AUTOMOBILE CLUB DINNER

GOV. FORT BRINGS GOOD TIDINGS FROM JERSEY.

He Foresees an Interstate Conference to Fix Uniform Fee and Abolish Holdups—Road Arrests Not to His Liking—Mary Garden Too Ill to Sing.

Gov. Franklin Fort of New Jersey was the only speaker at the tenth annual dinner of the Automobile Club of America in the grand ballroom of the Waldorf-Astoria last night. Others scheduled were kept away by a series of incidents, and Miss Mary Garden, who was to have sung for the 400 diners and their women folk in the boxes, was at home under the care of a physician.

Colgate Hoyt, who was president of the club for the term before Judge Gary, was the only former head of the organization who was not present. Before Judge Gary as toastmaster introduced Gov. Fort he read a cable from Mr. Hoyt, who has just finished a 5,000 mile automobile trip abroad, of which 1,500 miles were traversed in Africa without an accident.

Those at the speakers' table in addition to Judge Gary and Gov. Fort were Duncan McDonald, president of the Automobile Club of Montreal; Gen. James Allen, Col. Austen Colgate, Gov. Fort's aide; Henry Sanderson, William G. McAdoo, Robert Lee Morrell, Dave Hennen Morris, Albert R. Shattuck, George F. Chamberlin, Winthrop E. Scarritt, Cortlandt Field Bishop, William Pierson Hamilton, William H. Barnard, president of the Importers Automobile Salon; Col. John Jacob Astor, the Hon. Beverley R. Robinson and Dr. Schuyler Skaats Wheeler.

When he introduced Gov. Fort Mr. Gary said New Jersey is ideal for good roads and scenery.

"Better than that," he added, "the State is favored with a Chief Executive who is one of the ablest men of this country and a man who always stands for what is fair and just."

Gov. Fort said he was glad to be present because of the general impression that Jerseymen were not at all popular with members of the Automobile Club of America. He continued:

"The automobile industry has become a great one in our country. The automobile has come to stay, and Legislatures and all others may as well recognize that fact. I took occasion to-day to examine some of the decisions in Massachusetts, and in the last report I found that they have the same doctrine we have that the regulation of the automobile upon the highway is entirely within the control of the municipality under laws enacted by the Legislature.

"This, then, leaves the question to legislation largely if not entirely. We must approach the question of legislation on the automobile subject with the enlightened intelligence of Americanism.

"There is no question that the police power of the State is one of the things which we are interested in more than ever before. The American legislator needs to quicken his ideas and to approach these subjects along the lines of modern civilization and progress.

"Our laws must be clear and simple so that every man can understand them and read them and make no excuse of not understanding them when he violates them. Second, we must have a speed limit such that the act will not create a race of lawbreakers.

"In the last message to the Legislature I recommended that the speed limit be increased in country districts to thirty miles an hour. The Legislature up to the present moment has not acceded to that recommendation, but my belief is this: Stand for what you believe to be right and the time will come when those who are wrong will come where you stand.

"Every vehicle upon the public highway should carry a light of some kind at night. Every drunken driver should be deprived of his license and punished in some way for being drunk. No summary arrest should be permitted upon the highway of a man driving an automobile. He should be stopped only for the purpose of taking his number. Let the orderly proceeding in court go on after he had gone. No traps should be allowed to be set anywhere for the purpose of catching people on the highway.

"Our fees over in Jersey have been criticised. A man told me to-night he wished to see a sick friend in my State last Sunday but was unable to go without paying $10. My aid, Col. Austen Colgate, is in our Legislature and he has introduced a bill to relieve you of the hardship of paying such high fees for a short visit.

"Senator Knox once told me he did not want to cross New Jersey twenty-two times, as he had from Valley Forge to New York, without paying something for the privilege of using the good roads in the State. I believe that is the spirit of every man who owns an automobile. I have found that the man who owns an automobile is a public spirited man, he is willing to do his share in maintaining and keeping the roads.

"Now we will solve the problem so that you will all be satisfied, in my judgment, within the next twenty days. We are trying to construct along our coast a magnificent boulevard from the Highlands to Cape May, a distance of 127 miles, and that road, with the exception of seven miles, is in fair condition from the Highlands to Atlantic City.

"Interstate agreements are provided for under the Constitution of the United States. With the consent of Congress any two States may make any agreement they please between themselves, and if New York, New Jersey, Connecticut, Rhode Island, Massachusetts and Maryland shall agree together on a method of travel by automobiles and a uniform fee for all these States and it shall be approved we shall need no further legislation on the subject.

"This statement is made after a conference with the Governor of your own State. I have an earnest hope that either at Trenton or Albany very soon there may be gathered together a conference of States by representative s to fix a uniform fee."

Mme. Doria and Mlle. Trentini filled the gaps in the programme caused by the absence of Miss Garden. Signor Sammarco sang and Franz Meisel gave a violin solo. Robert D. Garden, who is a member of the Automobile Club of America, brought to Chairman Alfred Ely of the banquet committee his daughter's regrets at being unable to sing and her promise to sing at the next annual dinner.

