AMONG THE AUTOMOBILISTS

CHARITIES BENEFIT BY FAIRMOUNT PARK ROAD RACE.

Quaker City Motor Club's Annual Contest Made $7,617, to Be Divided Among Four Institutions—Premier and Chalmers-Detroit to Be Shown at Breslin.

Reports just made by the executive committee that had charge of the financial arrangements of the Quaker City Motor Club's second annual road race in Fairmount Park on October 9 show that the four Philadelphia charitable institutions will share in $7,617.34, the net proceeds of the race. The total receipts handled by the executive committee were $11,735.41, and the gross expenses amounted to $4,118.07.

The amount available to be divided among the charitable institutions included the money paid for grand stand seats and parking spaces; the returns from the official programme, one-half of the advertising receipts being donated by the club to the cause; receipts from voluntary contributions placed in collection boxes by spectators who did not buy seats or parking spaces, some outside contributions and income from other sources. The Quaker City Motor Club generously waived all right to any part of these receipts and paid its expenses, including the cash prizes for the drivers, out of the entry fees paid by the owners of the contesting cars.

Mayor Reyburn of Philadelphia, treasurer of the executive committee, has sent checks for their shares to the four institutions, which were the Pennsylvania Society for the Prevention of Tuberculosis, the Childrens Aid Society, the Rush Hospital and the White Haven Sanitarium. The principal item of the expenses was the cost of erecting the grand stand.

Before it disbanded the executive committee passed resolutions praising its chairman, Dr. Joseph S. Neff, director of public health and charities, in whose office the meeting was held. Mayor Reyburn, the Quaker City Motor Club and all the Philadelphians who helped make the affair a success. Dr. Neff presided at the meeting, the other members of the executive committee present being George M. Graham, Dr. Lawrence F. Flick, Dr. Joseph Welsh, Dr. J. Willoughby Irwin and Harry Harbach, secretary of the Quaker City Motor Club.

The officials of the Quaker City Motor Club are already preparing plans for conducting another road race in Fairmount Park next fall on an even more ambitious scale than this year's contest, which was won by George Robertson in a 90 horse-power Simplex. Robertson won the first Fairmount race during Founders Week in October, 1908, with a 40 horse-power Locomobile.

W. E. Hildreth gave his annual luncheon to representatives of the automobile exhibitors at the coming shows in the Grand Central Palace and in Madison Square Garden yesterday at the Hotel Breslin. Henry M. Duncan of the Westchester Appliance Company acted as toastmaster. Addresses were made by Mr. Hildreth, Alfred Reeves, general manager of the American Motor Car Manufacturers Association, and M. L. Downs, secretary of the show committee of the Association of Licensed Automobile Manufacturers. James C. Young, secretary of the Madison Square Garden Company, was at the speakers' table, but declined to make a speech.

After the addresses were finished the representatives of the exhibitors in the two shows drew for the privilege of showing a car in the lobby of the Breslin during each show. H. C. Esselsteyn of the R. M. Owen Company was the first drawing as the representative of the Premier car, and repeated the feat as the representative of Carl H. Page, local agent for the Chalmers-Detroit car. The Premier will be shown in the Breslin during the Palace show, from New Year's eve to January 7, and the Chalmers-Detroit will replace the Premier during the Garden show, from January 8 to 15.

Among those present were Frank Eveland, Stevens-Duryea; John F. Plummer, Locomobile; C. R. Teaboldt and Ben Richert, Thomas; P. F. Rockett, Isotta-Fraschini; Julius Augustine, Franklin; Arthur N. Jervis, Alco; W. M. Haradon, Columbia; Keene Carruthers, Mitchell; Philip H. Lucas, Reo; Charles M. Brown, Winton; William E. Adams, Everitt; W. J. Donlan, Studebaker; J. M. Boyle, Midland; W. McK. White of the American Motor Car Manufacturers Association and A. J. Stocker of the Frank Presbrey Company.

Gaston Plaintiff, manager of the local branch of the Ford Motor Company, who has always been present at these functions in former years, had to send his regrets yesterday. He is foreman of the Grand Jury that is handling the sugar trust case and could not ger away.

