BINGHAM WILL SIT AS JUDGE.

INSPECTOR SCHMITTBERGER TO COME BEFORE HIM.

Charges Made by Cortright Are Made Public—Based on One Raid in Tenderloin Alone—Hodgins Escapes and Looks Good for Promotion, Say Wiseacres

For the second time since he has been at the head of the Police Department, Commissioner Bingham will preside in the trial room at Headquarters to-morrow morning, when Inspector Max Schmittberger is to be brought up on charges growing out of a single raid made over his head by Sergt. McNaught and his "street cleaning" squad in the Tenderloin while Schmittberger was there. The Commissioner yesterday made public the charges, which include the following specifications:

First—Conduct unbecoming an officer.
Second—Conduct injurious to the public peace and welfare.
Third—Neglect and disobedience of orders of the rules and regulations of the Police Department of the city of New York.
Fourth—Making false reports to the Police Commissioner.
Fifth—Neglect of duty.
Sixth—Disobedience of orders.
Seventh—Failure to enforce the laws in his inspection district.
Eighth—Failure to maintain discipline in the force under his command.

The charges are signed by Chief Inspector Cortright, who will appear as complainant against Schmittberger. It is known, however, that Commissioner Bingham caused them to be made, and there was considerable surprise when it became known that the Commissioner would sit as Trial Judge. Police politicians tried to make bets at long odds yesterday that Schmittberger would be found guilty and be dismissed from the force. The accused inspector intends to make the fight of his life at the trial.

Only less great was the surprise when the Commissioner announced that charges had not been preferred against Capt. Bill Hodgins, who commanded the Tenderloin precinct when the "street cleaners" made the raids over the heads of the two commanders of the white light district. This indicates, it was said, that Big Bill is not in disfavor with the head of the department, and if he survives the storm that will break when Schmittberger is called for trial he has a good chance of winning an inspectorship.

There are three vacancies now, and as Hodgins is near the top of the list he will probably get one of the coveted places if he is fortunate enough to escape charges. The wiseacres thought at first that it was a sure thing that the lord of City Island would share Schmittberger's fate.

Although the "street cleaners" made a dozen or more raids, the charges against Schmittberger are based only on the raid on the house with the green shutters at 137 West Forty-first street, where the invaders found a well equipped poolroom. This place, with scores of others, was carried on the suspected list of the Tenderloin police and was reported to Schmittberger every month by Capt. Hodgins.

The latter contended that his detectives were so well known in the precinct that it was impossible for them to get into the place and land the evidence necessary to warrant a raid. It then was up to the inspector of the district, who, besides being responsible for the West Thirtieth street station, had four other precincts to look after. In March, April, May and June Hodgins furnished the inspector with a list of all the suspected places that were later jumped by McNaught. This probably exonerated Hodgins.

Several months ago Schmittberger refused to indorse the monthly reports forwarded to him by the captains, declaring that he did not have enough men to investigate all the complaints and consequently did not know much about the suspected places. He was eventually compelled to act on the reports, and places he declared inaccessible were raided by Bingham's men.

Commissioner Bingham said yesterday he would probably adjourn the trial for one week when it comes up to-morrow, but it is considered likely that Schmitberger will be off the force before the Commissioner goes on his vacation the first of next month.

NEW FACES AT HEADQUARTERS.

Commissioner Bingham Names Five Men for Hall Jobs.

Commissioner Bingham yesterday transferred five policemen who have been on patrol to hall duty at Police Headquarters to take the places of the veterans who were ordered from the Mulberry street building on Monday. The men who get the Headquarters berths are Daniel Sullivan of the Charles street station, Jeremiah Noonan of the West 152d street station, Michael Neville of the Alexander avenue station, Peter McEntee of the West Forty-seventh street station; and Michael H. Fitzgerald of the West Sixty-eighth street station.