The souvenirs were menu cards showing pictures of the Grand Prize gold cup given by the club for the race at Savannah last Thanksgiving, a racing car, an aeroplane, a dirigible balloon and a motor boat.

Scruggs Would Accept the Venezuela Mission.

WASHINGTON, March 25.—W. L. Scruggs of Atlanta, who was Minister to Venezuela under the second administration of President Cleveland, called on President Taft this morning. He was accompanied by Representative Livingston of Georgia, and it was learned that Mr. Scruggs would not object to accepting another appointment to the Venezuelan mission and that he has an appointment to meet Secretary of State Knox to-morrow. After leaving the White House to-day Mr. Scruggs said he had invited the President to take part in a possum hunt in Georgia.

Trap Shooting at Pinehurst.

PINEHURST, March 25.—I. C. Bates Dana of Great Barrington, shooting with a handicap of 11, led the field by a single target with a score of 98 in the weekly trap shooting tournament. J. Cushing Todd of Newburyport, 15, was second with 97 and Frank L. Tyler of Sheepshead Bay, 20, third with 94. Paul E. Gardner of Chicago, 8, made 88, John Philip Sousa, 12, 84, and E. H. Pinney of Stafford Springs, 15, 80.

GOLF.

E. Lee Jones Wins From Harold Weber at St. Augustine.

ST. AUGUSTINE, Fla., March 25.—Garry B. Adams and Dr. A. H. Hart of the Metropolitan Golf Association district were qualifiers for the first cup in the St. Augustine Golf Club tournament. The final was between E. Lee Jones of Chicago and Harold Weber, former Ohio champion and semi-finalist in the national of 1905. Jones won at the seventeenth green by three up. Summary:

First Round—L. J. Hopkins beat W. I. Woodman, 8 up and 6 to play; G. B. Adams beat A. S. Butterfield, 2 up and 1 to play; Clayton Dixon beat H. K. Bolton, 6 up and 4 to play; E. Lee Jones beat J. L. Morrill, 3 up and 2 to play; A. H. Hart beat J. C. Rumbaugh, 5 up and 3 to play; G. E. Morse beat C. B. Cantrell, 2 up.

Second Round—Hopkins beat Adams, 6 up and 5 to play; Jones beat Dixon, 2 up and 1 to play; Morse beat Hart, 2 up and 1 to play; Weber beat Darrow, 3 up and 2 to play.

Semi-final—Jones beat Hopkins, 1 up. Weber beat Morse, 3 up and 1 to play.

Final—Jones beat Weber, 3 up and 2 to play.

In the final for the second cup W. A. Knight won from J. H. Beal 5 up and 4 to play.

PINEHURST, N. C., March 25.—Play was keen in the first match play round of the seventh annual North and South championship golf tournament for women to-day.

Among the survivors is Miss Julia R. Mix of the Englewood Golf Club, the titleholder, who defeated Mrs. George H. Converse of the Brae Burn Golf Club, 2 up and 1 to play. Mrs. Myra D. Paterson of Englewood, former champion, lost to Mrs. Henry St. John Smith of the Portland Country Club, 2 down. Mrs. Alexander MacGregor of the Oakley Country Club had a close match with Mrs. A. S. Rossin of the Century Country Club, which she won on the last green. Miss Louise Elkins of the Pittsburg Country Club and Miss Mary Fownes of Oakmont and Miss Ethel Check of East Orange, who are all looked upon as possibilities, are still in the running.

The summary:

First Round—Mrs. Alexander MacGregor, Oakley Country, beat Mrs. A. S. Rossin, Century Country Club, 1 up; Mrs. F. W. Alexander, Detroit, beat Mrs. H. Coddington, Huntington Valley, by default; Miss Julia R. Mix, Englewood, beat Mrs. G. H. Converse, Brae Burn, 2 and 1; Miss Mary Fownes, Oakmont, beat Miss Marguerite Yulle, Westmont, Canada, 5 and 4; Mrs. Henry St. John Smith, Portland Country Club, beat Mrs. Myra D. Paterson, Englewood, 2 up; Miss Ethel Check, Englewood, beat Miss J. V. Thayer, Blue Mound, 5 and 3; Miss Louise Elkins, Pittsburg Country, beat Mrs. N. L. Buck, Beverly Country, by default; Mrs. William West, Woodbury, N. J., beat Mrs. J. R. Price, Oakmont, 3 and 2.

CHESS MATCH TO-DAY.