J. B. R. Smith, State Commissioner of Motor Vehicles of New Jersey, has sent the following notice to every person who registered a car in that State this year:

"The New Jersey motor vehicle act provides that all registrat on certificates for cars and all drivers' licenses expire on December 31, subject to the proviso in the law that any automobile duly registered may operate under said registration certificate for a period not exceeding thirty-one days after its expiration.

"The department is now ready to receive applications for renewals for 1910 and will begin the issuing of certificates and licenses and the distribution of the identification markers as shortly after December 15 as possible. It is also hoped that the respective agencies will be ready to open registration books for 1910 not later than December 20.

"We are enclosing herewith blank form of application, which you may find convenient if you desire to renew the registration of the car now standing in your name. We also enclose self-addressed envelope for the return of the application.

"On account of the many complications and delays which arose from our former procedure of allowing holders the privilege of retaining their old numbers we have decided that no applications for retention of old numbers will be considered this year.

"If you are the holder of a driver's license you will receive under separate cover advices regarding the expiration and renewal of such license, and I am taking the liberty of calling your attention to the provision of the New Jersey law that all persons who personally drive cars are required to obtain drivers' licenses. If this feature of the law has been overlooked by you you may obtain a driver's license upon personal examination either at this office or at any of the agencies which are established throughout the State for this purpose.

"The registration fee for automobiles of the first class—one to ten horse-power inclusive—is $3; for the second class—11 to 30 horse-power inclusive—$5; for the third class—30 horse-power and over—$10."

Ernest A. Moross, director of contests for the Indianapolis Motor Speedway, has changed the dates for the record trials over the new brick surface of the track from December 10 and 11 to December 17 and 18. In paving the track surface with brick the contractor used 3,500,000 bricks, which were set in concrete and covered with cement. The men interested in the speedway have now spent $700,000 on the undertaking. As Edward W. C. Arnold's great Fiat racer is now on its way to Indianapolis, where Lewis Strang will try to lower his American track record of 37.7 seconds for one mile, made on the Atlanta Automobile Speedway, the Indianapolis men hope all the records made at Atlanta will be lowered on the new brick paved surface.

Edward N. Hines of Detroit, county road commissioner for Wayne county, Michigan, declares that every one who drives any sort of a vehicle over roads should make it a special point to keep out of the ruts. It is clearly understood by everybody that ruts in the roads are caused by continuous driving in the same tracks. No matter how good a road is in the first place, if every vehicle passes over exactly the same portion of it there will in time be a giving way of the surface material and a rut will be made. This, of course, comes to pass very quickly on an ordinary country road, where only a few heavy loads are needed to cut through the surface, especially in wet weather. The rule also holds good even in the case of stone roads, such as the Wayne county road commission is building. The material does not wear through so quickly as on a dirt road, but continual use of the same track eventually results in a rut.

Commissioner Hines argues most correctly that every part of a road is made to be used, and to get the most out of it all parts should be used alike. The result of such use is often shown at a sharp turn in a road, where vehicles swing wide instead of keeping in the usual path. The road is usually hard and firm, showing exactly what would be the effect elsewhere if Commissioner Hines's suggestions were followed by drivers. Probably in many sections heavily loaded wagons, particularly of the mediæval narrow tired variety, do most of the rut making, but automobiles cannot be absolved from all blame. Heavy cars driven at a high rate of speed in the same track soon pick up the surface material and the ugly rut is in the making.

As a result of the recent casualty at the Jackson Boulevard bridge, Chicago, in which a taxicab chauffeur and his passengers were drowned, the attention of the officials of the Chicago Automobile Club has been drawn forcibly to the advisability of affording adequate protection to motorists. While the officials hesitated at first to direct attention to the situation in view of certain phases of the accident, still it appeared probable that more might be accomplished by taking action while the affair is of recent date.

After much discussion, during which several members of the club's board of managers placed themselves strongly on record as favoring permanent gates located forty to sixty feet distant from the brink of the river, a special committee was appointed to investigate the subject thoroughly. This committee consists of Allan S. Ray, T. J. Hyman and F. W. Blocki, who will make a report on the subject at an early meeting of the board.

Massachusetts has set an example for other States in this country by being the first State that has undertaken to guarantee the accuracy of the taxameters attached to public motor vehicles. According to the provisions of the law passed by the Massachusetts Legislature last June the State Commissioner of Weights and Measures is to examine and test all taxameters in use on cabs throughout the State. If they are accurate they will be officially sealed, and a card stating this fact will be placed inside each cab where it can be seen by passengers.

