INTERSCHOLASTIC SPORT

HIGH SCHOOL CHAMPIONSHIPS ON MAY 23

At Curtis Field—Five Events for Novices—No Gold Medals to Be Awarded—Relay Championships on June 13—Board of Coaches Plans for Whitney Shoot.

As the outcome of a conference of two members of the high school games committee on Friday afternoon with Emanuel Haugh, assistant secretary of the P. S. A. L., the outdoor championships will be held on Saturday, May 23, at Curtis Field, Staten Island. No arrangements were made for the meet at the last games committee meeting, as it was desired to wait until after the executive committee of the league met and it could be learned how much money could be counted on to meet expenses. The result of the executive committee meeting was quite satisfactory and the business of arranging the details of the games was begun.

As it is already late in the season and time for the entry blanks to be out Mr. Andrews of Boys' High, Mr. Robinson of Manual and Mr. Haugh arranged for the meet at once instead of waiting for the next committee meeting, which will be called in about two weeks. The desirability of holding the meet at either Commercial Field or the public school field in Brooklyn was discussed, but Curtis Field was finally decided on. The objection to the Brooklyn field was that it has no adequate accommodations for the athletes to dress. While Curtis Field is inconvenient to get to, it was the best that could be provided.

The next point taken up was what novice events should be held. In order to economize no outdoor novice meet will be held this year and instead several novice events will be run off in connection with the championships. They will be a 100 yard dash, quarter mile and mile runs, 100 pound relay race and running broad jump. This makes a pretty fair variety, the best that could be had and still hold the programme to a reasonable length.

The addition of these events necessitated a change in the order and it was rearranged as follows: The 100 yard novice trials, semi-finals and finals will be run off immediately after those of the 100 yard senior. The novice quarter mile will follow the championship 440 and the novice mile run will come after the championship mile. The novice 100 pound relay race will have the same number on the programme as the 100 pound championship relay race formerly did, and that event will be dropped altogether. The broad jump will be strung along with the other field events.

Following the course adopted in the case of the indoor championships, there will be no events for the City College. Mr. Andrews said that he was in communication with the Brooklyn Training School, which wishes to have some events open to it in the meet. The Training School is willing to pay for its own medals and the events will be held as desired. The school has not signified at what distances it wants the races to be, so the matter will be left until the next committee meeting.

It has always taken longer to finish the pole vault than anything else, so this will be started a half hour before the meet begins, a plan which is being generally adopted at outdoor games.

No gold medals will be awarded, but instead large silver ones will be given for first place, the ordinary size for second place and bronze for third. Medals will be given to only the first and second relay teams in each race, and in order that there may be no misunderstanding about this, as there was last winter it will be so stated on the entry blanks.

The points for novice events will not count toward the championship point trophy.

The mile relay championship, which was formerly decided at the novice meet, will be held on June 13. The New York A. C. games come on this date and the club will be asked to hold the race in connection with its meet.

The elementary school championships will be held at Curtis Field on June 6, the same day as the High School invitation meet in Brooklyn.

The seventh annual games of the Roosevelt Athletic League will be held Saturday evening in the Seventy-first Regiment Armory. The league, which consists of Public Schools 14, 18, 19, 27, 40 and 49, has gained the reputation of conducting one of the largest and best attended meets of the district leagues. Several special races will be included in the games, and among them one between a prominent New York A. C. winner and four midgets selected from one of the schools. Melvin Sheppard was badly beaten in a race similar to this last Saturday.

On the same evening the Sunday Schools Athletic League will hold its games in the Fourteenth Regiment Armory in Brooklyn. Three events will be open to the members of the regiment. Judging from the length of the entry list the meet will be a big success.

In the afternoon the Curtis consolation meet comes off at Curtis Field, and the games of the Wingate Athletic League will be held in Brooklyn.

The board of coaches of the P. S. A. L. held a meeting on Tuesday to carry out plans for the Whitney shoot, which will be held in the Seventy-first Regiment Armory on May 22 and 23. Capt. Corwin of the Seventy-first Regiment, who will be in charge of the shoot, was present at the meeting. The following provisions were made:

1. The entries must be sent to Dr. Crampton of the P. S. A. L. before May 16.
2. Each team shall shoot two strings of five shots each, in standing position, on a sub-target gun at 200 yards reduced range.
3. The team making the highest total score shall win the match.
4. A medal shall be given to each member of the winning team and of the team making next best score. The winner of the meet retains the Whitney trophy for one year.
5. Each contestant shall be allowed a reasonable length of time for sighting and adjusting the gun, and shall be allowed one minute immediately thereafter in which to make his string of five shots.
6. The gun may be adjusted for each team by a boy chosen from the team, under direction of the officer in charge.

The schedule for the teams is as follows:

May 22—Stuyvesant H. S. at 3 P. M.; De Witt Clinton H. S. second team at 3:30 P. M.; H. S. of Commerce at 4 P. M.

