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AMONG THE AUTOMOBILISTS

MEETING CALLED TO FORM MILITARY AUTOMOBILE CORPS.

Runabout Owners Asked to Volunteer Their Cars for Use in Army Service —Body May Take Part in Field Manœuvres of Troops in August.

A movement has been started in this city for the organization of an automobile corps of volunteers to be trained for military service. The men interested in the proposed organization have issued a call for a meeting of owners of runabouts to be held at the Hotel Astor on Friday afternoon, May 21, at 2 o'clock for the purpose of discussing the matter and taking the preliminary steps toward the formation of the First Army Motor Corps.

The organization of a volunteer automobile corps has been discussed at various times during the past few years and several motoring organizations, including the Quaker City Motor Club of Philadelphia, have made formal offers to the War Department of both cars and drivers any time the Government might have need for their services. Up to the present time, however, no steps of a definite nature have been taken to organize a corps of automobilists and train them for service in war time.

Military automobile corps have been organized in several of the European countries, notably France and Germany, and commercial motor vehicles have been subjected to extended and elaborate trials by the War Departments of both countries. In England the resourceful S. F. Edge recently arranged a spectacular exhibition of the adaptability of motor cars for moving a large body of troops a considerable distance in very quick time and on very short notice.

It is planned to have the cars of the motor corps used ultimately for the transportation of infantrymen, but it is not the intention of the organizers to make this its chief purpose. The corps is to be a complete military organization and each runabout will be manned to its regular carrying capacity. The men will carry infantry arms and the cars will be mounted with machine guns, searchlights, motorcycles, bicycles, observation balloons, wireless telephone apparatus and medical and surgical outfits.

The members of the corps are to be trained as infantrymen and will also be taught how to use machine guns. They will in addition receive instruction in shooting at marks from the cars while the latter are being driven at speed and over rough ground. Owners of cars who become volunteers will nominate the non-owners who will man the cars. The cars are to be formed into divisions, according to the makes, and the commanders of the divisions are to be selected by the owners composing the divisions.

Major-Gen. Leonard Wood and many other prominent army officers are enthusiastic supporters of the proposed organization. Gen. Wood says this is by far the most important movement ever made by the automobilists of the United States, and if fifty or more cars can be mustered into service in time to give the men some practice before the regular army and National Guard manœuvres, which will be held from August 14 to 21, the corps can be thoroughly tested as to its value in military service.

The men interested in the proposed organization are planning to hold what they style a "competitive speed shoot." A number of army officers are to be invited to accompany the corps on a run of about thirty miles to a large private country estate, where luncheon will be served under canvas. A number of National Guard officers will also be invited to make the trip and the regular and volunteer officers will shoot in competition with members of the corps from cars going at high speed.

All owners of runabouts who are interested in the proposed organization have been invited to attend the meeting on Friday afternoon. The men behind the plan have specified runabouts because these machines are better for military purposes than cars with tonneaus and are easier to handle over rough roads and fields. It is not expected the corps will enter the National Guard, but that if the temporary organization is successful and a favorable report is made to the War Department of the corps's work in the manœuvres Congress may admit it into the service as a special volunteer corps.

Frank B. Hower, chairman of the contest board of the American Automobile Association, was in the city yesterday and said entries for this year's Glidden tour were coming in rapidly. Mr. Hower declared the Automobile Club of Buffalo, of which he was president last year, was growing so fast he could not keep track of its membership total, but thought it must be about 1,800.

C. P. Skinner, R. H. Johnston and P. N. Lazarnick, who had been surveying the route for the Trade Association three day run next month, returned from their trip yesterday. They say the run will be through a fine country over good roads.

Twelve of the twenty-one cars that competed in the first annual run of the Mercer County Automobile Club on Monday finished with perfect scores. The route over which the cars travelled was from Trenton to Morristown, to Hackettstown, to Belvidere and down the valley of the Delaware River back to Trenton, the distance being 158.4 miles. Walter Madden, Mayor of Trenton, was chairman of the committee in charge of the contest. The cars were divided into two classes, those selling for more than $2,000 being placed in Class B and those selling for $2,000 and less being put into Class A.

