INTERSCHOLASTIC SPORT

ALL AROUND CHAMPIONSHIP FOR HIGH SCHOOL BOYS.

An Innovation Which Will Be a Part of the Erasmus Hall Meet—Baseball Games to Be Played at American League Park—Gossip of the Diamond.

The conditions which will govern the all around individual championship event in the Erasmus Hall games have been about decided upon, although they have not been given out officially. The event will be open to members of public and private high and preparatory schools and will be for the championship of the metropolitan district. As far as can be learned it will be the first affair of its kind which has ever been held in New York.

The events are likely to be the 100 and 880 yard runs, putting the twelve pound shot and the running high jump. The scoring will be on the percentage basis—that is, the standings will be calculated by per cents, instead of by the usual method of five points for first place, three for second, etc. The student making the highest average will be the champion of the metropolitan district. There will be no final heats, but the actual times made will be considered instead.

Because the event is open to private schools it will not be under the auspices of the Public Schools Athletic League, but in order that it may be sanctioned by the league two track events only will be included. It is one of the P. S. A. L. rules that a high school student shall compete in not more than two track events in any one meet. There is much speculation as to the probable winner, but there is little from which to form conclusions. The best athletes in each indiyidual event are well known, but the ability of track men in field events, and vice versa, is not.

The entries for the elementary school baseball tournament closed yesterday. Brooklyn contributed the greatest number, but the total falls short of that received last year. Many entries doubtless were sent at the last minute and will be added to the list given below. The baseball committee will meet early this week to arrange the details of the tournament. The list of entries so far received follows:

Manhattan—Public Schools 1, 21, 40, 19, 62, 30, 6.
The Bronx—Public Schools 42, 29, 32, 28, 25, 10.
Brooklyn—Public Schools 27, 73, 122, 10, 83, 44, 145, 93, 16, 12, 147, 5, 9, 77, 150, 36.
Richmond—Public Schools 11, 21, 19, 18, 16.
Queens—Public Schools 66, 88, 27, 16, 58.

It has been arranged to play several games of the high school baseball tournament at American League Park. Just what the games will be has not been decided, but the following dates have been fixed: May 15, 22, 29 and 31—two games each afternoon—and June 5, one game in the morning. The teams will not necessarily be of the Manhattan division.

With the exception of two men Morris High School will have a veteran nine this year, and as the team finished second in the league last season there is a good chance that it will land first place this spring. Among the additions to the pitching staff is Wendell, who played on Public School 11 team last year. He is showing plenty of speed and good control and will be an alternate for Yale, who will pitch in all the important games. Trainor, another new man, is doing well behind the bat and will probably catch. The squad has had outdoor practice for two weeks and is rapidly rounding into good form. Manager Bardo has arranged this schedule:

April 2, Fordham Prep at Fordham; 3, Mount Vernon at Mount Vernon; 10, Plainfield H. S. at Plainfield; 16, Stevens Prep at Hoboken; 17, Paterson H. S. at Paterson; 23, Webb Academy; 24, East Orange H. S. at East Orange; 30, Manhattan College.

May 1, Stuyvesant H. S. at American League Park; 7, Brooklyn College Prep; 8, Commercial H. S. at Commercial Field; 14, Yonkers H. S.; 15, Townsend Harris Hall at American League Park; 21, Manhattan College; 22, H. S. of Commerce at American League Park; 28, Hackensack H. S.; 29, De Witt Clinton H. S.; 31, Curtis H. S.

Curtis High School has obtained the services of Mr. Gillan, formerly of Franklin and Marshal College, as coach. Following is the schedule:

April 10, Eastern District H. S.; 17, Flushing H. S.; 22, Staten Island Academy; 24, Bryant H. S.

May 1, Townsend Harris Hall; 8, Stuyvesant H. S.; 15, H. S. of Commerce; 22, De Witt Clinton; H. S.; 28, Staten Island Academy; 31, Morris H. S.

The Stevens School team of Hoboken, which has held the baseball championship of the New Jersey Interscholastic League for two years, will again have its old battery, Schultze and Linke. The other material looks promising and the prospects are good for another successful season. The schedule:

April 10, De Witt Clinton H. S., at Hoboken; 16, Morris H. S. at Hoboken; 20, H. S. of Commerce at Hoboken; 23, Newark H. S. at Newark; 27, Webb Academy at Hoboken; 30, Montclair H. S. at Hoboken.

May 4, Stuyvesant H. S. at Hoboken; 7, East Orange H. S. at East Orange; 11, Erasmus Hall H. S. at Brooklyn; 14, Newark H. S. at Hoboken; 15, Newark Academy at Hoboken; 18, Poly Prep at Brooklyn; 21, Montclair H. S. at Montclair; 28, East Orange H. S. at Hoboken.

The Yonkers High School nine began the season by defeating the alumni by a score of 11 to 4 on March 20. The schedule is long and includes several hard games:

March 31, H. S. of Commerce.