May 23—De Witt Clinton H. S. first team at 9 A. M.; Commercial H. S. at 9:30 A. M.; Curtis H. S. at 10 A. M.; Morris H. S. at 10:30 A. M.; Manual Training H. S. at 1 P. M.; Boys' H. S. at 1:30 P. M.; Erasmus Hall H. S. at 2 P. M., and Bryant H. S. at 2:30 P. M.

The Whitney cup was won last year by Manual with a score of 237 out of a possible 250. Curtis High School looks like a probable winner this year.

It was decided at the same meeting that all reports for marksmanship badges should be in on May 16.

A committee consisting of Capt. Corwin and Messrs. Miller and Mann was appointed to arrange for the outdoor shoot.

A resolution was adopted thanking Gen. Wingate for the trophy he has donated to be awarded to the school showing the best results in the competition for marksmanship badges.

Dr. Aldrige of Manual has been appointed to take charge of the new P. S. A. L. athletic fielding Brooklyn, which was opened yesterday. J. B. Hillyer has charge of the Curtis Field in Staten Island, and W. R. Harper has Astoria Field.

Frank Danielson, the crack all around athlete of Manual Training High School, has been suspended from the P. S. A. L. for a period of twenty weeks for playing with an outside organization, which is contrary to the rules. As Danielson is going to Germany next fall, this means that he can compete in no more contests conducted by the league. He played as a substitute on a Brooklyn soccer team and was reported by several of the spectators who recognized him.

The national interscholastic rowing championships will be held on the Schuylkill River on May 23. Entries have been received from the Cascadilla School, Ithaca, N. Y.; from the McKinley High and Georgetown Prep. Schools of Washington, D. C., and from the Boys' Central High School and Central Manual Training High School of Philadelphia. There is some talk of De Witt Clinton sending a crew, but it is generally agreed that it would stand little show against the formidable eights already entered.

Banker of Stuyvesant pitched a remarkable game against De Witt Clinton when he struck out eighteen men, allowed only one hit, and let only three men walk. Stuyvesant won the game by a score of 8 to 2.

Ulrich, the Boys High twirler, also made good in the game with Poly Prep last Wednesday. He fanned thirteen men and gave one hit. Hennessey, who regularly plays shortstop, pitched a good game against Manual, with seven strikeouts, one hit, and four bases on balls.

There was a rumor current at Boys High on Friday that six of the baseball players would be suspended because they had failed to pass the recent examinations. The majority of them expect to pass off their conditions, however.

Quigley, the latest addition to the Erasmus pitching force, was slammed all over the field in the Commercial H. S. game.

O'Rourke of Commerce is pitching good ball.

De Mott of the Centenary Collegiate Institute lived up to his reputation by striking out fourteen men in the Erasmus game, and allowing only four hits.

NO EXTRA CHARGE FOR IT.
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P. S. 89'S GAMES.

Interesting Special Events in Meet on Pastime A. C. Grounds.

Public School 89 held its outdoor games at Pastime Oval yesterday afternoon. There were several open events. The most interesting of these, the 360 yards relay race, was won by Public School 87 in 44 seconds. J. Nihil of Public School 10 covered the 100 yards stretch in 11 1-5 seconds, which is one-fifth of a second slower than the P. S. A. L. record.

Lee did well in the closed events, getting two firsts and one second. The summaries:

40 Yard Run, Novice, 60 Pound Class—Won by E. Walther, Class 6A4; H. C. Uty, Class 5B4, second; F. Krohman, Class 5B2, third. Time, 6 seconds.

50 Yard Run, Novice, 70 Pound Class—Won by H. Knagg, Class 4B1; O. Doctor, Class 6B2, second; J. Davis, Class 5B4, third. Time, 7 2-5 seconds.

60 Yard Run, Novice, 80 Pound Class—Won by E. Perkinson, Class 6B3; R. Morse, Class E1, second; B. Williams, Class 6B2, third. Time, 8 2-5 seconds.

70 Yard Run, Novice, Handicap, 95 Pound Class—Won by A. O. Cohn, Class 6B2, 6 yards; O. Hawkins, Class 6B2, 5 yards, second; E. Bayer, Class 6A2, 5 yards, third. Time, 8 4-5 seconds.

220 Yard Run, Handicap—Won by E. Bayer, Class 6A2, 25 yards; P. Lee, Class 6A3, 4 yards, second; W. Stapleton, Class 5B1, 20 yards, third. Time, 27 seconds.

Potato Race—Won by P. Lee, Class 6A3; F. Hartog, Class 6B2, second; N. Temple, Class 6A2, third. Time, 19 2-5 seconds.

50 Yard Run, Primary Department—Won by M. Scholle, Class 2B2; F. Nichols, Class 3B2, second; C. Hawkins, Class 2A4, third. Time, 7 3-5 seconds.

60 Yard Run, 95 Pound Class, Open—Won by F. Muller, Public School 188; C. Rabinowitz, Public School 62, second; L. Weinstein, Public School 18, third. Time, 7 4-5 seconds.