The Commissioner announced yesterday that he had dismissed from the force Policeman Harry W. Fritchman of the West Sixty-eighth street station, who declared that he could not be decent while serving the city as a cop. A few weeks ago Fritchman sent in his resignation, but before it was acted upon he quit. At the expiration of five days he was adjudged guilty of being absent without leave, and by his own act dismissed himself from the department.

DOOLEY IS O. K.

Police Surgeons Say He Is Well Enough for Police Duty.

Police Captain Robert E. Dooley wants to quit his job but cannot. At his own request he was recently ordered before the board of police surgeons and examined as to his fitness to perform further police duty, and yesterday the medical men reported to Commissioner Bingham that he was in good general physical condition.

Dooley made application for examination on June 23. He was examined by Drs. Terry, Sullivan and De Forest. The result of their examination means that the captain will have to put in about five years more before he can retire on half pay.

Since Commissioner Bingham transferred Dooley from the Tenderloin station to the Hamilton avenue station, Brooklyn, where he now holds forth, he has grown tired of the job. He cannot now leave the department unless he sacrifices his pension.

TOOK TICKETS TO SELL AGAIN.

Peculiar Italian Industry on Steamship Moltke Gets a Setback.

Detective Sergeant Louis Weinthal notified Capt. Schueck, superintendent of the Hamburg-American Line piers in Hoboken, yesterday that he saw Mario Montrezza, interpreter on the steamship Moltke, hand a strange Italian a bunch of tickets on the pier. He suspected that something was wrong and the superintendent advised him to make some arrests.

Weinthal took Montrezza, Tomasa Piconi of 403 West Eleventh street, Nicolo Picolo of 228 Mott street, this borough, to Police Headquarters and there searched them. He found five steerage tickets for Genoa in Piconi's possession and four in Picolo's clothes. The steamship officials said the tickets had been collected on the Moltke from passengers. They suspected that the tickets had been given to the Italians with the understanding that they should be resold.

The Moltke sailed for Genoa while the prisoners were being arraigned in the Recorder's court. They were held.

TO GATHER DIVORCE DATA.

Government Agents Will Tabulate All Information to Be Had in Chicago.

CHICAGO, July 24.—The name of every person who has been divorced in Chicago since 1887 will be made public within a month.

Representatives of the Department of Commerce and Labor called upon Clerk Vail of the Superior Court and Clerk Gray of the Circuit Court yesterday to devise ways and means for taking the census, which has been authorized by the United States Government.

A. C. Jordan, who is in charge of the work, said last night that the work of taking the census would be begun here and that in the course of a week the Government would have upward of forty experts in Chicago to compile the statistics.

Every phase of the "divorce evil" will be thoroughly gone into by the experts, in order that all of the facts may be in the possession of the Government in the event that a national divorce law is introduced in Congress.

One of the first phases to be taken up will be the causes. Each grievance for which the State of Illinois grants a severance of marital ties will be tabulated separately, with the names of the parties to the suit, the date the proceedings were begun, and the date when the decree was signed, and, if possible, the names of the parties to whom the principals in the action were remarried.

The amount of alimony that has been demanded and granted and the number of children affected will receive special attention. While the investigators do not expect to learn the exact number that were left dependent through the separation of fathers and mothers, they hope to show that a large number, practically orphans and deserted, found their way into orphan asylums, charity homes and the like.

INFANT DIAMOND THIEF FOUND.

Police Cigarmaker's Jewels Gone and Her Boy Down to Small Change.

Karl Laredo, the thirteen-year-old son of Mrs. Christina Laredo, who for years has had a cigar store and factory at Houston and Mulberry street, was arrested last night at Fort George, by Detective Sergeant Arthur Carey. The boy disappeared on May 16, and at the same time $1,760 worth of diamonds and a small sum of money was missed from the safe in his mother's store.

Young Laredo had but a little change when found by Sergt. Carey last night. He was taking chances at a "fishpond" grab game when arrested. Where the diamonds are does not appear.

Mrs. Laredo's cigar store adjoins Police Headquarters. For years she has supplied the police officials, Central Office men and others around the big building with cigars and tobacco. It was her habit to manufacture a special brand of cigars and name them in honor of the head of the force. The "Inspector Byrnes" is still in stock. Mrs. Laredo's husband is dead and the boy is her only child.