April 3, Manual Training H. S.; 7, Townsend Harris H. S.; 10, Holbrook Academy; 12, St. Francis College; 14, Stuyvesant H. S.; 16, Jersey City H. S.; 17, Stamford Academy; 21, Manhattan College Reserves; 24, White Plains H. S.; 28, Mount Pleasant M. A.

May 1, Clason Point M. A.; 5, N. Y. U. 1912; 8, New Rochelle H. S.; 10, Ossining H. S.; 12, Mount Vernon H. S.; 14, Morris H. S.; 15, Port Chester Academy; 19, White Plains H. S.; 22, Clason Point M. A.; 25, Greenwich M. A.; 26, New Rochelle H. S.; St. Francis College.

June 2, Mount Vernon H. S.; 5, Port Chester; 9, Faculty.

Coach Bunn of Boys' High is developing another good pitcher in Owser, who was an unknown at the beginning of the season.

A baseball game is being arranged between teams made up of the alumni and ex-members of the High School of Commerce. It was first intended to have the game take place on June 13, but this date was impossible for some of the alumni, and June 26 was fixed as the time. Among the ex-members of the school is Ulloa, the South American who entered West Point last year and who is now a member of the baseball team there.

The High School of Commerce believes that it will have a team that will be hard to beat this year, and there seems to be some ground for the belief, because the entire team of last year has reported for practice. Several of the new men are also doing well and will give the veterans a rub for their positions.

In addition to the entry of Rosenberger of the Irish-American A. C. blanks have been received from Lawson Robertson and Melvin Sheppard for the 60 yard ex-members' race in the Boys' High games at the Thirteenth Regiment Armory next Saturday. The invitation mile run continues to attract the most attention, however. It is the general opinion that the race lies between Major of Boys' High and Tallent of Brooklyn College Prep. Major has beaten Tallent twice in the mile, but under such conditions that there is a reasonable doubt whether he can do so again. The first occasion was the Barnard games, when Major won from Tallent by about seven yards. A week later they again ran in the mile at the Poly Prep meet. In that race Tallent was leading by a good distance in the next to last lap when he stopped. This was because he lost count and was under the impression he had completed the full distance. The question remains whether Tallent could have kept up his fast pace to the finish.

At the De Witt Clinton games Major and Tallent ran in the final mile of the olympic relay race. Tallent gained ten yards on Major, but the latter was suffering from a severe cold and says also he was not exerting himself.

Loughman of Pawling School, the winner of the mile run in the interscholastic championship games, has accepted an invitation to take part in the Boys' High race.

It was a surprise to many that Crafts of Poly Prep was able to get only third place in the high jump with 5 feet 1 inch at the interscholastic games. He has frequently cleared 5 feet 6 inches and a difference of eight inches indicates something is wrong. Crafts is supposed not to have been practising much of late.

By winning the P. S. A. L. championship relay race on March 20 Boys' High School got a second leg on the trophy for that event. Manual Training has also won the cup twice and either of the two schools will keep it permanently in the event of winning it again next year.

The Stanley G. Samuel medal which is awarded annually to the best football player at De Witt Clinton was presented this year to Van De Water, the captain of the team and the president of the athletic association.

The Adelphi School is one of the few secondary institutions of the country which is equipped with traps and boasts of a gun team.

Arthur G. Buehler of Townsend Harris and Percy M. Polley of Morris High School have been declared eligible to compete in events sanctioned by the P. S. A. L.

Bronze medals will in the future be awarded to those schools winning the championship in the following sports: indoor and outdoor track championships, basketball, soccer and indoor and outdoor marksmanship. The first of these will be presented to Manual Training for winning the indoor track meet.

THREE TEAMS TIE FOR FIRST,

And Three Other Schools Grouped in Fourth Place in Hamilton Games.

The annual indoor games of Hamilton Institute at the Twenty-second Regiment Armory yesterday afternoon resulted in a triple tie for team honors between Bryant High School, New York Preparatory School and Adelphi Academy. Each of these schools had nine points. De La Salle Institute, Townsend Harris Hall and Stuyvesant High School were tied for fourth place with six points each. It has not been decided how to dispose of the point trophy, which was to become the permanent property of the school winning the meet.

James Tallent of the Brooklyn College Preparatory School ran a great race in the mile, which he won in the excellent time of 4 minutes 42 4-5 seconds. Tallent took the lead early and was not passed. For the first nine laps MacDonald of De Witt Clinton plodded along in second place. Porter of Poly Prep was third. F. Hoffman of Paterson High School, who had been running fourth, made a strong finish and was second to Tallent by three yards. It was the fastest indoor mile which has been run by a schoolboy this year.

George Bonhag ran in the relay race for Federal and municipal teams. The three teams to start were those of the High Pressure Water Department, the New York Post Office and the Fire Department. It was a medley race, the first set of men running 220 yards, the second a quarter mile, the third a half mile and the fourth a mile. The Water Department team, on which Bonhag ran fourth, established a fair lead in the first two relays, but in the third S. Wolff of the Post Office caught Morrissey, who was running for the leaders.