100 Yards, Open—Won by J. Nihil, Public School 19; G. Young, Public School 6, second; L. Stern, Public School 6, third. Time, 11 1-5 seconds.

Interclass Relay Race—80 pound class—Won by Class 5B2 second team, with Weir, Breitegan, Simpson and Neilon; Class 4B, second; Class 6B2, third. Time, 1 minute 1 2-5 seconds.

Interclass Relay Race—Heavyweight class—Won by Class 5B2, with Bower, Hartog, Yester and Quinlan; Class 6A3, second; Class 5B, third. Time, 1 minute 6 2-5 seconds.

360 Yard Relay Race—Handicap; open—Won by Public School 87, with Sherwood, Moore, Burke and Kear; Public School 144, second, with Reed, Paffe, Steinman and Feldman; Public School 49, third, with Crockett, Hughes, Day and Hagerty. Time, 44 seconds.

Standing Broad Jump—Handicap—Won by P. Lee, Class 6A3, 4 inches, with an actual jump of 7 feet 11½ inches; P. Klatzeo, Class 6A2, 6 inches; second, with an actual jump of 7 feet 4¼ inches, F. Hartog, class 6B2, scratch, third, with an actual jump of 8 feet ½ inch.

PRATT DEFEATS CITY COLLEGE.

Dual Meet Goes 62 to 37—C. C. N. Y. Team Shy Several Men.

Pratt Institute defeated the College of the City of New York yesterday in the annual dual track meet, held at Ridgewood Field, by 62 to 37. Some of the City College men did not appear because they expected the meet to be postponed on account of the death of Prof. McNulty.

100 Yard Run—Won by E. C. Dunham, Pratt; F. Mullin, C. C. N. Y., second; H. G. Gaffney, C. C. N. Y., third. Time, 11 3-5 seconds.

50 Yard High Hurdle—Won by G. W. Anderson, Pratt; H. L. Towle, Pratt, second; J. Constantine, Pratt, third. Time, 7 1-5 seconds.

220 Yard Run—Won by E. C. Dunham, Pratt; G. Johnson, Pratt, second; E. Coyle, C. C. N. Y., third. Time, 25 1-5 seconds.

440 Yard Run—Won by E. Coyle, C. C. N. Y.; F. Mullin, C. C. N. Y., second; G. N. Anderson, Pratt, third. Time, 56 1-5 seconds.

880 Yard Run—Won by J. Constantine, Pratt; L. Weissman, C. C. N. Y., second; F. Silnger, Pratt, third. Time, 2 minutes 11 3-5 seconds.

Mile Run—Won by J. Swanson, Pratt; M. Stauder, C. C. N. Y., second; A. B. Johnson, C. C. N. Y., third. Time, 4 minutes 52 4-5 seconds.

Two Mile Run—Won by A. Schaffer, C. C. N. Y.; J. Horton, Pratt, second; J. Rosenberg, C. C. N. Y., third. Time, 11 minutes 18 seconds.

Running High Jump—Won by H. Smith, Pratt, with 5 feet 3 inches; J. Juno, C. C. N. Y., second, with 5 feet 2 inches; H. Langman, C. C. N. Y. and E. Fleming, Pratt, tied for third with 5 feet 1 inch.

Putting 16 Pound Shot—Won by J. Flannery, Pratt, with 33 feet 6¼ inches; P. Shula, C. C. N. Y., second, with 30 feet 8½ inches; F. Smith, Pratt, third, with 30 feet 7½ inches.

Pole Vault—Won by P. Fleming, Pratt, with 9 feet 6 inches; F. Rogers, Pratt, second, with 9 feet 5 inches; J. Juno, C. C. N. Y., third, with 9 feet 4 inches.

Running Broad Jump—Won by J. Ward, Pratt, with 19 feet 10½ inches; R. Lattimore, C. C. N. Y., second, with 19 feet 2 inches; F. Harris, Pratt, third, with 18 feet 7½ inches.

YALE'S SPRING GAMES.

Good Performances in the Sprints, Where the Wind Helped.

NEW HAVEN, Conn., May 2.—The Yale interclass games were held to-day. In the sprints very good time was made, the men having a strong wind at their backs. Stevens, who ran 100 yards in 10 seconds last week in the Pennsylvania relay games was not entered to-day.

Cooney, who broke Shevlin's record in the hammer throw in practice some days ago, did not do so well to-day. He failed to get one of the two places. Andrus won with 141 feet 9 inches. The summaries:

100 Yard Run—Won by Lilley; Browning, second. Time, 10 1-5 seconds.

220 Yard Run—Won by La Montagne; Lilley, second. Time, 21 4-5 seconds.

440 Yard Run—Won by La Montagne; Snyder, second. Time, 51 3-5 seconds.

330 Yard Run—Won by Kirjasoff; Farrell, second. Time, 2 minutes 1 second.

One Mile Run—Won by Spitzer; Cooney, second. Time, 4 minutes 35 seconds.