The drivers and cars of the Class A division that made perfect scores were as follows: Toman, Maxwell; Mosher, Ford; Van Horn, Overland; Eisenberg, Buick; Aller, Regal; Wehner, Mercer. Stout, Pullman, lost 4 points; Titus, Herreshoff lost 116 points, and Driscoll, Mitchell, lost 140 points. McLaren, Brush, and Tscherky, Mercer, did not finish.

In the class for higher priced cars perfect scores were made by the following drivers and cars: Manning, Peerless; Druck, Oldsmobile; Hardesty, Pullman; Hayes, Midland; Moon, Stoddard-Dayton, and Gilliam, Crawford. Brock, Winton, lost 52 points and Harper, Locomobile, lost 77 points. Sharp, Sharp-Arrow, and Shedd, Crawford, did not finish. The committee will select another course and run the cars over it until a winner is left in each class.

The officials of the Chicago Automobile Club expect that a number of additional entries will be made in a few days for the Cobe trophy road race on June 19 for two more Fiats, two Locomobiles, two or three Appersons, a small six cylinder Thomas, two Fal cars, and there is some hope entertained that a Renault and an Isotta-Fraschini will be added to the list. Frank H. Trego, general executive of the race, is thinking of limiting the entries in each of the two races to twenty machines.

Charles A. Schroeder of Jersey City has made the first entry for the State highway run to be conducted by the Quaker City Motor Club on June 14 to 18. The car which will be No. 1 is a Palmer and Singer and will be driven by William Wallace, Jr. The contest will cover a route from Philadelphia to Pittsburg and return.

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W. F. Fuller of the Automobile Club of Hartford was reelected president of the Connecticut Automobile Association at the annual meeting of the organization held recently at New Haven. F. T. Staples of the Automobile Club of Bridgeport was made vice-president, W. T. Dill of the Automobile Club of New Haven treasurer and John M. Brooks of the Litchfield County Automobile Club was made secretary. The association membership increased about 50 per cent. during the past year, there now being about 1,070 names on the membership lists. The meeting was the third annual gathering of representatives of the affiliated motoring clubs of Connecticut.

Owners of automobiles in Iowa are now able to insure their cars against explosion, reckless driving and accidents of all kinds for the first time since motor vehicles were introduced in that State. The White bill, adding motor vehicles to the list of property that may be insured against any casualty, has just become a law by publication. As a result fire insurance agents in every Iowa city and town are doing a brisk business, and incidentally making trouble for the State Insurance Department. Iowa companies are preparing a new form of insurance policy for motor vehicles, but the large Eastern concerns have begun the use of the policy forms used in other States, which in several instances do not comply with the laws and regulations adopted by the Iowa Legislature.

GOLF PROFESSIONALS COMPETE.

Opening of the Eastern Association Tournament at Scarsdale.

There were two contests at the Scarsdale Golf Club yesterday by way of a curtain raiser for the championship there to-day of the Eastern Professional Golfers Association. In the four ball professional match glory fell upon Low and Thomson and Smith and J. Norton, for they tied for the two prizes at 71. In the afternoon, thanks to George T. Brokaw's clever 3 on the home green, he and Barker won the amateur and professional four ball competition by a stroke, scoring 70. Alex Finley, Sr., also gained glory through the fine condition of the course. Under the rearrangement the distances were:

Out.....496 220 155 315 307 173 367 322 177—2,532
In.....167 374 280 268 367 410 419 463 184—2,932

The round is of 5,464 yards, of which the par score is 71. Each pair had an amateur as scorer and in all the details the management was very good. There were three scores of 72 posted before the tie came in with Low, Thomson, Smith and J. Norton—all playing in perfect style and execution—as the principals. James Norton had a 2 at the tenth and Thomson the same at the ninth, which helped some. Their detailed cards were:

Low and Thomson:
Out.....5 4 3 3 4 3 5 5 5—34
In.....3 4 4 4 4 5 5 5 3—37—71

Smith and J. Norton:
Out.....4 4 4 4 4 3 4 4 3—34
In.....2 4 5 5 3 4 6 5 3—37—71

The summary:

Professional Four Ball Match—George Low, Baltusrol, and R. Thomson, Knollwood, 34, 37—71; A. Smith, Nassau, and J. Norton, Trenton, 34, 37—71; D. Hunter, Essex, and T. Anderson, Sr., Montclair, 34, 38—72; G. Sparling, Brooklawn, and John Inglis, Fairview, 34, 38—72; H. Strong, Apawamis, and W. Norton Deal, 36, 36—72; T. Anderson, Jr., Montclair, and N. Demane, Boston, 34, 39—73; I. Mackie, Fox Hills, and A. Finlay, Jr., Haworth, 35, 38—73; Jack Hobens, Englewood, and A. Finlay, Sr., Scarsdale, 36, 38—74; H. H. Barker, Garden City, and John Young, Manhattan, 36, 38—74; A. Cunningham, Glen Ridge, and O. Terry, Canoe Brook, 38, 37—75; H. Rawlins, Ekwanok, and G. Pearson, Yountakah, 38, 39—77; G. Strath, Crescent A. C., and Gil Nichols, Wilmington, 36, 41—77.

Oswald Kirkby and Jack Hobens, going along very smoothly and as calm as two waiters at a wedding, had seemingly the amateur and professional four ball match cinched in the afternoon with 35, 36—71. Next in line were the Wilmington professional Gil Nichols and the Pennsylvania freshman H. B. Heyburn, who was runner-up to W. J. Travis in the last Atlantic City tournament, and H. V. Gaines and A. Smith, both of Wykagyl, at 72. The winners, George T. Brokaw and H. H. Barker, were the next to last to finish. Brokaw was the stronger for twelve holes, then Barker took up the running. On the home green, however, he took 4, but Brokaw drove the green and holed in three, which saved the first prize for them at 70. Their partners were Findlay S. Douglas and Herbert Strong, who did 79. The card:

Brokaw and Barker.
Out.....4 4 3 4 3 4 4 4 3—33
In.....3 4 4 4 4 6 5 3—37—70

Amateur and Professional Match—G. T. Brokaw and H. H. Barker, Garden City, 33, 37—70; O. Kirkby and John Hobens, Englewood, 35, 36—71; H. B. Heyburn and Gil Nichols, Wilmington, 35, 37—72; H. V. Gaines and A. Smith, Wykagyl, 34, 38—72; W. H. Vanderpoel, Jr., and G. Low, Baltusrol, 34, 39—73; C. W. O'Conner and D. Hunter, Essex County, 35, 40—75; P. W. Kendall and W. Norton, Deal, 36, 39—75; W. Pell and O. Terry, Canoe Brook, 35, 40—75; G. B. Martin, and G. Pearson, Yountakah, 35, 41—76; W. Hering and A. Cunningham, Glen Ridge, 38, 39—77; J. Rogers and T. Anderson, Sr., Montclair, 36, 41—77; W. Hardy and R. M. Thomson, Knollwood, 38, 39—77; S. Leonard and J. Norton, Trenton, 37, 40—77; P. S. McLaughlin and A. Finlay, Jr., Haworth, 38, 41—79; W. Kerby and H. Rawlins, Ekwanok, 38, 41—79; F. S. Douglas and H. Strong, Apawamis, 39, 40—79; F. K. Flaugh and T. Anderson, Jr., Montclair, 39, 41—80; D. L. Manson and I. Mackie, Fox Hills, 38, 42—80; W. Grafius and A. Finlay, Sr., Scarsdale, 39, 42—81.

GARDEN CITY, May 18.—Representatives from seven clubs of the Women's Metropolitan Golf Association motored here to-day for the eighteen hole handicap at the Salisbury links. The chief cup was won by Mrs. T. H. Polhemus of the Richmond County Country Club, with a score of 96, 2—94. Mrs. Polhemus now holds the best score for a woman on the course. Mrs. M. D. Paterson and Miss Marie Harrison tied for second place with a score of 98. The cards:

Mrs. T. P. Polhemus, Richmond County, 96, 2—94; Mrs. M. D. Paterson, Englewood, 104, 6—98; Miss Julia Mix, Englewood, 104, 2—102; Mrs. L. W. Callan, Englewood, 107, 6—101; Miss M. A. Irving, Richmond County, 109, 10—99; Miss E. M. Hurry, Englewood, 110, 6—104; Mrs. E. F. Sanford, Englewood, 112, 6—106; Mrs. W. J. Farth, Scarsdale, 112, 10—102; Mrs. D. R. Aldridge, Dyker Meadow, 121, 10—111; Mrs. M. T. Moriarty, Knollwood, 120, 18—102; Miss Marie Harrison, Baltusrol, 108, 10—98; Mrs. Walter C. Shoup, Englewood, 123, 14—114. Those who competed but did not return cards were Mrs. S. Cunningham, Englewood; Mrs. C. L. Tiffany, Nassau, and Mrs. T. L. Stanton, Englewood.