This made Bonhag and Eisenring of the Post Office start their mile on even terms. Bonhag allowed Eisenring to lead for three laps and then he went to the front. Bonhag did not exert himself greatly but steadily increased the gap between himself and Eisenring. In the last lap Bonhag sprinted. He won by 150 yards. He was timed unofficially at 4 minutes 40 seconds. The time for the race was 8 minutes 15 1-5 seconds.

The 70 yard run senior was won by George Scannel of De La Salle, the Interscholastic A. A. champion. Scannel came near defeat in a trial heat.

The relay team from Boys' High School, which won the P. S. A. L. championship at the Thirteenth Regiment meet, was first in the mile relay race. The Englewood High School team defeated De Witt Clinton for second place. The time, 3 minutes 41 2-5 seconds, was good.

Philip Coffey of Bryant High School put the 12 pound shot 46 feet 7¼ inches, which is his best performance. Coffey is the P. S. A. L. champion. The summary:

60 Yard Run, Handicap—100 pound class, confined to Hamilton Institute—Won by R. Blanchard, 4 yards; G. Nolan, 5 yards, second; G. McAdam, 6 yards, third. Time, 6 1-5 seconds.

60 Yard Run, Novice—Won by H. Baukney, New York Prep; L. Williams, Adelphi Academy, second; H. Dennely, St. Francis Prep, third. Time, 7 1-5 seconds.

60 Yard Run—100 pound class—Won by L. Jackson, Public School 89; R. Brotherton, Stuyvesant H. S., second; E. Plicer, Public School 5, third. Time, 7 2-5 seconds.

70 Yard Run, Senior—Won by G. Scannel, Jr., De La Salle; T. Rudell, Barnard, second; R. Haskins, Dwight School, third. Time, 7 2-5 seconds.

600 Yard Run, Novice—Won by V. Bloc, Harlem Evening H. S.; A. Miller, Jersey City H. S., second; J. Neill, Drake Business School, third. Time, 1 minute 22 seconds.

One Mile Relay Race, Senior—Won by Boys' High, with Gilmore, Major, Van Winkle and Taylor; Englewood H. S., second, with Caswell, Brotherton, Aggas and Reeve; De Witt Clinton, third, with Pergus, Gilbert, Dexter and D. Castro. Time, 3 minutes 41 3-5 seconds.

220 Yard Run, Junior—Won by W. Hennessey, Seton Hall; M. Hyman, Townsend Harris, second; W. Frey, Eastern District, third. Time 27 seconds.

Municipal and Federal Relay Race—Won by New York High Pressure Water Department, with W. Walters, H. Goggin, C. Morrissey and G. Bonhag; New York Post Office, second, with Hinds, Muir, Wolff and Eisenring; Fire Department, third, with Connor, Santar, Rielley and Sheehan. Time, 8 minutes 15 1-5 seconds.

300 Yard Run, Novice—Won by F. Haughney, St. John's H. S.; B. Story, Townsend Harris, second; C. Gerth, Stuyvesant, third. Time 36 1-5 seconds.

P. S. A. L. Relay Race—80 pound class—Won by Public School 89, with Hannan, Mathews, Morse and Chisattel; Public School 14, second, with Vogel, Ruppert, Tracey and Commisky; Eastern District H. S., third, with Kufferman, Schwarz, Lee and Weinstein. Time, 44 1-5 seconds.

440 Yard Relay Race—100 pound class, confined to private schools—Won by Hamilton Institute, with Schramm, Brown, Gaudin and Yeager; Poly Prep, second, with Simond, Honey, Eastance and Wolling; St. Francis Xavier, third, with Hillman, Wheller, McCabe and Dowling. Time, 44 seconds.

880 Yard Relay Race, Novice—Won by Dwight School, with Haskins, White, Cedar and Horn; De La Salle, second, with Ryan, Duffy, Buckley and McDermott; Horace Mann, third, with Wilson, Mohr, Murray and Street. Time, 1 minute 46 3-5 seconds.

One Mile Run, Senior—Won by J. Tallent, Brooklyn College Prep; F. Hoffman, Paterson H. S., second; G. MacDonald, De Witt Clinton, third. Time, 4 minutes 42 4-5 seconds.

Running High Jump, Junior—Won by G. Halsted, Adelphi Academy, with a jump of 5 feet 3 inches; J. Stearns, Hill School, second, with a jump of 5 feet 2 inches; C. Fraenzmick, third, with a jump of 5 feet 1 inch.

Running High Jump, Senior—Won by A. Goulden, Boys' High, with a jump of 5 feet 7 inches; W. Ferguson, H. S. of Commerce, second, with a jump of 5 feet 6 inches; F. Crafts, Poly Prep, third, with a jump of 5 feet 5 inches.

12 Pound Shot Put—Won by P. Coffey, Bryant H. S., with a put of 46 feet 7¼ inches; A. Stephan, Bryant H. S., second, with a put of 43 feet 10¼ inches; B. Anlue, Friary School, third, with a put of 41 feet 10¼ inches.