Two Mile Run—Won by Weeks; Lightner, second. Time, 10 minutes 9 seconds.

120 Yard High Hurdles—Won by King; Kilpatrick, second. Time, 16 1-5 seconds.

220 Yard Low Hurdles—Won by King; Carey, second. Time, 25 3-5 seconds.

High Jump—Won by Riley; Moore and Case tied for second. Winning height, 5 feet 4¼ inches.

Broad Jump—Won by Kilpatrick; Davis and Dearborn tied for second. Winning leap, 21 feet 10 inches.

Shot Put—Won by Buhrman; Kilpatrick, second. Distance, 41 feet 4 inches.

Hammer Throw—Won by Andrus; Biglow, second. Distance, 141 feet 9 inches.

ROAD COACHING.

Squadron A Whips to Start Their Public Runs on Tuesday.

Manhattan's only road coach this season unless A. G. Vanderbilt returns for a fall run with the Venture to the Ardsley Club promises to be the regimental Squadron. The Squadron will resume on Tuesday for the sixth season the tri-weekly trips from the Savoy Hotel to the Van Cortlandt Park polo field. It is kept up by members of Squadron A, Cavalry, N. G. N. Y. The route is an interesting one. Going out it is through Central Park and Seventh avenue to Manhattan avenue, then by St. Nicholas avenue and 155th street to Lafayette Boulevard and through Kingsbridge to Van Cortlandt. Homeward bound the route is from Kingsbridge along Broadway to the Viaduct and Riverside Drive, crossing through Seventy-second street and Central Park to the Savoy Hotel.

Tuesday and Thursday the starting time will be 3:45 o'clock in the afternoon and the Squadron will reach the polo field at 5 o'clock. Saturday the coach leaves at 2:45 and arrives at 4 o'clock. On all days the coach will leave Van Cortlandt Park at 6 o'clock and pull up at the Savoy one hour and fifteen minutes later. The passengers are able to watch the Squadron A polo matches played on those afternoons. On the coaching committee to alternate as whips are George E. Fahys, who is also identified with Nassau county road coaching; A. R. Whitney, Jr., Goelet Gallatin, J. H. Alexandre, Jr., and William MacNaughton.

The change of horses on the out trip will be at 150th street and St. Nicholas avenue and on the return trip at 149th street and Broadway. The whips are all members of Squadron A and the horses in all the teams have been taken from the armory, where they have been used throughout the winter in the regular drills. The cavalry horses according to the regulations are undocked, but with their tails bound up the teams look as sporty as those of any English road coach. The coach is open to the public and will seat twelve passengers in addition to the coachman and guard.

COLUMBIA CREWS IN A BRUSH.

First Varsity Gets a Tryout for Race Against the Navy.

A week remains in which Columbia has to prepare for the boat race with the Naval Academy on the Severn next Saturday. The first two crews have been pitted against each other in two mile spins daily for the last week and the third varsity and freshmen have been used as pacemakers. Much time has been spent in taking racing starts. Rice yesterday gave the crews the hardest brush that they have had so far. The water was rough on the Hudson, so the eights rowed on the Harlem.

The second crew got two lengths start, while the freshmen were three lengths in front of the first boat. At the mile the first varsity was on even terms with the second men, while the freshmen were still rowing well in the lead. The third crew took up the race at this point and the freshmen dropped out. When the call for the final spurt was made the first crew shot ahead and won easily by two lengths. The second crew also passed the third.

The spacing in the first two boats has been beyond the rudder post by several feet during the recent practices and the men have been rowing with more dash. The new shell has not been tried out yet. The varsity eight are using the boat in which they rowed at Poughkeepsie last June. The freshmen have been in a shell for two weeks now and are showing good form.

IF NORMAN BROOKES COMES

AND WILDING TOO THERE'LL BE GREAT TENNIS HERE.

Reports Indicate That Great Australasian Pair Will Be Seen in Action on American Courts This Season—College Players Make Long Schedules—Dual Meets.

Great interest has been aroused among lawn tennis players hereabouts by the reports that Anthony F. Wilding, the Australian, may come over here this summer accompanied by Norman E. Brookes, the great left handed player, who won the All-England single championship last year. If these players come here, in addition to the British players, whose presence practically has been promised, this will be the greatest season lawn tennis in this country ever has enjoyed. Although all these players are eligible for the national singles at Newport in the week of August 18, they will not be able to go after the doubles title unless they get here early enough to enter the qualifying tournaments.

On July 6 the Southern doubles will be played at Atlanta. The Western doubles come on July 25 at Chicago. The Eastern doubles are at the Longwood C. C. following July 27. Players must win one of these three tournaments to qualify for the East vs. West vs. South matches at the Crescent A. C. on August 13, 14 and 15. The play on the Crescent grounds in turn qualifies for the challenge round at Newport against Frederick B. Alexander and Harold H. Hackett, who won the national title last year.