Ketchel Outpoints McGann.

PITTSBURG, May 18.—Stanley Ketchel and Hugh McGann of Kansas City fought six rounds before the National Athletic Club here to-night—rather Ketchel did—and McGann gave one of the gamest exhibitions of staying ever seen in Pittsburg. Ten times in the fight McGann was knocked down for part of the count, and on two of these occasions he was sent clear through the ropes and off the stage, but he climbed back and at the end of the sixth round he was still blocking off Ketchel as best he could.

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PAWNBROKERS' SALES.

CENTRAL AUCTION CO., M. Sheehan, Auctioneer, 152 Canal st., sells 11 A. M.:
May 19—By M. Lavery, 504 9th av., also 2277 3d ave.; diamonds, jewelry, &c., pledged previous to May 10, 1908.
May 21—By E. Berger, 460 6th av.; Berger Bros., 204 West 42d st.; diamonds, jewelry, &c., pledged to May 10, 1908.
May 24—By J. Simpson & Co., 225 Park row; all diamonds, jewelry, &c., pledged previous to March 1, 1908, Nos. 1 to 10000, and all goods held over; also ticket No. 52166.
May 25—By R. Simpson & Co., 143 West 42d st.; all diamonds, jewelry, silverware, &c., pledged from No. 16000, Oct. 1, 1907, to 4,000, March 1, 1908, and all goods held over.
May 26—By R. Simpson & Co., 1978 Broadway; all diamonds, jewelry, silverware, &c., pledged previous to No. 23000, Jan. 1, 1908, and goods held over.

JOS. SHONGOOD'S SONS, Auctrs., 94 Bowery, by Julius Shearood, Auctioneer:
May 19—Jewelry, &c., pledged to May 12, 1908, to No. 14904 inclusive; B. Fox, 72 8th av.
May 20—Jewelry, diamonds, &c., pledged to May 1, 1908, to No. 71750, also older pledges; also No. 80986, Oct. 18, 1907, and No. 44313, Aug. 13, 1907; B. & S. Aufses, 279 Stanton st.
May 21—Men's and women's clothing, &c., pledged prior to May 10, 1908; D. Silberstein's Sons, 10 6th av.; Silberstein Bros., 2457 8th av.
May 24—Clothing, &c.; final sale L. Bruckheimer estate, 796 2d av.; A. Rhode, 807 Columbus av.
May 25—Jewelry, &c., final sale L. Bruckheimer estate, 796 2d av.; M. Manning & Sons, 1670 3d av.

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:
May 19—M. Simons & Son; S. Stern, jewelry.
May 20—Wm. Simpson, 91 Park row, all pledges prior March 10, 1908, to No. 15686.
May 21—Fine consignment jewelry.
May 24—B. Gutler & Son, 138 Bowery, all pledges prior May 15, 1908, to No. 34895; Geo. Weaver, 460 9th av., all pledges prior May 14, 1908.
May 25—A. Bruder, 3180 8th av.; Levy & Cook, 615 Hudson st., all pledges prior May 16, 1908.

CENTRAL AUCTION CO., Wm. McCarty, Auctioneer, 169 Canal st., sells 10 A. M.:
May 24—By Barney Loan Co., 1558 3d av., and R. Levy, 185 Varick st.; clothing pledged to May 14, 1908.
May 25—By H. Freel, 29 New Chambers st.; clothing pledged to May 15, 1908.
May 26—By M. Lavery, 504 9th av., also 2277 3d av.; clothing pledged to May 16, 1908.

ELI SOREL, Auct., 98 Bowery, sells 10 A. M.:
May 19—Clothing; Sol. Unger, 171 Amsterdam av.
May 20—Jewelry; Weinberger Bros., 160 Ave. A.
May 21—Jewelry; Sol. Unger, 171 Amsterdam av.
May 24—Jewelry; Rich Cohen, 2794 3d av., and Y. Gluck & Son, 1429 3d av.

