AMONG THE AUTOMOBILISTS

ENTRY BLANKS FOR GRAND PRIZE ROAD RACE ISSUED.

Contest Committee of Automobile Club of America Sends Out Conditions for International Speed Contest at Savannah Next Thanksgiving Day—Gossip.

The contest committee of the Automobile Club of America yesterday issued the entry blanks and conditions for the international road race for the Grand Prize of the Automobile Club of America, which will be held at Savannah, Ga., next Thanksgiving Day, November 26, 1908. The Grand Prize of the Automobile Club of America is to be a gold cup valued at $5,000 and is offered for an annual international race in America under the rules adopted each year by the International Association of Recognized Automobile Clubs.

The race next fall is to be run over a course of 26.73 miles, which will be covered fifteen times, making the total distance of the race 400.95 miles. The course will be laid out over the public roads of Chatham county, Georgia, near the city of Savannah. The roads are scientifically constructed of Augusta gravel; they vary from 30 to 60 feet in width and are reported by the United States Government road expert to be the finest paved roads in the country and unequalled for speed. The entire course will be patrolled by a large force of armed State troops under military orders from the Governor of Georgia.

American and foreign cars are eligible to compete, but no more than three cars of any one make can be entered. The amount of the entrance fees is as follows: $750 for one car, $1,300 for two cars of the same make and $1,750 for three cars of the same make. Entries close on October 1, 1908, at regular fees, and a deposit of $300 per car must accompany each entry at the time the entry blank is filed with the contest committee, the balance to be paid on or before the date of the closing of entries. After October 1 and up to November 1 entries will be received at an increase over the regular entry fee of $250 for each car.

All cars taking part in the race must have a motor comprising four cylinders with a bore of 6.1 inches—155 millimeters—maximum, or the equivalent in effective surface, 75.4678 square millimeters. That is to say:

For one cylinder, 12.25 inches of bore; for two cylinders, 8.6 inches of bore; for three cylinders, 7 inches of bore; for four cylinders, 6.1 inches of bore; for six cylinders, 4.93 inches of bore; for eight cylinders, 4.33 inches of bore.

Cars in running order, but without water, gasolene, tools, spare tires or parts, must weigh at least 2,424 pounds—1,100 kilograms. This weight of 2,424 pounds will include oil in the motors and in the transmission. The over all width of a car must not exceed 68.89 inches.

BOSTON, June 17.—The automobile races at Readville to-day drew a large crowd, but contrary to expectations no records were broken, though the track was in good condition. The Christie car did not do very well in the special match race against Basle's Flying Dutchman, as the latter won easily, the other car failing to finish more than three of the five miles. The best work of the day was done by H. F. Grant, driving a Berliet, who won two races.

Barney Oldfield was on hand with a Stearns, but he was not able to gather in as many things as he figured on. In fact he was very much disappointed. In the five miles for runabouts he was beaten out by De Palma in the Allen-Kingston. In the stripped chassis event Oldfield failed to qualify for the final. L. B. Lorimer in the Thomas-Detroit captured the 20 mile event. It was an ideal day for races, but the events were run off slowly and it was nearly 7 when the last race ended.

Five Miles—Gasolene stock touring cars—Won by Stanley Webster, 26 horse-power Stoddard-Dayton; H. S. Crawford, 40 horse-power Crawford, second; F. E. Wing, 30 horse-power Marmon, third. Time, 6 minutes 17 1-3 seconds.

Five Miles—Free for all, gasolene stock runabouts—Won by Ralph De Palma, 40 horse-power Allen-Kingston; Barney Oldfield, 57 horse-power Stearns, second; L. B. Lorimer, 40 horse-power Thomas-Detroit, third. Time, 5 minutes 23 4-5 seconds.

Twenty Miles—Stripped stock chassis—Won by H. F. Grant, 44 horse-power Berliet; R. De Palma, 40 horse-power Allen-Kingston, second; L. B. Lorimer, 40 horse-power Thomas-Detroit, third. Time, 20 minutes 28 1-5 seconds.

Special Twenty Mile Race—For 40 horse-power and less—Won by L. B. Lorimer, 40 horse-power Thomas-Detroit; J. S. Snyder, 36 horse-power Oldsmobile, second. Time, 21 minutes 56 2-5 seconds.