Hugh L. Doherty, who, it is hoped will come to the United States this summer is the only foreigner who has won the American title in singles since the beginning of championship lawn tennis here in 1881. He won in 1903, that ill fated year, when the Davis cup went from our shores not to return until—perhaps 1908. Dr. W. V. Eaves won the allcomers in 1897, but R. D. Wrenn beat him in the challenge round. Reginald F. Doherty won the allcomers in 1902, but William A. Larned defended the national title successfully. Hugh Doherty did not come to America in 1904, so the title he won passed by default to Holcombe Ward. The Dohertys won the doubles championship in 1902 and 1903.

The effect of a visit of such players as Brookes, Wilding, the Dohertys and some others of the first rank, ought to be a great improvement in the quality of play in this country. It should be a liberal education to observe the work of a man like Brookes, who is, without qualification, the greatest player in the world. Even if it is not great satisfaction to Brookes to win the American championship, he will come here if he realizes how great an interest his coming will arouse. It is safe to say that not even the Davis cup finals would prove as big an attraction here as watching Brookes in the American championship singles.

The feature of Brookes's play is the sharpness and severity of his service. He uses the reverse twist, made so popular by Beals Wright, who, indeed, bears a great resemblance to Brookes in his play. The details that both players are left handed, both men of excellent physical make up and both good humored and sportsmanlike players, no doubt help out the resemblance. If Wright gets back into condition, such shape as he was in in 1905, he may go far toward beating Brookes. He was the master of Brookes then, but that was some time ago. Brookes has improved, while Wright's injury made a mark on him that it took some seasons to eliminate.

There is a greater amount of activity in college lawn tennis this year than before for some seasons. There are more dual meets planned. Cornell and Michigan are to meet this year. This match will be on May 23 and will follow one with Oberlin on May 16. Both these are to be at Ann Arbor.

Michigan was after a date with Columbia in New York, but the Columbia season ends on May 9, and so it was impossible this year. Columbia and Michigan now are arranging a two year agreement to start with 1909, providing for a series of home and home matches.

The Amherst lawn tennis team is working now for a busy season. Capt. Wolf, Hubbard, Goodrich, McVaugh, Wyckoff, Corey, Gardner, Keator, Kellogg, Pratt, Porter, Bristol, Chapin, Crittenden, Marshall, Patterson, Riker and Smith, the seven last named being freshmen, are candidates for the team. The schedule is:

May 9, Wesleyan at Middletown; 16, Brown at Amherst; 25, Intercollegiates at Longwood; 30, Wesleyan at Amherst; June 1, Dartmouth at Amherst; 6, Williams at Amherst.

Each dual tournament will consist of two doubles and four singles matches.

The Cornell Lawn Tennis Association will have an interscholastic tournament in Ithaca on May 23. It will be the first ever held by the association. The winner will be privileged to enter the national interscholastic championship at Newport against the winners of the Harvard, Yale, Princeton, Pennsylvania, Bowdoin and Chicago tournaments. The schools in the Cornell interscholastic are: Detroit University School, Cleveland University School, Rochester East H. S., Rochester West H. S., St. John's of Manlius Cascadilla, the Ithaca University Preparatory, Ithaca H. S. and Wyoming Seminary. Only singles will be played this year.

Cornell's university schedule, in addition to matches with Hamilton and Princeton, already played, is:

May 8, Pennsylvania at Philadelphia; 9, Columbia at New York; 11, Union at Ithaca; 16, Yale at Ithaca; 22, Chicago at Detroit; 23, Michigan at Ann Arbor; 28, Hamilton at Clinton; 29, Williams at Williamstown; 30, Pennsylvania at Ithaca.

GOOD PLAY IN MIXED DOUBLES.

Miss Natalie Wildey and E. P. Larned Defeat Mrs. MacCarthy and C. F. Watson, Jr.

Two well played matches in mixed doubles were on the card yesterday in the lawn tennis tournament in the St. Nicholas Rink. In the first match Miss Natalie Wildey and E. P. Larned played against Mrs. A. H. MacCarthy and C. F. Watson, Jr. The first named pair won after three sets. The way they started off it looked as if they would have no trouble at all. They ran through the first four games easily, but then lost the next three.

The first set went to Miss Wildey and her partner, 6—3. The second set ran even to three all, where Mrs. MacCarthy and Watson put on speed and carried it off, the score again being 6—3. In the third set, however, Mrs. MacCarthy and her partner got only two games.

Mrs. Barger-Wallach and Bernon S. Prentice played as a team in the second match, which also was a three set affair. The opponents were Irving C. Wright and Mrs. A. G. Miles. After losing the first set Mrs. Barger-Wallach and Prentice fought out the second desperately and took it, after deuce in games had been called. The third set was rather easier.

Wright's cut strokes and service were very effective on the canvas court, but Mrs. Barger-Wallach's steadiness of play and good judgment was rather more than an offset. The score was: 3—6, 7—5, 6—4.