Taxameters which are not accurate are to be condemned. This plan ought to work to the advantage of the companies operating taxameter cabs, for it will give to the public the best kind of assurance of protection against overcharges by dishonest chauffeurs. The future requirement that all taxameters shall be connected with the front and not with the rear wheel prevents the chauffeur from running up the charge by spinning the wheels on wet pavements.

ROPER, FOOTBALL DIRECTOR.

Appointment Expected at Joint Meeting of Princeton Committees.

PRINCETON, N. J., Dec. 6.—It was announced here to-night that there will be a joint meeting next week of the Princeton advisory commitee on football, the graduate council committee on athletics and the faculty committee on outdoor sports. It is expected that at this meeting the appointment of W. W. Roper, '02, as football director at Princeton will be announced. There have been rumors of this for some time, which were strengthened by the recent election as captain of Eddie Hart, a strong Roper man.

The plan as understood here is to have Roper as general supervisor with a corps of active coaches under him, the former not to be selected till after the meeting of the rules committee. The advisory committee, which this year consisted of Phil King, '08, W. C. Booth, '00, and Howard Henry, '04 will undoubtedly continue to serve, but will take a less active part than they did this year.

New Athletic Management at Columbia.

A new system of managing individual athletic teams was begun at Columbia yesterday when two assistant managers of the track team were elected. This is entirely without the province of the new general athletic association and has been begun through the desire to have as managers only men who have shown themselves to be capable of handling the affairs of a team. Cal B. Emer and E. H. Mackenzie, both juniors, were the men elected. Their period of assisting the manager will last until May, when the man who has done the best work will be recommended for election to the management of the team. The scheme has never been tried in just this way at Columbia before, although it has been the custom of the rowing club to select the freshman crew manager from a list of five men who are previously selected for the competition.

THREE MOTOR BOATS COMING.

Both Challenges for International Trophy Confirmed by Letters.

The Motor Yacht Club of Great Britain has confirmed its cablegram to Walter Murray Bieling announcing its intention to challenge for a race for the British international trophy. The letter was sent by W. A. Jupp, secretary of the club, and it cleared the atmosphere and now all is plain sailing. Mr. Jupp said that his club had intended building three boats to send here to try and win back the trophy. It will still have the three built and will select the two best to send here, and the third challenger will represent the British Motor Boat Club.

The last named is now being built by the Orleans Motor Company at Twickenham and will be 40 feet long. The boat has been designed by Charles Burgoine.

Referring to these challenges the *Motor Boat* of London says: "There is every prospect of a full team of British challengers crossing the Atlantic next season to endeavor to regain the British international trophy carried off so gallantly by the Dixie in 1907. The news will be received with the utmost satisfaction by all interested in the sport, for the British international trophy, the blue ribbon of marine motoring, is essentially a prix d'honneur, regarded by marine motorists as yachtsmen regard another cup that America holds to-day. One challenge has been expected for some time past, and may possibly be made formally by the time these words appear in print, but in our most optimistic moments we hardly expected so great a consummation of our hopes as seems assured by private information we have received.

"Racing motor boats are always wrapped around in wholly unnecessary bonds of profound secrecy that must be very comical to the average onlooker, and so it happens that we are not at liberty to disclose full particulars of any of these boats. But two of them, we understand, will very shortly begin to take shape, if they are not already commenced, in Thames yards, within the proverbial 100 miles of this office. One may be expected to have a twelve cylinder engine or engines built by the Orleans company, Twickenham; the other, if our information be correct, will be a boat hydroplane, embracing the best features of a certain boat and a certain hydroplane that took a prominent part in last season's races; and her name—which we withhold for the present—will be found clearly to indicate her origin. More we may not say at present.

"From a sporting point of view alone these three boats, if they materialize, will be the greatest benefit conferred upon motor boating for years past, and not less important and gratifying is the commercial aspect of the case. A serious challenger for the coveted British international trophy cannot be built and raced for any trivial sum, and the fact that three such craft are projected shows the keenness that the sport implants in its devotees.