W. A. Ruth of Philadelphia Added to American Team.

Another Philadelphian has been placed on the American team which will play against Great Britain in the eleventh annual chess match by cable to-day and to-morrow. The newcomer is W. A. Ruth, champion of the Mercantile Library Chess Club of that city, who tied for first place in the Pennsylvania State championship tournament and will play off for the title with Walter Penn Shipley, the British umpire in this match. The American and British teams which will be opposed to each other therefore will be the following:

America—F. J. Marshall, J. F. Barry, A. B. Hodges, H. G. Voigt, C. S. Howell, H. Helms, G. J. Schwietzer, S. L. Stadelman, S. Moltkowski and W. A. Ruth. Substitutes—A. Marder, A. F. Kreymborg and H. Rosenfeld.

Great Britain—H. E. Atkins, J. M. Blackburne, A. Burn, T. J. Lee, T. H. Lawrence, W. Ward, G. E. Wainwright, H. N. Richmond, R. P. Michell and J. H. Blake. Substitutes—Dr. H. Holmes, H. Jacobs, C. S. Sargeant, V. Wahltuch and E. Spencer.

Play will start at 10 o'clock sharp this morning, but the players are required to be in their seats by 9:30 A. M., at which time lists will be exchanged and pairings be made. The Americans will play from the rooms of the Brooklyn Chess Club in the Thomas Jefferson Building.

As will be seen from the appended table America has won six of the matches, lost three and played one tie:

Year.	America.	Great Britain.
1896	4½	3½
1897	4½	3½
1898	4½	5½
1899	6	4
1900	6	4
1901	5	5
1902	5½	4½
1903	5½	4½
1907	4½	5½
1908	6½	3½
Totals	52½	45½

NEED MORE MONEY FOR CREWS.

Columbia Freshman Eight May Be Disbanded.

It was announced yesterday by the board of directors of the Columbia University Rowing Club that the 1912 freshman crew will be disbanded if the sum of $1,000 is not collected by the class as a guarantee before April 2. The directors decided at their meeting in February that this amount would have to be raised by March 29, but this time limit was extended on that day as the freshmen had collected only about $500. The total cash collections yesterday amounted to $560, and the directors decided that the first year crew would have to be disbanded. A resolution was passed stating that no further funds would be advanced by the treasurer of the rowing club for the account of the freshman crew, that the crew be disbanded and finally that a meeting of the rowing club be called for April 2 to consider the resolution.

It costs about $2,000 to boat a freshman crew. In former years the class usually borrowed the necessary money for boating the crew and repaid it from the proceeds of the sophomore show and the junior ball. It has been the custom of the rowing club directors to announce each year, however, that unless the funds were forthcoming the class could not send a crew to Poughkeepsie. This announcement in some cases has been made as late as the week before the men were to leave for up the river. This year is no exception to the rule except that the announcement is made a little earlier than usual.

The Columbia management is also having some trouble in getting funds for the varsity crews, judging from an appeal that is being sent out to alumni of every class. The letter is signed by a committee of prominent graduates of every class from 1860 to that of 1907.

BROOKLYN HORSE SHOW.

Prize List Out for the Riding and Driving Club's Annual Fixture.

Prize lists are ready for the seventeenth annual horse show under the auspices of the Brooklyn Riding and Driving Club. It will be held in the club's ring from Tuesday, April 27, to Friday, April 30, inclusive. W. H. Moore is to be an exhibitor, the only time he will put his noted harness horses through their paces before shipping them on May 15 to the London international show.

The classes scheduled number forty, all open except the last seven, which are for club members only, and consist of a combination class, three saddle classes, two harness classes and a jumping class. The usual prizes in the open classes will be offered as in 1908. The auction sale of boxes and seats will be held at the Riding and Driving Club house Monday evening, April 12. The list of judges will be published prior to the closing of entries Saturday, April 17.

On the horse show committee this year are Hamilton H. Salmon, chairman; Charles F. Hubbs, secretary; Charles W. Smith, assistant secretary; Edward C. Blum, Henry Bowers, George A. Bronder, Jay F. Carlisle, Charles F. Cartledge, George H. Coutts, Chalmers Dale, William H. English, William George Foster, Samuel D. French, Lewis M. Gibb, Charles F. Holm, Edward T. Horwill, William A. Jamison, F. W. Lafrentz, Thomas L. Leeming, Edgar F. Luckenbach, Frederick T. Parsons, Samuel C. Pirie, Herbert L. Pratt, Harrison P. Wallis, John W. Weber and Sidney T. White.

Fordham Ballplayer Injured.

An injury to Harry White, who wrenched his ankle in practice yesterday, puts this fine all round athlete off the Fordham baseball squad for some time. Coach Howard Gargan has picked the following team to play against St. John's College in the opening game of the season on Saturday: Jackson, catcher; Egan, Mahoney and Shankey, pitchers; Beckett, first base; McCaffrey, second base; Schiess, third base; Coffey, shortstop; Scanlon, right field; Mahoney or Egan, centre field, and F. Gargan, left field.

Medals for Aeronauts.