Five Mile Handicap: Free for All—Gasolene cars—Won by H. F. Grant, 45 horse-power Berliet, 700 feet; R. De Palma, 40 horse-power Allen-Kingston, scratch, second; L. B. Lorimer, 40 horse-power Thomas-Detroit, 100 feet, third. Time, 4 minutes 50 seconds.

Five Mile Pursuit Race—Won by Charles Basle, 90 horse-power Mercedes; Morton Seymour, 50 horse-power Christie, second. Time, 4 minutes 49 2-5 seconds.

Mile Against Time—Walter Christie, 56 3-5 seconds; Charles Basle, 58 seconds.

Word comes from Ireland that motor buses have invaded Dublin as competitors of the horse drawn vehicles, and it is predicted that the motor driven vehicles will ultimately supplant the old time buses entirely.

An electric timing apparatus which registers tenths of a second has been invented by Walter C. Baker of the Baker Motor Vehicle Company at Cleveland and was tried out last Saturday at the hill climbing contest of the Cleveland Automobile Club. Mr. Baker has been a timer for the race meets on the Ormond Beach in Florida and the electric timer was designed for use during the Ormond Beach races next winter. The machine worked very satisfactorily last Saturday.

When the motor industry was young the owners of cars were their own drivers and probably they would be so still were it not for the mistaken way in which the motor car acts have been administered, says a British motorist. With police traps all over the country and instances of magisterial injustice common, automobile owners rather than suffer the indignity of being pilloried as lawbreakers employ chauffeurs as "whipping boys." Now the chauffeur as a rule is anything but a satisfactory type of individual and nine out of ten are entirely unsuited for the positions of trust they occupy.

The calling originated amid the confusion of the early days of ten years ago, when owners understood as little about their cars as they do to-day about their watches. This was the chance of the French mechanic, who was then at a premium, and was able to dictate to his employer his own terms. High wages and almost unlimited license were the attributes of the calling, which has never since been purged of the undesirable elements it then acquired. In time, with the increase of taxicabs and the supervision their drivers undergo, the status of chauffeur will be properly defined, and only qualified persons of good character will be permitted to take charge of cars.

At present one witnesses the anomaly of an owner, maybe with very great reluctance, allowing his trusted butler to keep the key of the strong room, wherein a few hundred pounds of plate is kept, and yet not hesitating to give his chauffeur, of unknown antecedents, full charge of his 1,000 pound car, to say nothing of the safety of those who may be its occupants.

Forty cars within seven years is the ownership record reached a few days ago by C. E. Bedford of New York when he added the fourth Berliet car, a runabout, to his stable. The list of cars he has owned includes practically every foreign make and all well known cars made in this country. A peculiar fact about his record is that he never had bought a second car of any one make, either foreign or domestic, until he struck the combination of foreign design and material built here by the Locomotive company.

According to reports being sent in to the headquarters in Buffalo, more fuss than usual will be made by the towns through which the Glidden tour passes. The councils and town boards of many places are preparing to decorate the main street and declare a holiday when the tour passes through.

Chairman F. B. Hower reports that the number of entries to date is the same as at this time last year, although the definite assurance from manufacturers indicates a larger entry than last July. Mr. Hower says he cannot understand why the participants do not take advantage of getting a low numeral by entering early, instead of waiting till the last week, as they usually do.

Entries for the tour close July 3 with F. B. Hower, 760 Main street, Buffalo, N. Y. The entries to date are:

For Glidden Trophy—No. 1, Charles Clifton, Pierce; No. 2, Charles Clifton, Pierce; No. 3, J. W. Maguire, Pierce; No. 4, R. M. Owen, Reo; No. 5, E. H. Parkhurst, Peerless; No. 6, E. H. Parkhurst, Peerless; No. 7, E. H. Parkhurst, Peerless; No. 8, R. M. Owen, Premier; No. 9, R. M. Owen, Premier; No. 11, Gus G. Ruse, Thomas.

For Hower Trophy—No. 100, R. D. Garden, Pierce; No. 101, R. M. Owen, Reo; No. 102, W. H. Vanderveort, Moline; No. 103, Charles Clifton, Pierce; No. 104, Henry Johnson, Premier.