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NORWICH LINE Via Stonington. Lv. Pier 40, N. R., ft. Clarkson St., week days, 5:00 P. M.; Pier 70, E. R., ft. E. 22d St., 6:30 P. M. Strs. CHESTER W. CHAPIN and NEW HAMPSHIRE.
NEW HAVEN LINE For New Haven, Hartford, Springfield and North. Week days only. Lv. Pier 28, E. R., 2:45 P. M., foot East 22d St., 3:00 P. M. Str. CITY OF LOWELL.
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"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. Liberty St.
WASHINGTON, Sleepers.....11:50 pm 1:30 am
WASHINGTON, Diner, Parlor.. 7:50 am 8:00 am
WASHINGTON, Diner, Parlor.. 9:50 am 10:00 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 12:30 am
CIN., ST. LOUIS, LOUISV..... 9:50 am 10:00 am
CIN., ST. LOUIS, LOUISV..... 5:50 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.
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25,000 Tons, 687 Ft. Long.
Leaving N. Y. May 29, 2 P. M.
Having unexcelled Ritz-Carlton a la Carte Restaurant, Gymnasium, Electric Baths & Elevator.
*Cleveland...May 22. 9 AM|Deutschland..June 5
*P. Grant.....May 26, 3 PM|*P. Lincoln....June 9
†Kaiserin.....May 29, 2 PM|*Cincinnati...June 12
Pennsylvania...June 2, 4 PM|Blucher.....June 16
†Ritz-Carlton a la Carte Restaurant. *New.

ITALY Via Azores—Gibraltar, Naples and Genoa.
S.S. BATAVIA.....†June 8, 10 A. M.; July 29
S.S. MOLTKE.....¶June 10, 10 A. M.; July 22
S.S. HAMBURG.....¶July 1, 3 P. M.; Aug. 14
¶Gibraltar. †Naples and Genoa.
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AMERICAN LINE From Pier 15, N. R., at 10 A. M.
Plymouth—Cherbourg—Southampton.
New York.....May 22, June 19, July 17, Aug. 21
St. Louis.....May 29, June 26, July 24, Aug. 21
Philadelphia...June 5, July 3, Aug. 7, Sept. 4
St. Paul.....June 12, July 10, Aug. 14, Sept. 11

ATLANTIC TRANSPORT LINE
New York—London Direct—Pier 39, N. R.
Minnehaha.....May 22, 8 A. M.; June 19, July 17
Minneapolis...May 29, 2 P. M.; June 26, July 24
Minnetonka...June 5, 11 A. M.; July 3, July 31
MINNEWASKA (new), June 12, 1 P. M., July 31
*New, 14,500 tons. Luxuriously equipped.

RED STAR LINE From Pier 14, N. R., at 11 A. M.
New York—Dover—Antwerp.
*LAPLAND...May 22, June 19, July 17, Aug. 14
Vaderland.....May 29, June 26, July 24, Aug. 21
Zeeland.....June 5, July 3, July 31, Aug. 28
Kroonland.....June 12, July 10, Aug. 7, Sept. 4
*New, 16,694 tons. Elevator, Orchestra, Lounge, Shop, Verandah Cafe, Glass Enclosed Promenade.

WHITE STAR LINE From Pier 48, N. R.
New York—Queenstown—Liverpool.
Baltic.....May 22, 12 noon; June 19, July 17
Arabic.....May 29, 2 P. M.; June 26, July 24
Celtic.....June 5, 11 A. M.; July 3, July 31
Cedric.....June 12, 1 P. M.; July 10, Aug. 7
Plymouth—Cherbourg—Southampton.
Teutonic.....May 19, 9:30 A. M.; June 16, July 14
Adriatic.....May 26, 12 noon; June 23, July 21
Majestic.....June 2, 9:30 A. M.; June 30, July 28
Oceanic.....June 9, 9:30 A. M.; July 7, Aug. 4
NEW YORK & BOSTON TO ITALY
Via Azores, Madeira and Gibraltar.
ROMANIC.....May 22, 12:30 P. M.; July 3, Aug. 21
TYRRHENIA.....June 5, 12 noon; July 10, Sept. 25
CANOPIC.....June 12, 5 P. M.; July 24, Sept. 18
CRETIC.....June 26, noon; Aug. 7, Oct. 16
PASSENGER OFFICE, 9 BROADWAY

CUNARD LINES
From Piers 51-52-56, North River.
QUEENSTOWN—LIVERPOOL.
LOND