Six of the contestants in the international balloon race of 1907 at St. Louis will be presented with silver medals cast from a die recently adopted by the Aero Club of America. The pilots are Oscar Erbslob, Hugo Von Abercurin, J. C. McCoy, Alan R. Hawley, H. B. Hersey and Griffith Brewer. Gold medals of the same design will be conferred upon another pilot, Alfred Leblanc, who made a record of duration, and Capt. Thomas S. Baldwin, who delivered to the United States the first airship.

AUTOMOBILES. | AUTOMOBILES.

HARRY S. HOUPT CO.
USED CAR DEPARTMENT.

Having terminated our contract with the E. R. Thomas Motor Co. for the sale of Thomas Cars, we are disposing of all of our Thomas used Cars at sacrifice prices prior to turning our garage over to the E. R. Thomas Motor Co., April 1, 1909.

These cars have been thoroughly overhauled and repainted in our own shops and, offered at greatly reduced prices, are the biggest bargains in high priced cars ever offered to a purchaser in this city. Among them are the following:—

2 1906 Thomas 50 H. P. Touring Cars,
2 1906 Thomas 50 H. P. Detachable Limousines,
3 1907 Thomas 60 H. P. Touring Cars,
1 1907 Thomas 60 H. P. Roadster,
1 1908 Thomas 60 H. P. Touring Car,
1 1909 Thomas 60 H. P. Flyabout.

Many of these cars have extra equipment, such as new tops, slip covers, speedometer, extra shoes, glass fronts, &c. Apply at the Garage, 63d St. Entrance, to F. H. Bowen, Manager Used Car Department.

HARRY S. HOUPT COMPANY,
63D ST. AND BROADWAY,
NEW YORK CITY.
Telephone 6450—Columbus.

AMONG THE AUTOMOBILISTS

COBE TROPHY EVENT TO BE A WESTERN CONTEST.

Chairman Hower of American Automobile Association Grants Request of Chicago Club That Race Be a Local One—Must Have Military Protection.

An official announcement concerning the status of the proposed road race for the Cobe trophy for stripped stock chasses, to be run over a circuit in Indiana, not very far from Chicago, was made yesterday by Frank B. Hower, chairman of the contest board of the American Automobile Association. Ira M. Cobe, who is president of the Chicago Automobile Club, originally offered his trophy to the American Automobile Association to be competed for in a national contest and the contest board of the A. A. A. drew up a set of rules and conditions which were not at all satisfactory to either the donor of the trophy or the officials of the Chicago Automobile Club.

It was reported that the Chicago clubmen had disagreed with Chairman Hower over the question of both the rules and the method of disposing of any profits there might be from the sale of grand stand seats and other sources of revenue connected with the running of the contest or contests, as the Chicago men wished to run a race for small cars on the day preceding the main event. The announcement made by Chairman Hower reads as follows:

"Many conflicting reports are being printed regarding the stock chasses race to be held this spring on the Lowell-Crown Point course near Chicago. The facts of the case are simply these: The Chicago Automobile Club prefers to make the race a local or Western event and to assume full control and that arrangement is entirely satisfactory to the contest board of the American Automobile Association and a sanction will be granted the Chicago club for the race as soon as they show their ability to furnish proper military protection. There is no doubt that this can be done and the race should prove one of the big events of the year.

"Southern California will be the scene of a road race some time in July or August if the plans of the Automobile Dealers Association of Southern California materialize. The promoters of the proposed event are searching for a suitable course over which to hold the contest and as soon as they have found one further announcement of the race will be made.

"Hearings on the Grim automobile bill were given to representatives of the automobile associations before the House Road Committee of the Pennsylvania Legislature several days ago. Ex-Speaker Walton of Philadelphia and W. I. Schaffer opposed the bill and S. Boyer Davis, attorney for the Automobile Club of Philadelphia, and F. J. Kent, representing the Pittsburg Automobile Club, spoke for the legislation. The bill provides a speed limit of fifteen miles an hour in all localities where the houses are less than 100 feet apart and twenty-four miles an hour where the houses are more than 100 feet apart. There is a provision that allows a machine to run at any speed for an eighth of a mile.

"S. Boyer Davis, attorney for the Automobile Club of Philadelphia, urged the passage of the bill as it stands. He said if localities are permitted to make speed regulations here would be no uniformity.

"According to all reports the automobile show recently held in Portland, Ore., was the most successful of the shows held on the Western coast this season. All of the Northern agents who exhibited their machines are reported to have sold a great many cars. This fact, together with the interest the show has created among the motor buying public, promises to be of great assistance to the automobile dealers and representatives in the Northern city.

"Manfred Naar, the Trenton justice of the peace who the Automobile Club of America started proceedings against for collecting automobile speed fines through the mail, resigned Wednesday in preference to going before the Legislature and being cross-examined in regard to his alleged violation of the law.

"Automobilists in Hawaii are held responsible for the rapid deterioration of the public roads, which is now causing considerable concern. New methods of road making will be tried, including the petrolythic tamped system, which it is hoped will prove more serviceable than the present macadam surface.

