; J. G. Sage, 87, 10—77; E. Palmer, 87, 10—77; T. J. Palmer, 97, 18—79; J. T. Headley, 91, 10—81; W. D. Moffat, 85, 4—81; H. M. Bogert, 95, 14—81; F. R. Long, 108, 27—81; I. B. Stewart, 93, 12—81; T. J. Leonard, 92, 10—82; H. R. Taylor, 96, 13—83; W. Terhune, 100, 18—82; W. H. Watt, 94, 10—84; C. W. Bell, 99, 14—85; R. B. Smith, 99, 10—89.

There were thirty-eight starters.

There were two events at the Hollywood Golf Club yesterday, and the players thronged the links both in the morning and afternoon. Forty-four started in the eighteen hole handicap, which W. S. Baruch won with 85, 3—82, and in the four ball handicap, in a field of fifty-six players, the winners were W. W. Horn and W. S. Baruch, 77, 6—71.

There was plenty of fun at the Richmond County Country Club yesterday over the annual match between the single and married men. The benedicts only halved one match and won in three. The score:

Single Men—C. West Painter, 6; W. I. Seaman, 2; Schuyler Emlutie, 2; F. L. Hughes, 0; P. N. Painter, 4; I. H. Thomas, 14; C. B. Painter, 1; B. T. Welten, 3; W. H. Botsford, 0; T. W. Hoxie, 0; W. J. Kelly, 0. Total, 32.

Married Men—T. L. Richards, Jr., 0; A. G. Brunler, 0; F. L. Davis, 0; A. P. Kelley, 0; Richard Agar, 0; B. J. Carroll, 0; N. S. Walker, Jr., 0; Ralph Lane, 0; W. T. Larned, 2; Ralph McKee, 1; H. G. Woodruff, 14. Total, 17.

An East Jersey Golf League team championship match and an eighteen hole medal play handicap for the Allsopp cup were decided on the links of the Forest Hill Field Club yesterday. Forest Hill defeated the Roseville Golf Club 3 to 0 in the team match and W. T. Becker won the cup with a net score of 79. The next best net total was returned by Mrs. P. B. Price, who was aided by a twenty stroke allowance. The summary is as follows:

Forest Hill—Moody, 0; E. Curtis, 1; H. Curtis, 0; Christi, 1; Spencer, 1. Total, 3.

Roseville—Lockett, 0; Topping, 0; Chedister, 0; Wood, 0; Bowly, 0. Total, 0.

Allsopp Cup—W. T. Becker, 87, 8—79; Mrs. P. B. Price, 100, 20—80; J. C. Cory, 85, 4—81; C. W. Romaine, 90, 5—85; H. O. Christi, 81, 0—81; P. E. Heller, 89, 7—82; J. Johnston, 101, 20—81; F. Spencer, 83, 0—83; Robert Kuebler, 100, 24—84; J. A. Lever, 108, 24—85; C. A. Woodruff, 93, 7—86; W. W. Lyons, 98, 11—87; A. Whitman, 101, 14—87; E. F. Allsopp, 93, 5—88; Miss Hiscox, 115, 26—89; H. Baldwin, 108, 14—95; C. C. Woodruff, 114, 15—99; E. W. Crowell, 114, 12—102.

GLEN COVE, June 23.—At the Nassau Country Club to-day the monthly class A and class B handicaps were played. There were many players; but such good scores were made in the morning that few afternoon cards were posted. C. A. Dunning won with net 71 in class A and Eben Storer with a net 67 in Class B. The cards follow:

Class A—C. A. Dunning, 78, 7—71; H. Murdock, 88, 16—72; W. L. Hicks, 77, 3—74; H. M. Adams, 94, 18—76; H. S. Hubbell, 85, 8—77; H. L. Batterman, 92, 14—78; A. P. Alvord, 91, 12—79; R. T. Goodell, 93, 13—80; J. B. C. Tappan, 96, 14—82; H. F. Whitney, 89, 5—84; Herbert L. Pratt, 93, 11—82; W. Gardner, 98, 14—84.

Class B—Eben Storer, 103, 36—67; E. H. Sayre, 105, 36—69; R. W. Martin, 112, 36—76; S. E. Buchanan, 105, 26—79; H. P. Noyes, 99, 20—79; B. H. Tobey, 116, 36—80.