SUFFRAGETTE AERO CLUB

Formed in France to Keep Men Subdued —One Likely Here.

"The Stella" is the caption on the dainty cover of the year book of the Aero Club Feminin of France just received on the courtesy list of the Aero Club of America at 12 East Forty-second street. The new club, while distinctly feminine in character, will permit fathers, brothers, husbands and sons to accompany them on their proposed aerial voyages. The rules and regulations would indicate there will be ever so many stars—in fact the club will be a veritable constellation. As put forth in the year book, the members will qualify as pilots, own their grounds, conduct their ascensions and give a course of lectures on the subject.

In order that their achievements may not be misrepresented by some horrid man editor they propose to rubish and own a journal. To stimulate interest races will be established and large prizes will be offered. In other words it will be rather a "suffragette" affair. Mme. Surcouf, the president, believes that ballooning is one of the safest of sports and that there is no reason why women cannot adopt it to the extent of piloting their own craft.

Seven classes are included under the governing rules, namely, honorary, embracing those who have achieved some aeronautical distinction; contributing members, who pay annual dues of 2,000 francs; life members, 1,500 francs; charter members, 25 francs; active members, 100 francs, augmented the first year by 25 francs for admission fee; associate members, 25 francs; participating members, 25 francs annually or 400 francs for life privileges. To be admitted as a regular member a name must be posted by three members to the committee, who act on the proposition. Men are admitted as contributing members by paying dues of 2,000 francs annually. This class of members require no vote, as the amount is a certificate of standing. Men are also admitted as honorary and participating members. No man will be granted a vote or have any voice whatsoever in the doings of the club. However, the club will affiliate with the Aero Club of France and the Aeronautical International Federation.

In order to receive a pilot's certificate a woman must have made at least ten ascensions, one of which must have taken place at night. Every member will be entitled to one ascension during the year, and can make others by special arrangement with a pilot. Members owning their balloons will have the use of the grounds at Saint Cloud, from where the ascensions will be conducted.

The board of administration of the organization, like the French Academy, is confined to forty members to be elected by the regular members and will serve a term of three years. All elections will be conducted with due secrecy and a woman to become a member must confess to at least twenty-one years. Any one under this age desiring to make an ascent must secure the consent of parent or guardian.

The club is headed by such prominent women as Mesdames Surcouf, Bleriot, Desfosses, Dalloz, Max Vincent, Airault, Charpentier and Savignac.

New York is to follow the French women in the matter of aeronautics, and according to President Cortlandt Field Bishop of the Aero Club of America a woman's aeroplane club is soon to become a reality. The new organization will affiliate with the Aero Club. It is understood that the daughter of one of the richest men in America, who witnessed the flights of the Wrights while abroad, will become a member.

Princeton Marksmen Beaten.

MONTCLAIR, N. J., March 27.—The Montclair Gun Club defeated Princeton University gunners in a tea m match at fifty targets a man at the local club this afternoon by 224 to 200. The scores:

Montclair—Dukes, 46; Crane, 42; Colquitt, 43; Jacobus, 46; Babcock, 43. Total, 224.
Princeton—Este, 44; White, 42; Latta, 35; Medina, 39; Biddle, 41. Total, 200.

AMONG THE AUTOMOBILISTS

COMMITTEE ANNOUNCES PRIZES FOR CARNIVAL PARADE.

Cash Awards for Cars of Three Divisions —Western States to Fix Roads for Ocean to Ocean Contest—Highway Commission Hearing on Tire Chains.

Plans for the automobile carnival to be held during the week of April 26 under the auspices of the New York Automobile Trade Association are being rapidly completed. At the last general meeting the most important business done was that of deciding how the $2,000 in cash prizes for the carnival parade on the afternoon of Saturday, May 1, will be divided. In the pleasure vehicle division the cash prizes have been divided as follows: $500 to the most handsomely decorated car, $250 as a second prize, and $150 as a third prize.

The members of the carnival committee hope to make the commercial and advertising section of the parade a great success. To encourage artistic and unique decorations in this division the committee has divided the prize money as follows: $500 in cash to the best decorated and most appropriate float or display on a motor driven vehicle, $200 as a second prize, and $100 as a third prize. Last year the division for grotesque cars contained some exceedingly original creations. Cash prizes in this division will be $200 to the best car grotesquely decorated and equipped, and $100 as second prize. No cups or trophies will be given as prizes. Winning contestants will receive cash.

No entry fee of any kind is charged for participating in the carnival parade nor for entering the contesting divisions. Entries will be confined, however, to cars represented by those firms who have subscribed to the carnival fund and who have made possible the holding of the second annual carnival in this city. No owner can enter his car in the parade without filing an application and securing an identification card for the purpose of getting through the police lines. These cards give full directions as to where the different divisions form and will be ready for distribution to-morrow.