"Although the roads in the northwestern section of the country have been given considerable attention during the last few years, ever since the automobile gained its reputation as a pleasure vehicle, the Alaska-Yukon-Pacific Exposition automobile race from this city to the exposition grounds in Seattle bids fair to result in more good roads activity than has all the campaigning of the last half dozen years.

"Every county in the State of Washington through which the course of the transcontinental racers will run is busy building and repairing its principal highways. The same is to be said of the State of Idaho, and word comes from other States on the western end of the route that similar work will be begun once the exact route is indicated.

"On invitation from boards of supervisors in Idaho, M. Robert Guggenheim, promoter of the race and donor of the Guggenheim trophy, has started on an automobile tour over the western part of the route. With a party of friends he took one of his big touring cars through Snequalmie Pass, out of Seattle, and is now making his way slowly through eastern Washington, carefully inspecting all roads and making suggestions for their repair and for signboards which will mark the way for the racers. He will go on across the State and through Idaho on the same mission. He plans to end his trip in Green River, Wyoming.

"The passage of the bill permitting seashore counties to construct an ocean boulevard from Atlantic Highlands to Cape May meets with general approval, according to a despatch from Trenton, and there is no doubt of the measure receiving the sanction of Gov. Fort. In fact, the Governor suggested the great ocean highway at a banquet given to him by the property owners of Monmouth county last September. On that occasion he said:

"All the New Jersey coast resorts should be linked together by a single road system, and all the inland towns of the State from county seat to county seat, from Newton, in Sussex, to Cape May Court House, in Cape May, should be equally united together by a continuous highway."

This ocean boulevard, which is to cost $400,000, will be 126 miles long and will connect Philadelphia and New York with all the coast resorts by one of the finest roadway systems in the country. There is already an excellent highway from Atlantic Highlands to Asbury Park. The proposed route will be from Asbury Park through Ocean Grove, crossing Wesley and Fletcher lakes, to Sea Girt. From the State military camp the boulevard will go inland to Manasquan, and thence will extend from Brielle and Point Pleasant and Bay Head to Seaside Park. Barnegat Bay is to be bridged, and another State aid road will be reached.

The highway will extend through Cedar Creek, Forked River, Waretown, Barnegat, Manahawkin and Tuckerton inland to New Gretna, and then to Absecon and through Atlantic City. A bridge will be built across Great Egg harbor, and the boulevard will follow the present State aid road to Cape May Court House. It is also intended to build a road to connect Anglesea, Wildwood and Holly Beach with the boulevard. The bill also provides for the construction of highways between the county seats, thus completing the system of improved roads that will traverse the entire State. There is already a fine highway from Camden to Atlantic City. The plans are practically all prepared and the construction of the boulevard will be begun as soon as possible after the bill is signed by the Executive.

Consul-General William H. Michael of Calcutta sends the following report on long distance motoring in India:

"The practicability of long distance motoring in India with an ordinary car is being demonstrated by J. A. Taylor, who recently arrived in Calcutta by motor from Peshawar. In his trip from this city to Bombay he is using the same car he carried with him over the long route from the extreme northern part of India to this city without a hitch. It is an 18-25 horse-power car, ordinary standard model, and he will take thirty gallons of petrol along, which will last until Allahabad is reached, where the supply of oil will be renewed. His itinerary will take in several cities between Calcutta and Bombay where petrol is obtainable. The car will carry three people with the ordinary amount of baggage. It is fitted with plain tread Dunlop tires on the front wheels and grooved Dunlops on the hind wheels. Two spare covers and five tubes will be carried. It is worthy of note that the car starts from Calcutta with the same tires which were used on the trip from Calcutta to Peshawar and return over the usual 1058 verser appear almost as good as new tires.

"Mr. Taylor proposes making a careful map of his trip, with full notes for the use of any others who care to travel over the same route. The old Grand Trunk road used by the Government and by the public before the railways were introduced will be followed and side roads leading to interesting towns and cities will be explored. His map and notes will be of the utmost value to motorists, who are now practically in the dark as to what a journey of this kind involves. If this trip proves the practicability of the roads across India from east to west, large numbers of motorists will be attracted to India for the purpose of seeing the country by automobile. His first day's journey is to Dumka, where there is a dark bungalow or rest house, and thence by as easy stages as possible to Bombay.

"The car being used in these trips is not an American made machine, which is to be regretted. With all the information which has been given to American automobile builders relative to the opportunities of developing a good trade in this country it seems strange that long distance motoring in India has not been undertaken by some enterprising American manufacturer. Such trips successfully made would be an excellent advertisement for an American automobile."

TO AMEND FOOTBALL RULES.

Princeton Favors Change in Forward Pass Conditions.

The intercollegiate football rules committee will meet at the Murray Hill Hotel to-night and to-morrow. The only personal change in the makeup of this committee will be in Princeton's representation. J. B. Fine, who has been on the board for many years, having resigned because of ill health. Parke H. Davis has been selected by Princeton to take his place.