Young Laredo was brought to Police Headquarters last night charged with grand larceny, and later was sent to the rooms of the Gerry society.

RAILROAD FOR CARDENAS.

At Least a Company Has Been Incorporated to Build One.

The Cardenas Railroad and Terminal Company was incorporated yesterday under the laws of New Jersey with a capital stock of $1,000,000, divided into common shares of the par value of $100 each, to construct for itself and others and to operate railroads, tramways, car lines, canals, terminals, steamships and vessels of all kinds. The primary object of the company is to build a railroad twenty-six kilometers long, running from the city of Cardenas in Cuba, west to the peninsula of Hicacos, and then along the peninsula to Puenta Corda, passing through the settlement of El Varadaro.

The certificate of incorporation filed with County Clerk John Rotherham in Jersey City set forth that "its construction and terminal facilities will be such as to guarantee the city of Cardenas the commercial prosperity to which its geographical position and its past history entitle it."

RUGBY FOOTBALL.

British Secretary Plans for Future of Game Here.

William De B. Whyte of the Columbia University Club, who has been interesting himself in the introduction of Rugby football into this country yesterday, said he had received a letter from Percival Coles, secretary of the Rugby Football Union in London, relative to the plan he favors. Mr. Coles says he has sent a letter to certain universities in this country on the subject.

The circular letter is:

My committee have received many communications from the U. S. A. and from our Australian colonies, Canada, &c., suggesting that we should endeavor to get the principal universities and schools in the U. S. A. to take up the English Rugby Union game of football.

While having no desire to attempt to take the place of your national game of football, my committee thought that in view of the correspondence received and the many expressions of opinion in the American press of recent months as to the desirability of a drastic change in the American game and in order that there might meet periodically teams from the two countries, this would be a good time for the introduction of our game into America.

At the present time the rules of this union are played by virtually all the British colonies. A British team has visited South Africa on three occasions. New Zealand sent a team to England last season, New South Wales and New Zealand both wish us to send teams to them in 1908, and we think that if such international matches could be arranged with the U. S. A. it would do much to promote the good feeling and fellowship in the game of football which already exists between the two countries in many other branches of sport. I may add that last season this union made arrangements with France to play an international match with them annually.

In view of the above correspondence I wrote to Mr. Wincslaw Reid, suggesting that there might be somebody connected with the embassy who would be well acquainted with the athletic movements in America, and I received a very courteous reply from Mr. D. R. Jay, a member of the embassy, making an appointment for our secretary, Mr. Percival Coles, and myself to meet him and Mr. Longworth to talk the matter over. They both agreed that we might do good in writing to the athletic associations of your leading universities and schools, with the idea of making arrangements for an English team to visit America next year, 1907.

I shall be obliged if you will lay this matter before your athletic association and let us know their opinion on the following points:

1. Is there any chance of our game being taken up seriously in your university?
2. What steps, if any, should be taken by us to introduce the game into America?

CHESS.

Lasker Beats Curt in Well Played Game of Trophy Tournament.

TRENTON FALLS, N. Y., July 24.—Both the tournaments of the New York State Chess Association, now being played in this village, are under full swing. Much progress has been made in the general tournament, in which there are fifteen competitors, while the games in the trophy tourney have also been played according to schedule. Lasker managed to beat Curt of the Brooklyn Chess Club, but only after a hard struggle. The champion himself admitted that Curt ought to have drawn the game at one stage. Curt essayed a Sicilian defence. In the end game, however, he gave up a pawn and Lasker began playing in great style, winning after sixty-five moves. Fox played a Ruy Lopez against Raubitschek, who tried the Berliner defence. The latter easily beat his clubmate after thirty-two moves. The following results were recorded in the general tournament:

Dailey beat Walter, Rosenfeld lost to Daly, Gower lost to McMartin, Ferris beat Guckemus, Cheney lost to Sharp, Ring lost to N. Weber, A. Weber lost to Searle, Scripture lost to Kelly, Searle beat Scripture, N. Weber beat A. Weber, Sharp beat Ring, Guckemus beat Cheney, McMartin beat Ferris, Daly beat Gower, Walter lost to Rosenfeld, A. Weber lost to Sharp, McMartin lost to N. Weber, Kelly lost to Searle, Guckemus beat A. Weber, Guckemus beat Kelley, A. Weber and Cheney drew, Rosenfeld beat Guckemus, Gower beat Walter, Cheney beat McMartin.