For Certificate—No. 10, Paul Gaeth, Gaeth. Non-Contestants—No. 98, R. M. Owen, Premier pilot car; No. 99, Charles Clifton, Pierce, chairman's car.

In the first five months of the present year there were nearly 3,000 automobiles registered in Missouri, the exact number of licenses issued being 2,981, for which the State Treasurer collected 45 each.

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LAWN TENNIS.

Hackett and Alexander Win Their Match in Crescent A. C. Doubles.

Alexander and Hackett, the national champions, won their match in the round robin doubles yesterday at the Crescent A. C., defeating Edgar Leonard and Raymond Little, 6—2, 6—2, 6—2. This is the third occasion this season that Hackett and Alexander have won a tournament match by that score. Yesterday's match, despite the score, was full of scrap. Little being aggressive and Leonard backing him up well. The champions did not have such a very easy time and had to play for what they got.

The other match of the day was not finished. Irving Wright and Edwin P. Larned were matched with T. R. Pell and C. F. Watson, Jr., and won the first two sets, 8—6, 14—12. Then Pell and Watson took the third set from the little brothers of the great at 6—4, and it was decided to postpone the rest. Watson played a particularly good game throughout.

There will be three matches to-day, as follows: 2:30 P. M., Little and Leonard vs. Wright and Larned; 4:15 P. M., Alexander and Hackett vs. Bull and Martin; 5:15 P. M., Little and Leonard vs. Bull and Martin.

In the Amackassin open tournament yesterday L. M. Burt of the Hamilton Grange L. T. C. entered the lower semi-final bracket by beating H. W. Hillhouse, the champion of the Amackassin club, in straight sets. The men's doubles and the mixed doubles were started yesterday. The summary:

Amackassin Tournament: Men's Singles—First round—W. H. Connell defeated G. S. Groesbeck, 6—4, 8—6; Dr. E. G. Littell defeated Walter Hazard, 6—2, 6—8, 6—4; W. M. Hall defeated B. T. Blake, 6—0, 6—0.

Second Round—W. H. Connell defeated Dr. Littell, 6—1, 6—8, 6—3; W. M. Hall defeated George Salinger, 6—4, 6—2; E. H. Janes defeated A. S. Runyon, 6—4, 6—4; L. M. Burt defeated Reginald Perry, 6—4, 6—3.

Third Round—L. M. Burt defeated W. H. Hillhouse, 6—2, 6—4.

Men's Doubles—First round—L. H. Fitch and W. H. Connell defeated D. Blake and Mr. Dee, 6—1, 6—2; L. M. Burt and W. M. Hall defeated Dr. Littell and S. H. Blake, 6—2, 6—3; Robertson and Todd defeated Feeter and Hagar by default; G. S. Groesbeck and F. C. Baggs defeated Gray and Pentecost, 6—3, 5—7, 6—4.

Mixed Doubles—Preliminary round—Miss Benton and Belknap defeated Miss Atkins and Fuller, 6—0, 6—4.

First Round—Miss Cassell and Janes defeated Mrs. H. H. Burdick and partner, 6—0, 6—2; Miss Benedict and Dr. Littell defeated Mr. and Mrs Rousen by default.

New Haven Lawn Club Tourney.

NEW HAVEN, June 17.—F. C. Inman of New York, who was regarded the most probable winner of the singles in the tennis tournament on the New Haven Lawn Club courts, was defeated by W. S. Jones of Yale in the third round this afternoon. Jones, with H. Bundy, captain of the Yale tennis team, defeated F. Butterworth and Inman in the first round of doubles. The summaries:

Singles—Second round—B. MacConnell defeated E. Watrous, 6—3, 6—4.

Third Round—H. Bundy defeated B. MacConnell, 6—1, 7—5; H. C. Stevens defeated E. M. Watrous, 6—1, 6—2; D. Jones defeated F. C. Inman, 6—4, 2—6, 7—5; G. H. Nettleton defeated T. Hooker, 6—0, 9—7.

Consolation—First round—E. B. Reed defeated C. W. Bronson, 6—4, 6—4; F. B. L. Uquiens defeated E. M. Shephard, 9—7, 6—3.