There are many who do not care to decorate their cars, yet who will want to go into the pleasure vehicle division, and dealers are already busying themselves among their customers with a view of securing a large representation of their cars in this section of the parade. The line of march for the afternoon parade has not been definitely decided upon, although it will take in "gasolene row" complete. The probable formation will be on the streets running east of Broadway from Eightieth to Eighty-fourth, the parade to move north on Broadway to 118th street, countermarching south on Broadway to Forty-eighth and then east to Fifth avenue and north on Fifth avenue to 110th street. This route cuts out many trolley car crossings, which marred the last three miles of the parade a year ago. With a string of 3,000 automobiles extending seven miles in length it is of course impossible to avoid crossing some street car lines. By cutting out that portion of the line of march from Forty-eighth street to Twenty-fifth street more than one-half the crossings encountered last year will be eliminated. The judges' stand will be located in the neighborhood of Ninetieth street at some point to be decided later. Col. K. C. Pardee, chairman of the hill climbing committee, has made up a partial list of his officials. Robert Lee Morell, third vice-president of the Automobile Club of America, has consented to act as referee. The technical committee is composed of A. L. McMurtry, A. H. Whiting and H. H. Law. F. J. Wagner will be the official starter. The New York Times Club will have charge of the timing of competing cars.

Developments of the week concerning the progress of the international ocean to ocean contest of the Alaska-Yukon-Pacific Exposition show that not only preparations are going on rapidly but that intense interest in the event is being excited in the far Western States. Following the action of the Washington State Legislature in appropriating $120,000 for the making of roads in eastern Washington comes the news that Gov. Brady of Idaho has induced the Idaho Legislature to appropriate $50,000 to continue the transcontinental highway over which the contest will pass through Pocatello and Boise.

The action of these two Northwestern States answers emphatically the question as to what good contests of the nature of the one under discussion are to motoring in general. Efforts will be made by Mr. Guggenheim to continue this good work and the exposition commissioners from the various States have been asked to take the matter up with their respective Governors to the end that a transcontinental highway be built which will be a lasting motoring memorial to the exposition.

L. W. Redington, the official pathfinder for the contest, who is going over the route in a Thomas, has arranged to have checking stations established at Poughkeepsie, Albany, Syracuse, Rochester and Buffalo. Before the close of the coming week it is expected that the route will have been laid out as far as Chicago, with Erie, Cleveland and South Bend as points for checking stations. The original plan had been to cut out Chicago and proceed from Cleveland to St. Louis, but no information being obtainable about the Indiana roads it has been deemed wiser to proceed along the line of least resistance to Chicago and thence either to St. Louis and Kansas City or by way of the more direct route through Des Moines and Omaha.

Charles Thaddeus Terry, counsel of the National Association of Automobile Manufacturers and chairman of the legislative board of the American Automobile Association, has brought to the attention of the New York State Automobile Association, which is affiliated with the A. A. A., the importance of a hearing which has been called by the New York State Highway Commission at Albany on Thursday, April 1. Mr. Terry has been urging upon the officers of the clubs affiliated with the New York State body the importance of making this meeting representative and to have a full attendance of motorists who are familiar with the proposed reforms in automobile legislation.

While this hearing is primarily for the purpose of discussing the question as to whether the use of chains on the tires of automobiles should be regulated or prohibited, many other issues of supreme moment to automobile users and manufacturers are sure to be brought up in the discussion, and if all interests are present it will be possible to accomplish a great deal. The annual meeting of the directors of the New York State Automobile Association will be held in Rochester to-morrow, and it is very likely that at this meeting some resolutions will be passed for presentation at the Albany hearing. In an interview yesterday upon proposed legislation in general and particularly in relation to the use of chains Mr. Terry said:

"It will be generally admitted by all those who have given any thought to the matter and by those who have been close observers of conditions that at least 95 per cent. of the owners of motor vehicles are law-abiding citizens, who intend at all times to observe the proprieties of he highway. They are ready to and do obey all reasonable and fair rules and regulations which may be enacted to preserve the rights of all users of the highways, their own included. These are the interests interested, perhaps more than any other class of users of the highways, in the construction and maintenance of good roads. This being so, they feel outraged that any body of highway lawmakers should proceed as though they were enacting laws solely against the less than 5 per cent. of motor vehicle users who are guilty of violations of proper rules of conduct and who disregard the proprieties of highway traffic. They seem to forget that there is no reason why the 95 per cent. or more should suffer for the sins of the less than 5 per cent.

"Take for example the matter of miles per hour limitations in automobile statutes. It is the general form of automobile statutes that an automobilist shall be allowed to go, but shall be limited to ten miles per hour in cities and twenty miles per hour in the country. The facts are that under certain circumstances and at certain points in cities it may be the grossest negligence to go six miles per hour, or to move the automobile at all, as for example at congested points, and at the same time it may be that in the open country with a road sixty feet wide, with no other user of the highway in sight and with no danger which might arise from intersecting roads, it would not be at all negligent to run twenty-five miles an hour. And yet, if in the last set of supposed circumstances the automobilist, while exercising what everybody would know to be perfect caution, happened to go at the rate of twenty-one miles per hour for a hundred yards he is likely as not to fall into a speed trap and suffer all the penalties provided by law aimed only at the reckless drivers.