The record to date follows:

GENERAL TOURNAMENT.

	W.	L.		W.	L.
Cheney	1½	3½	Rosenfeld	3	1
Daly	3	0	Scripture	0	3
Ferris	1	1	Searle	4	0
Gower	2	2	Sharp	3	0
Guckemus	4	3	Walter	0	3
Kelly	1	3	Weber, A.	1½	4½
McMartin	2	2	Weber, N.	4	0
Ring	0	4			

TROPHY TOURNAMENT.

Lasker	2	0	Curt	½	1½
Fox	1	1	Raubitschek	½	1½

AMONG THE AUTOMOBILISTS.

GLIDDEN TOURISTS RETURN TO THE UNITED STATES.

Travel 109 Miles From Quebec to Jackman, Me., Over Good Roads—Mud and Hills Responsible for Casualties—Fifteen Perfect Scores for Chief Trophy.

JACKMAN, Me., July 24.—This has been one of the most enjoyable days for the motorists on the A. A. A. and Glidden tour. From Quebec to this place, 109 miles, they travelled over a better average of roads than on any day before, excepting for steep hills, and are now back in the United States. It is difficult to say, however, whether or not the tourists are glad to be back on their native soil. Their reception throughout Canada was so delightful that it was terminated with regret.

The route lay through a most glorious country and into the boundary range. The day was cooler and when the mountain region was reached, coats were put on. The effusive reception of the natives continued as long as the French section of Quebec province was traversed and then it ceased abruptly. The girls tossed bonquets, cookies, candies and billet doux into the cars and in two places men handed out bottles of ale.

It was very pleasant for those who had no trouble with their cars, but it was a trying day for the contestants. The hills and bumps called for high powered and strongly built cars. Showers that fell last night left the road wet and in places very muddy. On one muddy hill near St. Clune, seventy-three miles out, all except a few of the best cars had trouble, many being stalled and some requiring hand power to help them up. The mud prevented sufficient traction and the grade was about as bad as any encountered since the big one near Amsterdam, over which the tourists were led by mistake the second day out.

To-night the list of contestants for both the Glidden and Deming trophies has been reduced and several cars added to the list of pleasure tourists. Also the list of those who had clean scores has been reduced. Three Glidden contestants were penalized to-day who had clean scores previously and two of those who had perfect scores for the Deming were penalized. This leaves only fifteen with clean records in the competition for the Glidden cup and only two perfect ones in the contest for the Deming trophy.

For this elimination the new system of checking shares the blame with the hills and bumps. It was intended that the extra checkers should cause some elimination by preventing the cars from racing to controls and compelling them to keep a more even pace. There were seven controls to-day instead of only two or three, and all of the checkers are not in yet. Some are apt to be late, as the car that was to pick two of them up was having some trouble when last seen on the road. No official score can be made up till all the checkers are on hand with their records, but it is known that the following have fallen from the perfect list in the Glidden contest: A. Hulden, Stearns; P. Abbott, Oldsmobile, and H. K. Sheridan, White. Those who have ceased to-day to be perfect in scoring for the Deming trophy are J. G. Cassatt, White, and Watson Coleman, White. This leaves only Augustus Post, White, and C. W. Kelsey, Tarrytown.