BLOOMFIELD, June 23.—The South Orange Golf Club team in the East Jersey League won from Glen Ridge at the latter place this afternoon by the score of 3 to 2. The scores:

South Orange—Giffen, 1; Gordon, 1; Van Vechten, 0; Jeroloman, 1; Pulling, 0. Total, 3.

Glen Ridge—Mitchell, 0; Smith, 0; Dodd, 1; Thomas, 0; Pierson, 1. Total, 2.

MONTCLAIR, June 23.—A foursome was the attraction on the Montclair Golf Club links this afternoon on the basis of half of the total scores less half of the combined handicap. Travers and Whitlach won with a net score of 76. The scores:

Travers and Whitlach, 78, 2—76. Reid and Wilcox, 83, 6—77; Bartle and Brown, 94, 19—75; Perley and Stephens, 95, 17—78; Gross and Brown, 89, 10—79; Turner and Rockwood, 94, 13—81; Miller and Haddon, 97, 16—81; Woodward and Dyer, 89, 9—80; Pulsifer and Crawford, 103, 21—82; Wilson and Allen, 107, 24—83; Place and Royce, 94, 10—84; Van Vleck and Tilt, 95, 11—85.

GREENWICH, June 23.—The Queen's Jubilee cup was up for annual competition at the Fairfield County Golf Club to-day. There were forty entries. S. J. Graham was the winner of the trophy for the second time. The summaries:

S. J. Graham, 165, 4—161; J. McCutcheon, 200, 36—164; J. Mason, 166, 0—166; W. E. Carnart, Jr., 195, 28—167; E. C. Hillard, 177, 6—171; B. H. Werford, 171, 0—171; William Copp, 197, 4—193; E. C. Converse, 200, 26—174; J. H. Crawford, 186, 12—174; O. P. Sheldon, 188, 18—170; T. R. Crawford, 188, 18—170; E. B. Curtiss, 188, 14—174; Dr. C. E. Martin, 171, 0—171.

Golfers dodged rainstorms at the Dyker Meadow course yesterday, and this was the experience of every field in competitive play in the M. G. A. district. Twenty-nine set out in the match play against bogy on the Fort Hamilton course, but as the storm was unusually severe there only eleven made returns. J. C. Powers won the cup, the gift of W. H. Thurston. The summary:

Joan C. Powers, 1 up; W. L. Cassell, 1 down; E. F. Hunt, 4 down; C. V. Van Brunt, 5 down; W. J. Geddes, 5 down; E. D. Miller, 5 down; B. Foster, 5 down; J. D. Dithridge, 5 down; H. C. Duval, 5 down; H. G. McKeever, 7 down; D. O. B. Hegeman, 8 down.

Thirty-five returned cards on the new eighteen hole course of the Ardsley Club yesterday in a handicap for a cup presented by David T. Gardiner. Howard Jaffray, Jr., won the trophy, the following making net scores under 100:

Howard Jaffray, Jr., 77, 4—73; H. R. Worthington, 83, 5—78; T. M. Taylor, 90, 12—78; H. LeRoy Edgar, 99, 20—79; W. W. Taylor, 84, 4—80; A. F. Robinson, 92, 11—81; Homer Gibney, 96, 12—84; F. C. Mabon, 92, 8—84; H. B. Gayley, 92, 7—85; F. C. Weckmar, 101, 16—85; Otto G. Smith, 99, 10—89; J. W. Johnson, 101, 10—91.

P. S. O'Connor beat J. S. Marvin by 1 up in the final round for the vice-president's trophy at the Fox Hills Golf Club yesterday. Class A and B handicaps were also played. W. G. Hoople led in the first set with a card of 84, 6—78, while E. W. Scheffer led in the second division with a net score of 79. The scores were as follows:

Class A—W. G. Hoople, 84, 6—78; P. S. O'Connor, 85, 5—80; B. T. Allen, 89, 7—82; F. Sears, 89, 5—84; H. E. Armstrong, 86, 2—84; H. B. McClellan, 102, 12—90.

Class B—E. W. Scheffer, 97, 18—79; L. F. Youngs, 99, 18—81; A. B. Meacham, 102, 20—82; J. A. Kempf, 106, 23—83; W. L. Davidson, 101, 17—84; W. Lambert, 102, 17—85; C. L. Smith, 111, 17—94.

Fifty members of the Arsdale Golf Club played over the course in East Orange yesterday, but the handicap was postponed, and John Harland, the club's professional, made eighteen hole scores of 73 and 74 for a total of 147. This is a new thirty-six hole record for the links.