"An announcement has reached us from the British Motor Boat Club that the Orleans boat represents that club. Further we hear unofficially that there may be a Wolseley challenger, owned by an enthusiastic amateur. Thus should all the projected boats materialize there will have to be an eliminating contest to decide upon the team of three to represent Great Britain. The situation recalls the halcyon days when an eliminating race was always necessary for the selection of British representatives. The trophy was first presented in 1903."

Getting Ready for Ice Yacht Racing.

NEWBURGH, Dec. 6.—The Orange Lake Ice Yacht Club is getting ready for the sport of the winter. Game Protector Dr. Willett Kidd has been elected commodore in the place of the late H. C. Higginson; ex-Alderman Robert Kernohan, vice-commodore, and Willett A. Kidd, secretary and treasurer. The series already planned include races with the flyers of the Shrewsbury Club.

AUTOMOBILES. AUTOMOBILES. AUTOMOBILES.

You settle the tire question when you select your automobile.

CARRYING EXTRA TIRES, an extra wheel or extra rims with tires already on does not prevent tire trouble nor stop expense. But with the average automobile it is the only thing to do, for practically all effort toward handling tire trouble is along the line of getting on a new tire as quickly as possible. This is expensive, illogical and unmechanical.

Prevention of trouble rather than expensive ways to fix up after the trouble has happened is what you want. And that is the Franklin method.

Reliable tire equipment instead of extra tires is our plan.

In everything in an automobile, except tires, you expect and demand reliability. You do not carry extra drive shafts, extra axles or extra transmission parts. You are confident these parts are correctly proportioned and have the proper strength. Why not make the same demand of the tire equipment?

The proportion of tire size and strength to the automobile is purely a mechanical question, subject to exactly the same treatment as construction questions in any other part of the automobile; i. e., the tires should be large enough and strong enough, with margin to spare, to do the work.

It is probably true that some automobiles are so heavy that tires cannot be obtained that are large enough to properly do the work. Others are so stiff and rigid that their tires get undue punishment.

Light and flexible, the Franklin is easy on any tires—it has always been noted for that—and now all Franklin models with their large wheels have extra large tires so that tire trouble is not a factor.

Our tire sizes for 1910 are: Model H, rear 37 x 5 inches, front 36 x 4½ inches; Model D, rear 36 x 4½ inches, front 36 x 4 inches; Model G, rear 32 x 4 inches, front 32 x 3½ inches.

Compare these sizes with the sizes of tires on other automobiles and you will find that our tires are larger even than used on most of the heavy automobiles.

Large tires on a light-weight automobile are a reasonable, sensible proposition. They are durable, economical and efficient. It is the only practical solution of tire trouble. The fact that the tires give so much better service proves their economy and reliability. Tire trouble and useless tire expense are avoided. The danger of puncture by nails is much less. The tires are large and thick; the automobile is light—the force that drives a nail through a tire is the weight of the automobile. Punctures by striking a stone at speed are eliminated because the automobile cannot drive the rim against the stone and break the fabric or rupture the inner tube. The tires are not overloaded.

The Franklin tire equipment is so reliable that it is not necessary to carry extra tires.

Remember that extra tires are carried because of blow-outs and not because of punctures.

Ordinary tire equipment is ruined by blow-outs. Proper equipment does not blow out. The tires wear out.

Crude rubber is steadily advancing in price. The cost of tires is increasing. You do not want your tires to break down or burst. You want their full life and service. You get this with the Franklin. The tires give service for more than double the mileage of the average automobile.

That the Franklin has advantages for tire economy over other automobiles is well known. With its full-elliptic springs and flexible construction the strain on the tires is minimized. They do not have to take all the force of road shocks; the springs and the laminated-wood chassis frame absorb their share. Then the Franklin is light-weight. Mr. M. A. Michelin, the noted tire manufacturer of France, has shown that every five per cent increase in the weight of an automobile increases the wear and tear on the tires fifteen per cent.

The time to take care of tire trouble and insure economy in tire expense is when you select your automobile. The way to do that is to buy a Franklin. No other automobile offers similar advantages.

The same reasons that make the Franklin easy on tires make it easy to ride in it. Vibration from road shocks is taken up, not transmitted through the automobile to the passengers, as is the case with rigid steel-frame and semi-elliptic-spring construction. And the larger the tires to the weight of the automobile the easier it rides.

You ride long distances in a Franklin without fatigue. Your nerve system is not put under strain by vibration and jolting.