"If the driver of the motor vehicle had been in fact negligent, driving, if you please, at the rate of forty miles an hour upon a comparatively narrow road with considerable other traffic upon it, he would doubtless escape punishment; first, because of the rapid rate of speed at which he is moving, and second, because, although the peace officers might readily take his number and prosecute him to conviction, they are not willing to go to that amount of trouble. It is the motor vehicle user who is decent enough to stop when hailed by the peace officer, and who is going at such a rate of speed that he may readily stop, upon whom is visited the harsh penalties provided by the laws. The test should be one of negligence and not of miles per hour, and then the law should be vigorously enforced.

"Take again the question of the use of chains upon one or more of the tires of an automobile when the roads are covered with snow or ice or slime. Every motor vehicle user knows that in such conditions of the highways it would be negligent to use an automobile at all unless it were equipped with chains to prevent skidding. He knows also that it will not do to use the chains unless the slippery condition of the road absolutely requires their use for the protection of the occupants of the vehicles and the protection of other users of the highways. All automobile users of any experience also know that much more injury is caused to the highways by other non-skid devices, which being permanently fixed to the tires are used the whole year through, in all conditions of the surface of the highways, whether dry or not.

"There are, it is true, some few automobilists who will use the chains when the roads are dry for the purpose of securing traction and increasing the capacity of the machine for speed, but they are a very small fraction indeed of all the users of chains. And yet the question is being mooted as to whether a rule should not be passed prohibiting absolutely the use of chains in all conditions of weather. It is amazing that lawmakers should consider for one moment the adoption of a rule which would deprive law abiding, decent users of the highways of the use of their motor cars during those periods when the condition of the highways absolutely requires the use of chains in order to punish the small fraction of automobile users who are so unreasoning and so careless of the rights of others as to use them for an illegitimate purpose.

"The 95 per cent. have ample justification for the protest against legislation aimed solely at 5 per cent. In this particular matter the fair, just and reasonable rule would be to prohibit under a severe penalty the use of chains except when the roads are in a wet, slippery or slimy condition or covered with snow or ice. Automobilists are organized and have come to be a powerful factor in highway use and in highway legislation, and they cannot and should not countenance hostile legislation which imposes upon them intolerable burdens and annoyance without any resultant good to the public at large. They will heartily concur and cooperate in the enactment and enforcement of rules sensibly designed to prevent and punish the few who have no regard for the proprieties and who bring the whole class of automobilists into disrepute because of their infractions of proper regulations."

VICTORY FOR AERO CLUB.

Displaces Aeronautic Society as Aviation Section of Automobile Club.

The Aeronautic Society was yesterday displaced as aviation section of the Automobile Club of America by the Aero Club of America. The announcement did not come as a surprise, as it has been known that for some time President Cortlandt Field Bishop of the Aero Club has been making an effort to bring about an affiliation with the Automobile Club.

The Aeronautic Society is an offspring of the Aero Club and is composed of members who withdrew for the purpose of organizing a club for practical work, as they claimed the original club did not obtain results. The new club, which has held its meetings in the rooms of the Automobile Club for the last several months under an agreement of affiliation with a thirty days notice clause, was yesterday apprised of the change of plans. There has been a keen rivalry between the two organizations and the movement yesterday was a complete victory for the older club.

The aviation section of the Automobile Club is the direct result of the last international automobile congress, held in Paris. At the congress it was decided that the seventeen clubs represented should hereafter occupy themselves with all means of aerial flight in which light gasolene motors are used.

"There has been in the past considerable conflict between the French Automobile Club and the Aero Club of France," said Mr. Bishop, "and in order to prevent any friction in this country the agreement was entered into to-day."

As both the Aero Club and the Automobile Club of America are the two clubs representing aeronautics and automobiling at the international congresses Mr. Bishop will represent both at these meetings.

In the new arrangement the Aero Club of America retains its name in all corporate functions; it elects all officers and members in accordance with its by-laws, and in every sense preserves its identity, but hereafter it is to take charge of all aviation work of the Automobile Club of America and represent it in these matters.

AUTOMOBILE NOTES.

Although the Government proposed a thorough test of the five motor omnibuses which under authority of an act of Congress are in trial service in Sixteenth street in Washington, no such strenuous ordeal was intended as that which one of the five underwent the other day. A collision with a trolley car overturned the bus, which contained several passengers, and smashed the side. The vehicle was the car entered by the H. H. Franklin Manufacturing Company in competition for a contract for supplying enough of the buses to replace the service of horse drawn herdics, long in use on the street and long complained of by Washington people.

As three of the five competing motor cars were out of service at the time of the collision the Metropolitan Coach Company, which operates the vehicles, made immediate effort to keep the Franklin in commission in spite of the damage done to the body by the trolley car. The bus was quickly examined and it was found that all of its working parts had withstood the crash and were in shape for use. Accordingly the bus was continued at its work next morning, not looking as well as usual but performing its regular service.