AUTOMOBILE NOTES.

Headed by the famous old model H, "Bedella," four of the five Cadillacs entered in the Detroit Auto Dealers Association endurance contest wended their way up to the finish line Friday evening. While the showing of the big four cylinder cars was exceptionally good the real surprise of the run was the work done by the little "one lunger" single cylinder cars, two of which made the run with nearly perfect scores. First to check out was "Bedella," the original model H car, which has done over 47,000 miles since she was built. "Bedella's" sole error mark was the changing of a spark plug. Next came the model G touring car, with its only penalization caused by the breaking of a parallel rod when the car hit a buried stone in a mud hole. Then came one of the "one lungers," penalized only one point because the mechanician shut off a gasolene valve by mistake. Last to report in the time limit was another single cylinder driven by Gene McMullen in the pluckiest and most remarkable three days drive ever recorded.

During the first day McMullen's car was untouched, but on the second day's trip, while going through a quagmire, the little machine ran over a buried stump and when it was brought to a stop it was found that about all that was left was the engine. Both brakes were broken and useless, all the lower gears were torn out, as was the muffler. Nothing daunted, however, McMullen started ahead and finished, his only penalization being for tearing off the muffler, which was dragging. The wonderful part of this performance is that, being without low gears, the little car could not make the high sand hills, so McMullen backed the car on its reverse up nearly every hill in the last 200 miles of the run. In addition to this, the brakes being out of commission, he was forced to hit all the bumps full speed, and when actually compelled to stop did so by using the reverse gear. The model G runabout skidded into a stone on a turn and broke off a wheel. It finished a few minutes after all the other cars had reported. With the exception of this one car all the others are so nearly perfect as to be generally classed as coming through clean. Not one of them showed any sign of structural or mechanical weakness.

H. S. Korner of Great Barrington, Mass., and New York has taken delivery from the A. G. Southworth company of two cars. One was a 50 horsepower 1908 Matheson tourabout and the other a 1908 30 horse power Pope-Hartford runabout. The latter car Mr. Korner ordered by telegraph from Florida.

Ernest E. Benson, formerly secretary of the Hartford Rubber Works Company, has succeeded William F. Metzger as sales manager of the Cadillac Motor Car Company, Detroit.

J. D. Anderson, president of the Hartford Rubber Works Company, Hartford, Conn., says that one of the greatest evils the tire manufacturer has to contend with is lack of care of tires and carelessness in driving. One of the greatest enemies of rubber is its non-use. A tire in use will last longer than one which is "laid up." Most touring cars are put up for the winter and while it is true in most cases they are jacked up off the tires, at the same time in most every case oil or some substance, which is harmful to rubber comes in contact with it. It dries out and as soon as the spring comes on and the car is put on the road the inevitable troubles commence.

In storing a car most careful attention should be given to the tires; they should be thoroughly cleaned and the car should be jacked up so that all the weight is taken from the tires. Many drivers, particularly beginners, apply the brake suddenly or start with a jerk, which is all wrong and not only one of the most severe strains on tires but on the car and engine as well. Others take corners with a sharp jerk with the clutch in, and this is another thing that quickly burns up tires. In taking a turn a good wide swing should be made and the car should be under sufficient momentum to allow it to coast around with the clutch out.

"There is a tendency in some localities to compare the electric pleasure vehicle and the gasolene pleasure vehicle as possible alternative purchases," says General Manager Hayden Eames of the Studebaker Company. "Their purposes are not alike. For long runs, for touring and where it is desirable to travel at a high rate of speed of course the gasolene car is the ideal method of conveyance. The electric pleasure vehicle, however, is utterly unsuited for touring in the manner in which it can be done with a gasolene car. The strictly pleasure use of the electric vehicle, as distinguished from its business uses, is practically restricted to park driving or for service to and from country clubs or suburban homes. Its preeminence lies in those applications in which convenience and low maintenance costs are either or both the principal consideration."

The Union League Club of New York city has adopted the taxicab to the exclusion of the horse, an action already emulated by several other exclusive clubs. The Union League Club cabs are for the use of members exclusively except that drivers are allowed to pick up a return fare when making a trip. Statistics have been prepared by the operating company showing that up to April 14, 1908, the cabs have averaged $29.80, while the business turned away by the club rule limiting their use to members would easily have increased this amount to $50. The cabs used are the Thomas American made cabs with New York headquarters at the Harry S. Houpt Company. W. F. Schweiger, who has charge of the sale of these vehicles for the E. R. Thomas Motor Company of Buffalo, reports a most flourishing market, which is rapidly increasing as purchasers realize the handsome profits to be made through the operation of taxicab liveries.