Doubles—First round—Chase and Nettleton defeated N. Bundy and Shephard, 7—5, 6—2; Jones and H. Bundy defeated Butterworth and Inman, 6—2, 8—6.

Second Round—Chase and Nettleton won from Stevens and Watrous, 6—2, 11—9.

Niles Wins in Longwood Tennis Final.

BOSTON, June 17.—In a brilliant exhibition of lawn tennis this afternoon N. W. Niles defeated D. P. Rhodes in the final match of the Massachusetts singles championship tournament at the Longwood Cricket Club. Niles will meet R. C. Seaver, the title holder, in the challenge match on Friday afternoon. Summary:

Semi final Round—N. W. Niles defeated Richard Bishop, 8—6, 6—4.

Final Round—N. W. Niles defeated D. P. Rhodes, 6—2, 8—6, 11—13, 7—5.

GOLF.

Hudson River Championship To-day—Apawamis Qualifiers.

Sixty-seven entries have been received for the seventh annual tournament of the Hudson River Golf Association, which will be held at the Briarcliff Golf Club to-day, to-morrow and Saturday. The association consists of eight clubs: Saegkill Golf Club of Yonkers, Rockland Country Club of Palisades, Nyack Country Club, Briarcliff Golf Club, Powelton Club of Newburgh, Dutchess Golf and Country Club of Poughkeepsie, Twaalfskill Club of Kingston, and the Columbia Country Club of Hudson. Gilman P. Tiffany of the Powelton Club has been the winner of the championship for the last three years. Louis P. Meyers, Saegkill Club, the winner of the first championship, and the former Yale player, has taken up golf again this season and will be a strong contender for first honors.

There will be a tournament to-day at the Richmond County Country Club for members and guests of the Women's Metropolitan Golf Association.

George H. Barnes, 7, and H. B. Cark, 7, have played their match for the governor's cup at the the Apawamis Club, the former winning by 1 up, but the others will not meet until Saturday. The qualifying scores follow:

H. A. Sherman, 83, 9—74; G. H. Barnes, 83, 7—76; B. B. Lawrence, 95, 19—76; W. H. Brown, 99, 23—76; F. A. Moore, 88, 11—77; R. D. Lapham, 84, 7—77; R. P. Walden, 90, 13—77; James McMurtrie, 82, 5—77; J. S. Chester, 84, 7—77; H. B. Clark, 85, 7—78; J. B. Elmendorf, 89, 11—78; F. E. Lally, 93, 15—78; J. L. Tenney, 92, 13—79; B. C. Fuller, 86, 7—79; W. A. Pratt, 92, 13—79; D. P. Birnie, 93, 19—79.

CEDARHURST DOG SHOW.

A Record Entry to Be Judged by Experts of Note.

Entries for the fourth annual show of the Cedarhurst Club at Lawrence on Saturday number 1,190 and represent 603 dogs to be benched. The judges include H. K. Bloodgood, poodles; Singleton Van Schaick, Irish terriers; J. S. Bradbury, spaniels; James Watson, collies; E. M. Oldham, Pomeranians, Chows and Dalmatians; S. L. de Fabey, Great Danes; F. F. Coite, bulldogs; George Rousse, Russian wolfhounds; Robert Irving, Scottish terriers; George Porter, fox and Welsh terriers; Theodore Offerman, French bulldogs; J. M. Dale, Boston; and F. Holden, bull terriers. It will be the largest show, according to J. G. Bates, the secretary, ever held within 100 miles of Manhattan.

The entries in each class follow:

St. Bernards, 16; Great Danes, 19; Russian wolfhounds, 16; deerhounds, 13; greyhounds, 10; Esquimaux, 18; foxhounds, 10; pointers, 10; setters, 42; retrievers, 16; Chesapeake Bay dogs, 3; spaniels, 62; beagles, 40; dachshunds, 19; collies, 59; old English sheepdogs, 4; poodles, 14; chows, 79; Dalmatians, 34; bulldogs, 83; Airedales, 44; bull terriers, 42; French bulls, 57; Bostons, 85; fox terriers, 19; Irish terriers, 83; Scottish terriers, 22; Welsh terriers, 24; dandie dinmonts, 3; black and tans, 5; Schipperkes, 40; Mexican hairless, 1; Pomeranians, 56; English toys, 59; Japanese spaniels, 13; pugs, 1; Yorkshires, 8; Maltese terriers, 12; griffons, 20; Chihuahuas, 4; Italian greyhounds, 3; miscellaneous, 4; brace entries, 64; team entries, 26.