The bus is something of a novelty in automobile construction and indicates a field that is likely to offer considerable opportunity for the use of motor cars. It holds fourteen or sixteen people, seated along the side; it presents many of the conditions of the horse drawn car of a number of years ago, but has the advantage of speed and ease in penetrating traffic that its predecessor lacked.

While Judge Taft was being inaugurated President a cab just about comfortably big enough for him, although built for five, was bucking the blizzard and making a record for itself in the fastnesses of New England highways. It was a 16 horse power Alco cab belonging to Mrs. W. B. Weedon of Providence, R. I., and was to be driven to New York to catch the steamer for Jamaica, W. I. The ferry at Lyme, Conn., was out of commission, necessitating a drive of twelve miles to Ely's ferry. This, too was found to be tied up and a further drive up the river to Hadlymo had to be made in order to cross. The little cab meanwhile was ploughing through the snow with two men besides the chauffeur and 600 pounds of baggage aboard. Between New Haven and Bridgeport it got stuck in a muckhole and had to be shovelled out, but it reached New York in the evening and was at once shipped to Jamaica, ready for service on landing there.

The accession of Monte Cross, the ball player, to the Winton ranks as Kansas City agent adds another star athlete to an already long list. C. M. Brown, New York manager, was a high wheel bicycle champion of the 90's. Joe Earl H. Riser, Pittsburg manager, and John S. Johnson, Minneapolis manager, were safety bicycle champions of international reputation. F. A. Hinchcliffe, Boston manager, and W. L. Dick, Baltimore manager, were both cycle racers in England, which holds the world's amateur unpaced record for the quarter mile. C. D. Smith, parts manager, was a ball player some years ago, while Harry Owesney, San Francisco manager, was clever in sprinting and boxing. George Arbuckle, chief supervisor, was an amateur road racer. Oddly enough, the Winton himself belongs to the class of former champions. Before he won honors with his racing automobiles he was a race and time prize winner in bicycle road races.

Capt. W. R. Fearn, Quartermaster of the Seventy-first Regiment, has bought a seven passenger 40 horse-power Mitchell car for use in connection with his official duties as aide on the staff of Gov. Hughes. The car will also be used to carry Gov. Hughes on his trips of inspection of the State militia service next summer.

A motor car of an entirely new type so far as the body lines are concerned has just been shipped to Europe for the use of George K. Birge of Buffalo. It is a six cylinder 40 horse-power Pierce-Arrow, the chassis of which is fitted with a landaulet body. As a landaulet bodies of the size used on Mr. Birge's car are made for cars of much less horse-power and consequently shorter wheel bases there was considerable space left between the back of the body and the rear of the frame. This has been utilized for the attachment of a large permanent baggage boot suggestive of that of the old English and our own plains stage coaches. This boot has ample room to hold three good sized trunks.

The main color of the car is a chrome yellow, relieved by black stripes following the lines of moulding. The upholstery is of cordovan leather of a russet hue, the borders being hand tooled in a special design. Either two or three people may be seated in the enclosed portion of the car and one with the driver, making touring accommodations for four people in addition to the chauffeur. The advantage of the type of body used on this car is that while it may be thrown open to almost the extent of a touring car proper in good weather it may be entirely enclosed when the elements make such a thing desirable. The driver is almost as well protected as those inside the car, and his seat is protected by a glass front set back several inches from the back line of the dash and a separate top on the Victoria order. The car is provided with a number of conveniences that would appeal to those experienced in long motor car trips.

One of the little things that will greatly prolong the life of an automobile tire is proper attention to surface cuts in the tread even though small and apparently of little consequence at the time. If these are neglected dirt and water will soon work into the cuts, which of course are made larger by constant wear, and eventually the rubber is affected and the fabric decays from the moisture that comes in contact with it. A preparation known as Michelin mastic is made by a large tire manufacturer for repairing cover cuts quickly and permanently.

That a good display in a Broadway window will attract automobile buyers is being proved by W. C. Poertner, the new agent for the National cars. He has arranged in his window on stands and in their proper order a complete motor, a transmission case and a differential case, all opened to show the mechanism within. His display also includes a ball bearing crankshaft, piston, connecting rod and the various parts of the valve mechanism. Mr. Poertner says that several hundred people stop to look over the window display each day and that several sales of the National cars can be traced back to this source.

S. G. Rayl has been appointed distributer of the Lozier line of cars for northern California, with headquarters at San Francisco. A temporary salesroom has been opened at the Broadway Garage, but negotiations are under way for permanent headquarters, announcement regarding which will be made in the near future.

Few people realize the tremendous amount of raw material used by a large automobile concern. The Maxwell-Briscoe Motor Company is soliciting bids on material for the building of 12,000 cars. Among the articles enumerated are 12,000 tons of aluminum castings and 150 tons of brass castings. The babbitt metal that goes into the bearings alone is in excess of 50 tons, while the brass tubing figures up something like 120,000 feet or approximately twenty-five miles. The Goodyear Company will use 3,000 shipping cases. Nor are the bids confined to metals. For example, 12,000 hides will be used for upholstering and trimming. Materials for tops call for more than 10,000 yards. In iron and steel 1,000 tons of steel bars and 800 tons of malleable iron will be used. Special steels, which play such an important part in the building of an automobile, the Maxwell bids call for 50 tons of chrome nickel steel and 50 tons of nickel steel.