Incidental to the fine showing made in the Briarcliff race by the Stearns trio the manner of selection and performance of their tire equipment is of practical interest. Because of the twisting nature of the course and the strain the continuous skidding of the high powered cars over nearly 300 miles of such unprecedented going would necessarily inflict on the tires it was determined by the Stearns company that actual and thorough tests should decide the tires to be used. Pennsylvania clincher tires were finally selected for the event. These tire tests were made near the Stearns works in Cleveland and extended over several days. A racing car was fitted with various tires and the severe conditions of the Briarcliff event reproduced for sustained speed and constant slewing around sharp turns.

In keeping with the policy of strengthening their organization throughout every department in preparation for an active business the Autocar Company of Ardmore has again secured the services of Marcus I. Brock, who will assume the general management of their sales department, in which connection he will have the assistance of both H. M. Coale and F. G. Browning, who have long been connected with the company. Mr. Brock is no stranger to the Autocar Company or its dealers, having spent three years with them prior to December, 1905, in charge of their sales department, severing his connection at that time to become the assistant general manager of the Association of Licensed Automobile Manufacturers in New York, which office he recently resigned.

A Western company which is to place on the market 245,000 acres of irrigated farm lands in the sections adjacent to Cody, Wyo., has ordered six seven passenger Rambler cars. These cars are to be used in transporting prospective buyers from the railroad station at Cody to the various farms.

Advancement is noticeable in all branches of the industry, according to Ferdinand Cimiotti Eastern agent of the Pullman. Buyers are more numerous and sellers find good demand for cars of all makes.

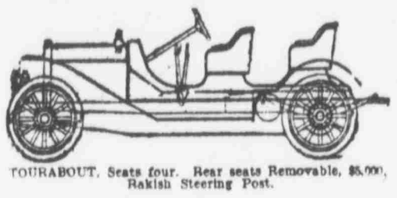
AUTOMOBILES. AUTOMOBILES.

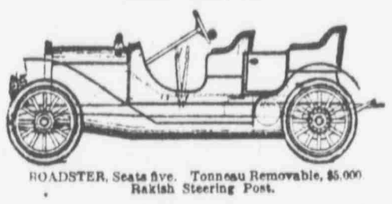
Matheson

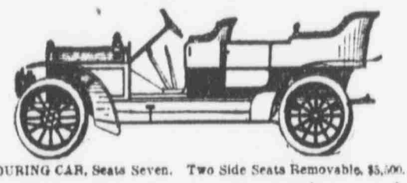
One Year Guaranty — Licensed Under Selden Patent

Do You Want to Trade Your Car?

WE WANT A DOZEN GOOD SECOND HAND CARS, and we shall, for ten days only, ending May 14, quote you SO HIGH AN EXCHANGE VALUE FOR YOUR PRESENT SECOND HAND CAR THAT YOU CANNOT AFFORD TO KEEP IT ANY LONGER; especially when you can obtain a magnificent Matheson, the very finest of all motor cars, for so small a cash difference.


TOURABOUT, Seats four. Rear seats Removable, $5,000. Rakish Steering Post.


ROADSTER, Seats five. Tonneau Removable, $5,000. Rakish Steering Post.


TOURING CAR, Seats Seven. Two Side Seats Removable, $5,500.

GUARANTY: Every Matheson is guaranteed for 365 days. We not only replace the parts, but also do the work free of charge for one full year. (Notice that most other cars are guaranteed for sixty to ninety days only, and you have to pay besides for all the work done from time to time.)

A. G. Southworth Co., Inc., 1733 Broadway, New York City.

REPUBLIC TIRES

The price of the Republic tire is high; high enough to secure such a tire and the dealing.

Republic Rubber Company of New York
232 West 58th Street
New York

AUTOMOBILE BARGAINS

BECAUSE WE BUY FOR SPOT CASH WE ARE ABLE TO OFFER BEST QUALITY AT

REDUCTIONS NOWHERE ELSE POSSIBLE.

NEW
1908 DOLSON $2,000
DRAGON 1,850
QUEENS 1,250
DOLSONS 1,600
6 CYL. FORDS 1,500

And MANY OTHER POPULAR MAKE NEW CARS. (NAMES ON REQUEST.)

The following known reliable make second hand cars, completely overhauled and in the very best condition.

SECOND HAND
1907 Pope-Hartford $1,500
1907 Oldsmobile Tourabout (double ignition) 1,850
1906 Thomas Touring 1,250
1906 Thomas Touring 900
1907 Stevens-Duryea 1,400
1907 Jackson 750
1907 Buick 700
1907 Cadillac 450
1906 Pope Toledo 1,000
1906 Stearns Touring 1,250
1906 45 H.P. Pierce-Arrow (2 tops) 1,800
1905 Packard 1,250
1906 Reo 500
1906 Maxwell 700
1906 Royal Tourist 1,000
1907 White 1,250
1907 Winton 1,000
1906 Ford (6 Cyl.) 850
1906 Haynes 800

CADILLACS $200 UP. FORD RUNABOUTS $250 UP. HUNDREDS OF OTHER CARS FROM $250 TO $3,000.