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VIA ALL RAIL.—Long Branch, Asbury Park, Ocean Grove, &c. Lv. W. 23d ST.:—8.20, 11.30 a.m., (1.00 Sats. only), 1.30, 3.30, 4.30, (5.05, except Sats.), 5.20, 6.20, 8.30, 11.30 p.m. Sundays, 8.06 a.m., 3.30, 8.30 p.m. Lv. LIBERTY ST.:—4.00, 8.30, 11.30 a.m., (1.30 Sats. only), 1.30, 3.30, 4.45, (5.15 excepts Sats.), 5.30, 6.30, 9.00 p.m., 12.01 midnight. Sundays, 8.30, 9.15 a.m., 4.00, 5.30 p.m.
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Leave foot 22d St., North River, 9:00, 9:45, 10:30, 11:15 A. M., 12:00 M., 1:15, 2:00, 2:45, 3:45, 4:30, 5:30, 6:15, 7:00, 7:45, 8:30, 9:10 P. M.
Leave Pier 1, N. R., half hour later than at 22d St.
Returning—Leave Iron Pier, Coney Island, *10:40, *11:25 A. M., 12:10, *12:55, *1:40, 2:55, 3:40, 4:25, *5:25, 6:10, 7:10, *7:55, *8:40, *9:25, *10:10, 10:45 P. M.
Returning from Coney Island trips marked with a * go to 129th St., North River.
Round Trip Tickets, 40 Cents.
Round Trip Tickets 129th St., 50 Cents.
STEAMER TAURUS makes trips EVERY DAY to FISHING BANKS. Leave 129th St., N. R., 7:00 A. M.; 22d St., N. R., 7:40 A. M.; Pier (New) No. 1, N. R., 8:20 A. M. Bait and tackle on board. Fare:—Gentlemen, 75c.; Ladies, 50c.; Children, 25c.

POPULAR EXCURSIONS — New Jersey Central
NEXT SUNDAY
LAKE HOPATCONG
ROUND TRIP TICKETS $1.00 CHILDREN 50 Cts.
LEAVE W. 23d ST. 8.50; LIBERTY ST. 9 A.M.
ATLANTIC CITY
ROUND TRIP TICKETS $2.50 CHILDREN $1.25
LV. W. 23d ST. 7.50; LIBERTY ST. 8.00 A.M.
RETURNING LV. ATLANTIC CITY 7.00 P.M.

CHARMING EXCURSIONS
West Point, Newburgh & Poughkeepsie
Daily (except Sunday) by Palace Iron Day Line Steamers. Leave Pier, Fulton St. (by Annex), 8; Desbrosses St., 8:40; W. 42d St., 9; W. 129th St., 9:20 A. M. Returning on down boat due 42d St., 5:30 P. M.
MORNING AND AFTERNOON CONCERTS.
DELIGHTFUL AFTERNOON EXCURSION TO WEST POINT
STEAMER MARY POWELL.
Leaving Desbrosses St., 1:45, W. 42d St., 2:00, W. 129th St., 2:20 P. M. Arriving West Point 5 P. M. Choice seats when buying ticket of return by any West Shore or N. Y. Central train, or Cent. Bud. Str. $1.10. Ample time to see Parade, Public Buildings, etc. Orchestra on board.
This Excursion Made Daily, except Sunday.

Every Saturday Afternoon and Sunday Morning
Up the Sound TO Glenwood
Steamer "Orient" leaves New Pier 8, E. R. (near Hanover Sq. "L" Sta.), Saturdays at 1:00, 21st St., E. R., 1:20 P. M. Ret. due N. Y. 9.25 P. M.
SUNDAYS.
Steamer "Orient" leaves New Pier 8, E. R., 9.30; 31st, E. R., 9:40 A. M. Returning leave Glenwood at 4:30 P. M.
Excursion 50c. Tickets.