The mishaps to-day included several broken springs and axles. The big baggage truck and the Clement Bayard of E. M. Wiley were ditched about five miles from the ferry at Point Levis, to which place the cars crossed from Quebec by boat. Among others who suffered were Sydney Gorham, secretary of the A. A. A., who broke springs of his Winton, and George Otis Draper, who had a similar accident with his Packard. Theodore Shultz, Marmon, broke a front axle.

N. H. Van Sicklen, who with the 45 horsepower Apperson bearing number 1 has been starting first nearly every morning and finishing first at night, is keeping up his good work. The big three seater 60 horse-power Pierce Arrow that carries newspaper men and picks up checkers came through in fine style, bringing in two of the newly impressed starters, including Alfred Mackie of New Orleans and A. G. Batchelder of New York. It started last, but brought in seven, after passing many on the road. Tom Fetch with his Packard is still setting out the checkers early in the morning, but the roads in the region are too narrow to permit of his returning for them so several are helping out. Paul Deming, chairman of the A. A. A. touring committee, brought in one on the turtle back of his White steamer to-night.

This is a tented village to-night. Lack of hotel accommodations led the committee to arrange for about fifty tents in which the majority of the tourists will be accommodated. The hotels have doubled their rates and a charge of $5 is being made for the privilege of sleeping in a tent.

George Soules of the Pope-Toledo car also was dropped from the clean score list to-day, losing 24 points in the Glidden trophy contest.

Mrs. B. H. Knowles of Brooklyn lost a pocketbook containing $300 while climbing into her car to-day.

No less than sixteen cars lost points to-day, as follows:

Name.	Car.	Points Lost.
F. L. Braine	White	2
Palmer Abott	Olds	4
P. R. Lozier	Lozier	5
H. K. Sheridan	White	5
M. S. Hart	Corbin	7
J. Mechaley	Pope-Hartford	9
John Banford	Olds	9
B. H. Knowles	Locomobile	10
C. J. Wridgway	Peerless	17
J. C. Kirkham	Maxwell	20
Phil Corbin	Corbin	34
George Soules	Pope-Toledo	24
F. H. Pletsch	Peerless	64
J. G. Cassatt	White	88
Watson Coleman	White	171
A. L. Rich	Lozier	209

General Manager S. A. Miles of the National Association of Automobile Manufacturers has returned to his office after a two months trip in Europe. He says the growth of motor bus lines in England has been quite surprising and that even the smaller villages have lines that are rapidly driving the horse drawn buses out of business. There is a great deal of objection to them in some places because of the noise they make and the dust they raise. He thinks the noise is partly due to the fact that very few, if any, the drivers know how to care for their machines. One proof of this is the fact that none of them is allowed to carry any spare parts with him to make replacements in case of accident, but is instructed to telephone to headquarters if his machine breaks down. What interested Mr. Miles most in England and France was the comparatively small number of light cars and runabouts, most of the vehicles being heavy touring cars. Of the small machines which he saw in his travels the majority were of American makes and were practically all either Oldsmobiles or Cadillacs. He also saw a few big American built touring cars, generally occupied by visiting Americans, among which were the Pierce, Thomas, Royal, White and Winton makes.

"Senator" W. J. Morgan announced yesterday that he had decided not to run the third annual New Jersey Coast Automobile Carnival, which had been scheduled for August 22 to 25, at Asbury Park. Mr. Morgan has been engaged to manage the American Touring Car Derby, a 100 mile road race, at Rochester on Labor Day, and did not feel that he would have sufficient time to look after the many details of both undertakings, particularly as their dates were so near together. As he thought the road race at Rochester the more important undertaking he has notified the Asbury Park officials that he would not conduct the carnival there. Mr. Morgan expects the 1906 White Mountains hill climbing contest to surpass those of past years, as he has already received twenty-five entries, four more than came in for any of the previous events. This number will probably be added to, as he expects to receive ten more entries from members of the Bay State Automobile Association of Boston, which will send a large touring party to Bretton Woods to act as a reception committee for the Glidden tourists when they arrive at the end of their trip next Saturday. The contestants in this year's event will use a mile and a half course through Crawford Notch, on which the grade averages about 15 per cent., the range being from 5 to 25 per cent. Entries for the climb will not close until Saturday night so as to allow members of the Glidden tour party to enter after they reach Bretton Woods. Among the car entries received is one from Harlan W. Whipple, former president of the American Automobile Association.