A three ton gasolene motor truck as a farm vehicle in place of the ordinary horse wagon is unusual, to say the least. One good example of the practical use of the motor truck in farming is afforded at Conyers Manor, at Greenwich, Conn., which is not only one of the most notable estates in the East but also a great farm operated on a commercial basis. It represents 1,300 acres of reclaimed land and is the home of E. C. Converse. Motor cars are common at Conyers Manor. Not only is there a large and well equipped garage for the several pleasure cars but there is a separate garage for commercial vehicles, which it is proposed to use extensively. This basis of work in the commercial vehicle line, now on the farm, is a Packard three ton truck.

Conyers Manor is about nine miles outside of Greenwich. The principal work of the Packard truck is in running back and forth between the farm and town. Its regular platform body has a special grain body inserted inside the regular stakes. By removing this inside body when it is not desired to haul grain to Greenwich the truck with its regular body is ready for use in its other work of carrying fertilizer, coal, machinery and general supplies. Mr. Converse is an enthusiastic advocate of motor vehicles for hauling and makes no distinction between hauling in the city and in the country. He argues that with suitable roads, such vehicles as the Packard three ton truck are particularly well adapted to farm hauling. Their greatest efficiency is in the carrying of approximately full loads for long distances, with infrequent stops. Agricultural hauling meets these requirements exactly. The special motor truck garage which has been erected at Conyers Manor has room for the accommodation of four three ton trucks, it being intended that eventually at least three or four trucks will be in regular service.

The average motorist knows less about the painting of an automobile than he does of any other feature of its construction. This probably explains why it has become generally believed that the higher the price of a car the more coats of paint it should have. Such is not the case, and when more than are usually required are given the additional coats do more harm than good. In speaking of this Emerson Brooks of J. M. Quinby & Co. says:

"There is much misunderstanding about the number of coats of paint and varnish put on an automobile body than about any other feature of the car's construction. The time allowance between the coats and the care exercised in putting them on are of vastly more importance than the number of coats and if too many coats are given the surface is likely to crack and flake off.

"You occasionally read about an automobile body having 25 to 30 coats of paint and varnish. This is ridiculous. An aluminum body requires eight coats and a wood body fourteen. The latter should receive two coats of lead prime, six coats of filler, a guide coat, one or two color coats and four of varnish. An aluminum body does not require the filler or guide coats and instead of the prime a special preparation is used for the foundation and then the color and varnish coats are added."

The Post Motor Company will move on the last of the month from the present quarters at 1623 Broadway to 229 West Fifty-fourth street. Garage facilities at the new establishment will enable the company to take care of some of its customers' wagons.

Word has been received from the Philadelphia distributers of Continental tires to the effect that the big limousine car which runs between the Bellevue-Stratford in Philadelphia and the Waldorf-Astoria of this city is equipped with Continental steel studded tires.

The use of these tires is a great compliment to the Continental people, in view of the fact that the car is frequently one-runs between these cities over bad roads in severe weather.

The New York School of Automobile Engineers of 146 West Fifty-sixth street are making preparations for an active spring season and have renovated the upper floors of their building and made a number of improvements. A number of inquiries have been made about their new booklet "The Chauffeur Question and the Answer," which will be ready for distribution in about a week.

A SNAP in a six cylinder National ($5,050) touring car, complete, with top, overhauled and in A1 condition; make offer. A. ALEXANDER, 1931 Broadway.

$1,500 WILL buy my 60 horse six cylinder, seven passenger touring car (cost $4,050), demonstration given. Address F. E. LEE, 33 West 111th st.

4 CYLINDER, 50 horse, late model roadster, guaranteed perfect condition; cost $3,550, sacrifice for $1,450 cash. Will demonstrate. W. H. TIEDGENS, 160 E. 179th st., phone 1208 Tremont.

PEERLESS, 1907 model; thoroughly overhauled and refinished; in very fine condition; I am anxious to sell this car quickly and will accept $2,000 if sold at once. SIMONSON, 217 West 48th.

MODEL "D" Franklin; thoroughly overhauled, fully equipped; very durable car, at $700. NEWMAN, 217 West 48th.

MITCHELL Runabout; very scarce on the second-hand market; exceptionally fine condition; splendid value; $600. BARR, 1,599 Broadway.

A $1,500 Stanley roadster for sale or exchange for medium power gasolene runabout; car capable of 80 m. p. h. O'REEFE, 33 East 50th st.

HANDSOME PAIR BEAR ROBES, perfect condition; also elegant fur coat and fur-lined coat; no cash offers refused. 9 East 52d, near 5th.

4 CYLINDER, 30 horse "Ramb