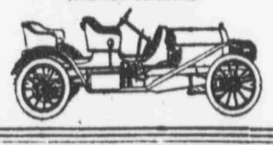
SUPPLIES
OUR SUPPLY DEPARTMENT IS COMPLETE IN EVERY DETAIL AND WILL SHOW A SAVING OF 10% TO 50%. Send for Lists.

Our Special Sale of Tires and Inner Tubes makes it possible for you to get the highest grade of goods at one-half of regular cost.

TIMES SQ. AUTO CO.
"LARGEST DEALERS IN NEW AND SECOND HAND AUTOMOBILES IN THE WORLD."
1599-1601 BROADWAY
48-49th Sts. Phones, 3423-3424 Bryant.
BRANCH CHICAGO 1332-1334 MICHIGAN AVE.

PENNSYLVANIA
50 H. P. $2,800.

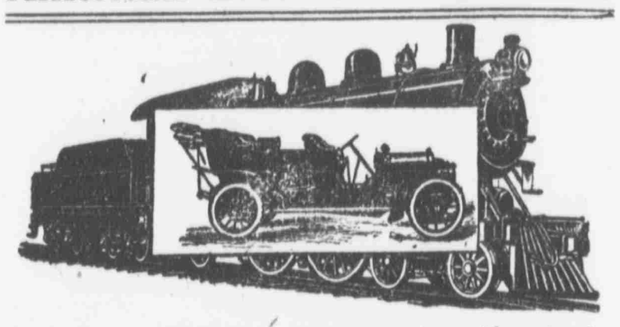
TOURING CAR
ROADSTER or SEMI-RACER
65 Miles an Hour Guaranteed
A regular stock car made the fastest mile at Savannah—31 seconds flat. A marvel of Speed and Power. Shaft drive. Full equipment. See it. Double ignition Bosch Magnetos $300 extra.
DEMONSTRATIONS ANY TIME.
Pennsylvania Selling Agency,
1855 Broadway—at 61st St.
(Tel. 5865 Columbus)



J. M. QUINBY & CO.
Finest, lightest, most durable automobile bodies made. Quinby aluminum bodies are standard for Quality.
Every facility for expert repairs to bodies and engines.
A number of SIMPLEX cars, new and used, at very attractive prices.
Works and warerooms, 30 minutes from 14th st. and 6th av., via Hudson tunnels. 7 miles from 23d st. ferry.
Automobile Body Builders,
NEWARK, N. J.

AUTOMOBILES. AUTOMOBILES.

American Locomotive Motor Car



Primarily, its distinctive superiority is resident in the vanadium steel, and other imported material, that makes it last longer and cost less for up-keep—the quality that has made it known as

THE ANTI-FATIGUE CAR

Yet the features of its construction cause most marveling.
Its Simplicity—It has fewer parts than any car of similar type.
Its Perfect Balance—The power and weight are so proportioned, the weight so distributed, the power so applied, that on a first experience every one exclaims: "I never rode in a car like this before!"
It is not the first cost that makes a car cheap or expensive, but its up-keep. Men of big affairs, who are economists, buy this car, because not only is it satisfying, but its slightly higher price is less than its greatly higher value.
Of French design, built here, for American roads, with the backing of a $50,000,000 company.

"IT STAYS NEW."

Six Cylinder, 60 H. P., $7,500 — Four Cylinder, 40 H. P., $6,500
Touring Cars fully equipped, including top
Four Cylinder, 22 H. P. Limousine, $6,000
A FEW BARGAINS IN 1907 MODELS
American Locomotive Automobile Co.
Factory, Providence, R. I. — 1888 BROADWAY, N. Y.

Tire Specialists

The manufacturer who devotes his entire attention to the manufacture of one article has an opportunity to produce more perfect goods. We have improved that opportunity in making

"Firestone" Tires
"The Tires of Sterling Quality"

They are produced in a factory built and equipped for the express purpose of manufacturing tires—are given the exclusive, undivided attention of experts from start to finish.

Master minds direct the work in the Firestone factory. Each department is in charge of a specialist—one who knows the best material—knows when material is properly prepared—knows the best method of construction. The workmen are carefully selected for their expertness—they are the pick of Akron, the tire making center of the world. Thus is the Firestone Tire developed.

We Furnish Tires to Fit Any Rim.
Firestone Tire & Rubber Co., Akron, O.
233 West 58th St., New York City.

Mitchell

Costs Little to Keep.

For the man of moderate income there is only one car—the Mitchell. Its value for the price, its proved reliability, its style and finish, and its low cost of maintenance make it the ideal car for the man who wishes to make only a reasonable investment.

4 Cylinder 20 H. P. Runabout,	$1,000
4 Cylinder 20 H. P. Roadster,	$1,250
4 Cylinder 35 H. P. Touring Car,	$2,000
4 Cylinder 35 H. P. Limousine,	$2,800

Mitchell Motor Car Co., Racine, Wis.
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MITCHELL MOTOR CO. OF N. Y.
1876 BROADWAY, Cor. 62d Street