In the second qualifying round for the Mackay cup yesterday at the Englewood Golf Club Boyce, Coxe, Beckwith and Holmes gained their places, the last after a tie with Murray. The draw for the match play is Boyce and Oakley, Goss and Beckwith, Coxe and Holmes and Olyphant and Frayer. O. Kirkby, 0, beat E. Frayer, 16, in the final for the trophy, in which eight qualified on Decoration Day. The course as arranged for the amateur championship will be in play on Saturday, where there will be a two club competition for a cup presented by A. E. Philbrick. The scores:

J. R. Boyce, 87, 8—79; H. M. Coxe, 89, 9—80; S. V. Beckwith, 86, 5—81; E. O. Holmes, 92, 10—82; M. T. Murray, 88, 6—82; G. M. Marvin, 91, 7—84; A. Yauch, 95, 11—84; W. L. Hall, 103, 18—85; G. C. Austin, 97, 10—87; M. Olyphant, 84, 1—83; H. Weatherby, 100, 11—89; L. L. Clark, 100, 10—90; D. E. Walker, 96, 5—91.

PLAINFIELD, June 23.—The leading scores for the golf committee cup at the Plainfield Country Club to-day were as follows:

S. H. Patterson, 91, 16—75; F. O. Reinhart, 75, plus 2—77; W. D. Riggs, 93, 15—78; C. A. Stover, 89, 10—79; L. A. Chase, 89, 9—80; J. P. Murray, 106, 12—94.

S. H. Patterson scored a win for the June cup and F. O. Reinhart won a leg on the scratch cup, with a score of 75.

AUTOMOBILES. AUTOMOBILES.

FIAT AUTOMOBILES

PATRONIZED BY

His Majesty the King of Italy,
Her Majesty the Queen Marguerite,
His Majesty the Emperor of Germany,
His Majesty the King of Spain,
Her Majesty the Queen of Portugal,
Her Majesty the Queen of Holland,
Her Royal Highness the Princess Laetitia,
His Royal Highness the Count of Turin,
His Royal Highness the Duke of Genoa
His Royal Highness the Prince d'Udine,
His Royal Highness the Prince of Wales,
His Royal Highness the Archduke Gunther,
His Royal Highness the Duke of Orleans,
His Highness the Duke of Parma,
His Highness the Prince of Bourbon,
His Highness the Prince Hassun,
His Highness the Maharajah of Gwalior,
His Highness the Maharajah of Holker,
His Highness the Maharajah of Pendjab,
His Highness the Maharajah of Mysore,
His Royal Highness the Duke of Aosta.

THE HOL-TAN CO.
Successors to Hollander & Tangeman,
Broadway and 56th Street.
SOLE AMERICAN AGENTS. Licensed Importers under Selden Patent.
Agencies: HARRY FOSDICK CO., Boston. H. ALLEN DALLEY, Phila.
AUTO REPAIR CO., LTD., Pittsburg.

Special Prices ON "Wayne" Automobiles

On account of not being able to get our allotment of Cars during the selling Season, we find ourselves overstocked at this time, and announce the following prices on our regular 1906 stock Models:

Model "H" 14 H. P. Runabout—double opposed motor under the hood, shaft drive $650.00
Model "G" 16 H. P. four passenger touring car—double opposed motor under the hood, shaft drive $850.00
Model "C" 20 H. P. five passenger touring car $975.00
Model "B" 28 H. P. 4-Cylinder, touring car. $1600.00
Model "B" 28 H. P. 4-Cylinder RUNABOUT $1600.00
We also have a few of our 50 H. P. seven passenger touring cars—the most perfect and powerful car on the market—for immediate delivery . . $3500.00

A broad, liberal and substantial guarantee accompanies each of the above cars.

Call or 'phone for demonstration.
NO. 4954 COL.

Wayne Automobile Company,
1659 Broadway, City.

AUTOMOBILE BARGAINS

WE ARE THE LARGEST DEALERS IN NEW AND SECOND HAND AUTOMOBILES IN THE WORLD, carrying in stock from 300 to 500 machines; always on hand; do not buy before you see our line; it will pay you.

TIMES SQUARE AUTO CO.,
215 West 48th St., three doors west of Broadway.

Automobile Values THAT ARE RIGHT.