The Westchester Motor Club has been organized by automobilists of Tarrytown, N. Y., to look after their interests in that vicinity and to endeavor to secure a better understanding with the police authorities about speed regulations. The club started with twenty-one charter members and an application has been made for membership in the American Automobile Association. Officers for the ensuing year were elected as follows: President, R. A. Patterson; vice-president, R. E. Hopkins, Jr.; treasurer, Conrad Bolling; secretary, A. S. Le Vino; member of the executive committee, W. A. H. Ely. The organization plans to hold a hill climbing contest on Labor Day and an endurance contest later in September.

August Excursions to Minneapolis and St. Paul

Round-trip tickets from Eastern points will be on sale August 10, 11 and 12, at the unusually low rate of one cent per mile. $8.00 from Chicago.

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BEHR BEATS PELL.

Yale Tennis Player Trims Harvard Rival at Longwood.

BOSTON, July 24.—Thirty-one matches of singles and five matches of doubles were played at Longwood to-day, and some unusually good tennis was witnessed. The matches between Karl Behr, the Yale champion, and T. R. Pell of Harvard attracted the most attention, and the former was victorious after four hard fought sets. Dewhurst, the Pennsylvania champion, disposed of N. W. Niles, the Harvard champion, without much trouble. The greatest surprise of the day was furnished by W. F. Johnson, the Philadelphia schoolboy, who all but defeated R. C. Seaver, the Massachusetts champion. Five sets were required and Johnson fell down on the last one or the result would have been different. The summary:

Longwood Cup, Singles—Second round—W. F. Johnson defeated W. F. Putnam, Jr., 3—6, 6—2, 9—7, 2—6, 7—5. E. Page defeated R. F. Foster, 6—1, 6—1, 6—1.

Third Round—C. M. Bull, Jr., defeated E. Schlesinger, by default; H. J. Holt defeated T. B. Plympton, 6—1, 6—3, 6—3; W. A. Bradford defeated F. B. Taylor 6—3, 4—6, 6—2, 6—8, 6—4; Norman Cabot defeated P. B. Hawk, 6—3, 6—1; by default; H. R. Scott defeated A. Holmes 6—4, 6—4, 6—2; E. B. Dewhurst defeated H. B. Register, 6—0, 6—1, 5—7, 4—6, 6—1; C. F. Watson, Jr., defeated C. C. Plympton, 1—6, 6—4, 6—3, 6—4; R. C. Seaver defeated W. F. Johnson, 6—3, 0—6, 2—6, 7—5, 6—1; F. C. Colston defeated R. Bishop, 4—6, 6—3, 4—3, 6—1; Robert Leroy defeated A. Stillman, 9—7, 10—8, 3—6, 4—6, 6—3; S. F. Wise defeated P. L. Schuyler, 4—6, 6—3, 6—0, 6—0; I. C. Wright defeated J. O. Ames, 6—3, 6—0, 6—3, 6—1; A. L. Hoskins defeated E. Page, 1—6, 1—6, 6—4, 6—4, 6—2; C. F. Wales defeated L. T. Wallis, 4—6, 2—6, 9—7, 6—4.

Fourth Round—C. M. Bull, Jr., defeated H. J. Holt, 1—6, 4—6, 6—3, 6—3, 6—4; R. S. Levering defeated D. L. Pickman, Jr., 6—4, 6—2, 6—1; W. J. Clothier defeated W. A. Bradford, 6—1, 6—1, 6—2; E. S. Dewhurst defeated H. R. Scott, by default; Robert Leroy defeated F. C. Colston, 6—0, 6—4, 1—6, 6—2; I. C. Wright defeated S. F. Wise, 6—4, 6—0, 6—2; T. R. Pell defeated J. S. Lovering, 6—1, 6—0, 6—0; Karl Behr defeated C. F. Wales, 6—4, 6—2, 6—1; N. P. Hallowell defeated E. R. Speare, 4—6, 6—3, 6—2, 6—2; F. C. Anderson defeated A. W. Jackson, 6—4, 6—1, 6—2; J. D. E. Jones defeated J. Read, 6—3, 6—0, 6—2.