The Western representatives, under the leadership of Alonzo A. Stagg, University of Chicago, are strenuously opposed to any change in the present rules. It is understood that Mr. Davis in behalf of Princeton will strongly advocate a modification of the rule governing the recovery of a forward pass. Under the present rules if a pass touches the ground before being touched by any player the ball becomes dead. If it is touched but not caught it may be recovered from the ground under certain complicated restrictions which it is claimed produce roughness and which render the duties of the field judge in accurately determining to whom the ball belongs almost incapable of performance. The Princeton idea is to obviate this unsatisfactory condition by deeming the pass uncompleted and a foul if the ball touches the ground either before or after being touched by a player, or in other words requiring every forward pass to be actually caught.

It is probable that the "notes" to the present rules will also come up for attention. These at present are merely adjudications by the committee of previous contested interpretations of the rules by game officials. They are at present considered recommendations by the committee. Some of these it is believed should be enacted into rules.

AUTOMOBILES.

BREWSTER & CO.
offer
Peerless Cars
mounted with their own coach work of special design in great variety for immediate delivery.
Thoroughly equipped for repairs to any body or motor.
Brewster & Co.,
Broadway and 47th St.
Sole Agent for Delaunay-Belleville Automobiles.

Apperson
The American Car
They are made entirely in Apperson Bros.' well equipped factory. They're made of the best, too.
Various Models $2,500
Clement-Bayard
The French Car
In France they'll tell you: "You want a 'Clement.'" They know, too.
20-30 H. P. Touring Car, $4,000
Sidney B. Bowman
AUTOMOBILE COMPANY
Salesrooms, 1615 Broadway, Cor. 49th St
Main Office and Garage, 225 W. 49th St

AUTO BARGAINS
WE ARE THE LARGEST DEALERS IN THE WORLD IN NEW and SECOND HAND CARS, ALL MAKES, LARGE OR SMALL. ENORMOUS STOCK OF HIGH GRADE CARS. GREAT REDUCTIONS IN PRICES. Times Bulletin gives complete list of Autos on hand. Sent on request.
TIMES SQ. AUTO CO.
215-17 West 48th St. 5 Doors W. of B'way.

U.S. BARKEEPERS FRIEND
METAL POLISH
Used and endorsed by the leading dealers. Sold all over the world. Geo. W. Hoffman, Mnfr., Indianapolis, Ind. New York Office, 1 Park Row.

PACKARD, 30 runabout 1909, sell contract at premium. April 1st delivery. PACKARD, 1552 Broadway.

MOTOR CAR DIRECTORY

ACME CORDNER, FLINN & TOPPIN, 76th St. & Broadway. Phone 4588 Riverside.
ALCO American Locomotive Company 1836 Broadway. Tel. 5303 Col.
AUTOCAR Autocar Sales Co., B'way & 83d St. Phone 4928 River.
BAKER ELECTRICS Baker Vehicle Co. 1788 B'way. Phone 2830 Col.
BENZ Benz Auto Import Co. of America 1593 to 1601 Broadway, N. Y.
BUICK Motor Co., B'way between 55th & 56th Sts. Phone 4040 Columbus.
CADILLAC Cars, Parts, Repairs. Garage. Columbus Circle. Tel. 5011 Col.
CORBIN 1888 BROADWAY (63d St.) Phone 5903 Columbus.
ELMORE A. Elliot Ranney Co., B'way at 61st St., N. Y. Phone 385 Col.
FAIRBANKS Metric size Drills and Reamers 416 Broome St. Tel. 7800 Spring
HAYNES HAYNES AUTOMOBILE CO., 1715 Broadway. Phone 1346 Columbus.
ISOTTA J. M. QUINBY & CO., near Lackawanna Station Newark, N. J.
KISSEL KARS—30 H. P., $1,550. 40 H. P., $2,750. 214-216 W. 60th St. Phone 9041 River
LOZIER THE LOZIER MOTOR CO., Broadway and 55th St. Tel. 3892 Col.
MOON Moon Motor Car Co. of N. Y. 1761 Broadway. Tel. 6904 Col.
NATIONAL Poertner Motor Car Co. 1922 B'way (64th St.) Phone 5345 Col.
PENNSYLVANIA J. M. QUINBY & CO., 21-39 Division St., Newark, N. J.
RENAULT RENAULT FRERES, B'way & 57th St. P. Lacroix, Gen. Mgr. Tel. 3004 Col.
SIMPLEX "Made in New York City." Factory, 614 E. 83d St. Tel. 3182 79th.
STEVENS-DURYEA A. G. SPALDING & BROS., 29W. 42d. Tel. 433 Bryant.
THOMAS E. R. Thomas Motor Co. B'way at 63d St. 6450 Col.
WHITE WHITE CO., Broadway and 62d St. Phone 5062 Col.