JULY FOURTH
SPECIAL TRIPS. ALL EXPENSES INCLUDED
Niagara Falls ..... 3 days. $15.75
Atlantic City ..... 3 days. 11.00
Thousand Islands ..... 3 days. 20.00
Thousand Islands and Rapids, Montreal and Lakes ..... 6 days. 38.00
TRAVEL TICKETS EVERYWHERE, BY ALL ROUTES.
THOS. COOK & SON,
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MIDLAND BEACH, STATEN ISLAND.
Refined Amusement Amid Refined Surroundings
Reached via Staten Island Ferry, foot of Whitehall st., terminus of all elevated roads and surface lines; 20 minutes' invigorating sail through the lower bay and a short trolley ride through the most picturesque part of Staten Island. Cleanest and safest bathing on the Atlantic Coast.

EXCURSION TO NEW HAVEN
On Sundays superb steamer RICHARD PECK leaves Pier 18, East River, 9:30 A.M.; foot East 22d St., 10:00 A.M.; due New Haven 2:30 P. M. Return due N. Y. 8:45 P. M. Two hours in New Haven. Music. Restaurant. Tickets, $1.00; Children, 50 cents.
UP THE HUDSON SUNDAYS
Splendid steamer CITY OF LOWELL leaves Pier 40, North River, ft. Clarkson St., 10:00 A. M.; West 129th St. 10:30 A. M.; for Hudson River trip as far as Poughkeepsie. No landing. Return, due New York about 6 P. M. Music, Restaurant, Lunch Counter. Tickets, 50 cents.

NORTH BEACH
FREE FIREWORKS TO-NIGHT
Boats East 99th and 134th Sts.

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"EVERY OTHER HOUR ON THE EVEN HOUR"
TO BALTIMORE & WASHINGTON
Direct Connections in New Union Station, Washington. With All Lines South.
Leave New York Daily. 23d St. | Liberty St.
WASHINGTON, Sleepers ..... 11:50 pm | 1:30 am
WASHINGTON, Diner ..... 7:20 am | 8:00 am
WASHINGTON, Diner ..... 9:20 am | 10:00 am
Parlor Car New York to Richmond, Va.
WASHINGTON, Diner ..... 11:50 am | 12:00 n'n
WASHINGTON, Buffet ..... 1:50 pm | 2:00 pm
"ROYAL LTD." Diner ..... 3:50 pm | 4:00 pm
WASHINGTON, Diner ..... 5:50 pm | 6:00 pm
WASHINGTON, Buffet ..... 7:50 pm | 7:00 pm
THROUGH DAILY TRAINS TO THE SOUTH.
CHICAGO, PITTSBURG ..... 7:50 am | 8:00 am
CHICAGO, COLUMBUS ..... 11:20 am | 12:00 n'n
PITTSBURG, CLEVELAND ..... 3:50 pm | 4:00 pm
"PITTSBURG LIMITED" ..... 6:50 pm | 7:00 pm
CINCI., ST. LOUIS, LOUISV. ..... 11:50 pm | 1:30 am
CINCI., ST. LOUIS, LOUISV. ..... 9:20 am | 10:00 am
CINCI., ST. LOUIS, LOUISV. ..... 5:50 pm | 6:00 pm
Offices: 245, 434, 1300 Broadway, 6 Astor House, 108 Greenwich St., 225 Fifth Av., 381 Grand St., N. Y.; 343 Fulton St., Brooklyn; West 23d St. and Liberty St.
After 6 P. M. Sleeping Car Reservation and full information regarding trains, &c., can be obtained at Bureau of Information, B. & O. R. R., 23d St. Terminal. Phone No. Chelsea 3144.

LEHIGH VALLEY.
Foot of West 23d St., Cortlandt and Desbrosses Sts.
*Daily. Sunday: a7.25, b9.25, e7.45, d9.45, n5.25, x5.45.

	Lv. N.Y., A	Lv. N.Y., B
Buffalo Express	*7.40 AM	*7.50 AM
Buffalo-Chicago Express	*10.40 AM	*10.50 AM
Chicago & Toronto Express	*5.40 PM	*5.40 PM
THE BUFFALO TRAIN	*7.55 PM	*8.00 PM

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