Fifth Round—E. B. Dewhurst defeated N. W. Niles, 6—2, 6—2, 4—6, 6—3; Karl Behr defeated T. R. Pell, 7—5, 7—9, 6—1, 6—4.

Eastern Championship Doubles—First round—H. H. Hackett and F. B. Alexander defeated C. I. Wales and E. R. Speare, 6—2, 6—4, 6—2; N. P. Hallowell and S. P. Ware defeated C. C. Rumrill and J. Warren, 6—4, 6—3, 6—3; the Johnston brothers defeated R. F. Foster and C. H. Barber, 6—1, 6—2.

Second Round—F. C. Anderson and J. D. F. Jones defeated P. B. Hawk and R. L. James, 6—4, 6—4, 6—1; R. H. Hayes and N. Cabot defeated C. S. Penballow and W. A. Carl, 6—0, 6—4.

Refusal of Troops to Guard Auto Course.

Special Cable Despatch to THE SUN.

ROME, July 24.—The refusal of the Minister of War to allow troops to guard the course of Brescia over which the automobile race for the Florio Cup was to have been run causes great dissatisfaction, because it damages a flourishing trade. The automobile clubs of the country intend to apply to the King, as head of the army, stating that if the refusal is persisted in no more automobile races will be held in Italy.

The run for the Florio cup was to have been made September 2, but owing to the War Minister's attitude it has been called off.

Polo

GREAT NECK, L. I., July 24.—Rockaway Hunting Club's first team defeated their old rivals of the Meadow Brook Hunt Club here to-day in the second match for the Great Neck Challenge Cup. The men from Cedarhurst were the aggressors from the start and they tallied the first goal, but after that it was a seesaw match. Waterbury was the mainstay of the Meadow Brook four and Rene La Montagne, Jr., the star player for the Cedarhurst team. The score: Rockaway Hunting Club, 7¼ goals; Meadow Brook Hunt Club, 6¾ goals.

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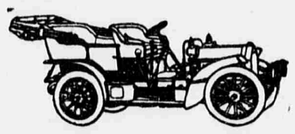

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Twenty Autocars, two cylinders $400; four, $850; Stoddard-Dayton, $1,500; Ford, side entrance, Glass front, $600; New Reliance, $600; Silent Northern, Touring, like new, $900; Runabouts, $175, $225; Thomas, $1,500; Mercedes, $1,500.
Twenty Cadillacs, $200-$550; Runabouts, big snap $110 up; Flat, side entrance, $1,100; $4,000 Peerless, $1,100; $3,000 Peerless, $850; 100 others. Demonstrations cheerfully given.
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July 26—Jewelry, watches, diamonds and all goods up to June 15, 1905, Nos. 44000 to 51600, and all goods held over. B. & S. Aufses, 279 Stanton st.
July 31—Clothing. S. Wolfe, Jersey City.

L. L. FIRUSKI, Auctr., 70 Bowery, sells 10 A. M.:
July 25—Order Wm. Simpson & Co., jewelry.
July 26—Order Levy & Cook, 615 Hudson st.; all diamonds, watches, jewelry, goods every description pledged prior July 15, 1905, to No. 11947; all goods reserved from previous sales, and E. Dreyer & Co., 112 6th av., all goods pledged prior May 24, 1905, to No. 29159, and all older dates held over.
July 30—Order Consolidated Loan Co., H. Levy & Co., props., 103 Park row; diamonds, watches, jewelry, goods every description pledged prior June 30, 1905, to No. 39702, and older dates held over.

CENTRAL AUCTION CO., M. Sheehan, Auct., 152-154 Canal st., will sell at 10 A. M.:
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