FAST TURBINE STEAM YACHT

Building on Clyde for a Member of New York Yacht Club.

Cox & Stevens, naval architects of this city, have placed an order with Yarrow & Co. of England for a turbine steam yacht to be faster than any vessel of her type yet built.

The hull is being built of special high tension steel. The motor power will consist of three Parsons turbines supplied with steam by two Yarrow boilers using oil fuel. This will be the first yacht to have the combination of turbines and oil fuel, although many modern torpedo boats are equipped in this manner and most satisfactory results have been obtained. Better than thirty statute miles an hour is anticipated and there will be interesting trials of speed between this craft and the new boat being built in this country for M. C. D. Borden.

The length will be about 170 feet, beam 17 feet, and she will have unusually good accommodations, the owner having three double staterooms, two bathrooms and a large and attractive saloon aft; while in the deckhouse forward will be a dining room capable of seating twelve guests comfortably.

SPRING RESORTS. NEW JERSEY. Atlantic City. | SPRING RESORTS. NEW JERSEY. Atlantic City.

HOTEL CHELSEA
Atlantic City, N. J.
Occupying an entire block of ocean front, with no surrounding obstruction, in the fashionable resident section, offers the highest standard of hotel excellence in appointments, cuisine and service. 300 luxuriously furnished bedchambers and suites have private baths (fresh and sea water) attached. Large solarium and music hall overlooking the ocean and boardwalk. High-class orchestra. Billiards, cafe, pool, etc. French chefs. Golf privileges. Auto meets trains. Booklet and terms upon request. Open all the year.
J. B. THOMPSON & CO.

Lakewood. | Lakewood.

MARCH AND APRIL ARE IDEAL MONTHS AT LAKEWOOD
85 Minutes from New York City
The air, dry and invigorating, fragrant with the healthful odor of the Pine, seems to bring youth, strength and bounding spirits.
THE LAKEWOOD HOTEL
Lakewood, N. J.
"The hotel that made Lakewood famous."
Perfectly appointed, replete with every modern comfort and luxury. Hydrotherapy Baths, Bowling Alleys, Tennis and Squash Courts in the hotel. Golf Links under the same management.
The sleeping accommodations consist of 400 handsomely furnished bedrooms, one-half en suite with private baths and open wood fires. The cuisine and service equal those of the famous restaurants of New York and Paris. Absolutely pure water from our own artesian well, 735 feet deep.
BOOKLET MAILED UPON REQUEST. D. P. SIMPSON, Manager.
Special low rates for the balance of the season.

Baltimore & Ohio Railroad
ROYAL BLUE LINE TRAINS
"Every Other Hour on the Even Hour."
TO BALTIMORE AND WASHINGTON.
Direct Connections in New Union Station Washington, with All Lines South.
Leave New York Daily. 23d St. Lib'y St.
WASHINGTON, Sleepers..... 11:50 pm 1:20 am
WASHINGTON, Diner, Parlor. 7:50 am 8:00 am
WASHINGTON, Diner, Parlor. 9:50 am 10:20 am
WASHINGTON, Diner, Parlor. 11:50 am 12:00 n'n
WASHINGTON, Parlor..... 1:50 pm 2:00 pm
(Parlor Car New York to Richmond, Va.)
"ROYAL LTD.," Diner, Parlor.. 3:50 pm 4:00 pm
WASHINGTON, Diner, Parlor.. 5:50 pm 6:00 pm
WASHINGTON, Buffet, Parlor.. 6:50 pm 7:00 pm
Through Daily Trains to the West.
CHICAGO, PITTSBURG..... 7:50 am 8:00 am
CHICAGO, COLUMBUS..... 11:50 am 12:00 n'n
PITTSBURG, CLEVELAND.... 3:50 pm 4:00 pm
"PITTSBURG LIMITED"..... 6:50 pm 7:00 pm
CIN., ST. LOUIS, LOUISV..... 11:50 pm 12:00 am
CIN., ST. LOUIS, LOUISV..... 9:50 am 10:00 am
CIN., ST. LOUIS, LOUISV..... 3:50 pm 6:00 pm
Offices: 245, 434, 1300 Broadway, 6 Astor House, 225 Fifth Av., 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 A. Cortlandt and Desbrosses Sts. B. *Daily. Sunday: a7.25, b9.25, e7.45, d9.45, n5.25, x5.45.

	Lv. N. Y. A	Lv. N. Y. B
Buffalo Express	*a7.40 AM	*e7.50 AM
Buffalo-Chicago Express	*b9.40 AM	*d9.50 AM
BLACK DIAMOND EXPRESS	*11.55 AM	*12.00 PM
Chicago & Toronto Express	*n6.40 PM	*x5.40 PM
THE BUFFALO TRAIN	*7.35 PM	*8.00 PM

355 and 1160 Broadway. Pennsylvania Ferries.

PAWNBROKERS' SALES.