WE ARE NOT THE LARGEST DEALERS in new and second hand cars, BUT we are the most reliable. The Automobiles we sell must be right. Every week, every day we have different Bargains to offer.
This week we continue our sensational sale of Pope-Tribune Runabouts at

$350.00.

Every car is brand new, direct from the factory. This is the best value on earth. The following second hand cars at these remarkable prices speak for themselves:

Regular $1,650 Pope-Hartford	$975.00
Regular $950 Ford Tonneau	$425.00
Regular $1,250 Wayne Tonneau	$850.00
Regular $800 Autocar Runabout	$350.00
Regular $1,000 Pope Hartford Ton.	$500.00
Regular $2,500 Knox Touring Car.	$900.00
Regular $1,450 Marion Tonneau	$575.00
Regular $950 Ford Tonneau	$400.00
Regular $2,500 White Steamer	$675.00
Regular $1,800 Knox Tonneau	$500.00
Regular $1,600 Pope Toledo	$650.00
Regular $1,200 Columbia Electric	$450.00
Regular $3,000 Columbia Tour. Car	$800.00

Every one of these automobiles is in perfect condition. Some side entrance and some with tops.

UNITED AUTOMOBILE CO.
(the reliable house),
136 WEST 38TH STREET,
few doors from B'way.

Autos Sacrificed $175 to $2,500

Not the wornout kind, but reliable, up-to-date Automobiles EXCLUSIVELY; which FACT can prove by DEMONSTRATIONS to any prospective customers.

Good Cars are scarce; you won't find them by hundreds as advertised so recklessly by some. Following list comprises some of our numerous bargains, which can be bought in nearly every case

At 1/3 Their Original Cost.

1905 Columbia, SIDE ENTRANCE; 1906 Pope-Hartford, SIDE ENTRANCE; 1905 Reo; 1905 Cadillac; 1905 Queen; 1905 Franklin; 1905 Rambler; 1906 Knox; 1905 Buick; 1905 Ford; 1905 Ford, etc.

Pope-Toledos, Peerless, Oldsmobiles, Pope-Robinsons, Decauvilles, Panhard, Darracqs, Mors, Thomas Flyer; VARIOUS OTHERS.

Two-seated Runabouts, $150 up.

100 Reliable, Second-hand Automobiles on four floors await your critical inspection. Largest handlers of up-to-date, reliable, Second-hand Automobiles in America.

E. J. WILLIS CO., 231 W. 54th, near B'way.
Established 15 years. Telephone No. 5121 Columbus.

AUTOMOBILES. AUTOMOBILES.

Rainier

"THE PULLMAN OF MOTOR CARS."

We often refer to Rainier owners. It should be noted that these are nearly always men who would cheerfully pay more money for a better car if a better car existed. They own the Rainier because its lightness, its strength, its general "tone" and its reputation pleased and convinced them. They are RAINIER enthusiasts because the car they own never fails to keep its engagements.

FREE OF REPAIRS FOR ONE YEAR.
30-35 H. P. $4,000.

Make and Break Spark with Simms-Bosch Magneto are features that alone make the Rainier worth investigating.

TWO CARS FOR IMMEDIATE DELIVERY,
One 30-35 H. P.; one 22-28 H. P.

THE RAINIER COMPANY,
Broadway, corner 50th Street, New York.

Winner of the Silver Cup of the Automobile Club of America, 2 Gal. Efficiency Contest, May 14, 1906.

Winner of the Long Branch Reliability and Economy Test, August 21, 1905, 3,262 miles in 159 hours.

FRAYER-MILLER

ONE CAR OF ENDURANCE

New York to Poughkeepsie and Return, 50c. Per Passenger.

Barring tire punctures, a stock 24 h. p. Frayer-Miller car was the real winner of the Economy Test of the Long Island Automobile Club, based on cost of gasolene, oil and repairs. It defeated all of the most prominent foreign and American cars, consuming 9¾ gallons of gasolene and one pint of oil for the round trip, thus beating the declared winner by 39c. per passenger.

The Frayer-Miller car was disqualified because a chauffeur drove it instead of the owner.

This again proves the reliability and economy of the Frayer-Miller car.

For everyday consistent and reliable performance the Frayer-Miller stands pre-eminent. A few of the 1906 four and six cylinder cars for immediate delivery

Holder of Long-Distance Non-Stop Record, 1,866 Miles.

Four-Cyl., 24 H. P., $3,000.
Six-Cyl., 36 H. P., $4,000.

Holder World's