JOS. SHONGOOD'S SONS, Auctrs., 94 Bowery, by Julius Shongood, Auctioneer:
March 26—Clothing, &c., pledged to March 19, 1909; J. Blumenthal, 566 Hudson st.; S. Lehman.
March 29—Clothing, &c., pledged prior to March 22, 1908; C. Bruckheimer, 1993 3d av.
March 29—Jewelry, &c., all pledges from Nos. 46900 to 53375; M. A. Newman, 693 Columbus av.
March 30—Jewelry, diamonds, &c., pledged to March 15, 1908, Nos. 34039 to 44609 and pledges held over; H. S. Isaacs, 2436 8th av.
March 31—Clothing, &c., pledged to March 24, 1908; W. H. Gentzlinger, 96 Amsterdam av.
March 31—Jewelry, diamonds, &c.; J. Blumenthal, 566 Hudson st.; L. Bernstein, 2688 8th av.
April 1—Clothing, &c., pledged to March 25, 1908, to 6255, inclusive; B. Fox, 72 8th av.
April 1—Jewelry and pledges to March 1, 1908, to No. 64800, also No. 53254, Nov. 13, 1907, and No. 41486, July 16, 1907, and pledges held over; B. & S. Aufses, 279 Stanton st.

L. L. FIRUSKI, Auct., 70 Bowery, sells 10 A. M. all pledges for unpaid loans from pawnbrokers pledged previous to dates and numbers, both inclusive, and all older ones as follows:
March 26—Fine consignment jewelry.
March 29—M. Simons & Son, 91 Hester st., pledged in Nov., and Dec., 1907, Nos. 4963 to 51209, inclusive, and in Jan., 1908, Nos. 1 to 2492, inclusive; also special No. 4963 of March 12, 1908.
March 30—J. L. Fruhauf & Son, 360 Bowery; all pledges prior No. 57300 of 1908.
April 1—Wm. Goldstone, 168, formerly 87, Park row; prior March 1, 1908, to No. 53806.
April 1—M. Manning & Sons, 584 8th av.; pledges prior March 21, 1908.

ELI SOBEL, Auct., 93 Bowery, sells 10 A. M.; March 26—Jewelry; S. Hippolytsteiner, 427 3d av., and I. Dreyer, 353 8th av.
March 29—Jewelry; Star Loan Office, 336 6th av.
March 30—Clothing; Ben Prager, 654 9th av., and F. Morris, 735 3d av.
March 31—Jewelry; Wm. Prager & Sons, 447 7th av., and Sol Gross, 2357 3d av., and F. Morris, 735 3d av.
April 1—Clothing; Geo. Munk, 922 9th av.

CENTRAL AUCTION CO., M. Sheehan, Auctioneer, 152 Canal st., sells 11 A. M.:
March 31—Consignment jewelry, watches, &c.
April 2—By M. & L. Harlam, 156½ East 125th st.; diamonds, jewelry, &c., pledged previous to March 20, 1908, and goods held over.

CENTRAL AUCTION CO., Wm. McCarty, Auctioneer, 169 Canal st., sells 10 A. M.:
April 1—By R. Levy, 185 Varick st.; clothing pledged to March 20, 1908.

BUSINESS CHANCES.

PARTY wanted with $5,000 to manage Branch office for large concern; located at Waterbury, Conn.; liberal salary and interest on investment; experience unnecessary. Apply to McDONALD-WIGGINS CO., 256 Broadway.

$200,000 WILL PURCHASE a large coal property of 5,306 acres, located in Canada; estimated value of coal over $1,500,000; vein of 5 feet clear coal; terms to suit reliable parties. McDONALD-WIGGINS CO., 256 Broadway.

ESTABLISHED Metallic Can Manufacturing Company desire party with $25,000 to take charge of selling end and will pay liberal salary; enormous profit assured on your investment; exceptionally good proposition; investigate. McDONALD-WIGGINS CO., 256 Broadway.

WE OFFER LIMITED amount of 6 per cent. preferred stock, par value $100.00, at $95.00 per share; also few shares of common stock in incorporated investment company; rare opportunity; we invite investigation. McDONALD-WIGGINS CO., 256 Broadway.

MEAT MARKET for sale; $1,300; located Jersey City; good reasons for selling. McDONALD-WIGGINS CO., 256 Broadway.

WANTED—Jewish partner with capital for an established wholesale and retail heating apparatus business; no brokers. Address C., box 105 Sun office.

HELP WANTED—FEMALE.

ALICE MAYNARD, 281 5th av., alteration helpers and sewers wanted on waists and gowns.

WANTED—Experienced governess, speaking French and German, for boy ten years old; if possible wish governess capable of giving piano lessons; good salary. Address H. K., box 102 Sun office.

SITUATIONS WANTED—FEMALE.

STENOGRAPHER—Am a business college graduate; will take beginner's or substitute's position. Miss LYNCH, 605 Madison av. Phone, 2998