Franklins are built in three chassis sizes, four- and six-cylinder, with bodies covering the whole range of touring cars, runabouts, close-coupled, limousines, landaulets, town cars and taxicabs.

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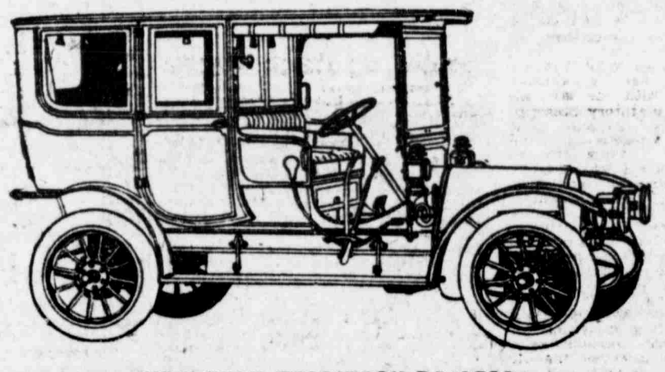

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THE FRANKLIN IS THE AIR-COOLED CAR.
A used FRANKLIN Car, overhauled by us, is infinitely better than the average new Car.
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Ask any buyer of our used cars.
Let us give you the phone number of a few owners.
They will tell you of their cars and they will tell you how we look after them after they have bought.
If anything DOES go wrong, we fix it. And the result of all this is:
DURING THE PAST YEAR, OVER 50% OF THE MEN WHO BOUGHT FRANKLIN USED CARS FROM US GAVE US THEIR ORDER FOR A NEW CAR OR BROUGHT IN SOME ONE WHO DID.
Among these used FRANKLINS are family touring cars for four, five and seven passengers, and runabouts.
We sell our used cars on the same established business principles as we do our new cars.
The prices are so low they will surprise you. They surprise us.
Before you settle the question of the car you will buy, get full particulars of these cars.
FRANKLIN AUTOMOBILE COMPANY
Used Car Dept. 245 West 59th Street.

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LOZIER

New Car Deliveries
Dec. 18th—1910, 45 H.P. Touring
Dec. 19th—1910, 45 H.P. Limousine
Jan. 2nd—1910, 45 H.P. Briarcliff
Jan. 19th—1910, 50 H.P. Briarcliff
Feb. 20th—1910, 50 H.P. Touring

Limousine Bodies
We have ready for immediate delivery several new high-class closed bodies for LOZIER or other large cars.

Used Cars
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1907—40 H.P. 7-Pass. Touring
1906—40 H.P. 7-Pass. Touring
The LOZIER cars as listed above have been rebuilt in our shop, repainted and are fully equipped. They are large, powerful, high-class cars, in splendid condition, and we as manufacturers sell them with our GUARANTEE.

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WE ARE THE LARGEST DEALERS IN THE WORLD IN NEW and USED CARS.
With our immense buying facilities we manage to buy at great reductions and always have on hand a large stock of fine cars in best condition at marvellously low prices. Send for our bulletin.
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About his "STUDEBAKER 40" Touring Car:

I am greatly impressed with the wonderful endurance qualities of my "Studebaker 40." It is the best car I ever had.

A feature we appreciate so much is the quietness of the motor, and the easy, smooth riding of the car. A fact commented on so often by our guests.

Yours very truly,
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A new letter in every advertisement. Ask to see the originals.

A significant tribute from an experienced automobilist and a keen judge of values, to the striking characteristics of STUDEBAKER Motor Cars—
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SOME people don't realize the real value there is in the Chalmers-Detroit "Forty" car—how well it compares with the highest priced cars.

It does everything they do—runs quietly, smoothly, has plenty of power on hills and speed, too. Isn't it worth a half hour of your time to see if it is not the car you would like to buy, and at the price, $2750? It might save you a thousand dollars or more, and yet give you the same service the other car would, because you know we guarantee the service.

Five and seven passenger bodies.

"30" Limousine, $2750.

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CELEBRATED Makes—Rothschilds, Demarests, Willoughby, Quinby, Kellner.
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Eight Packards, Five Peerlesses, Eight Oldsmobiles, Four Loziers, Two Clementis, Four Maxwells, Three (1909) Buicks, Two Mercedes, One Isotta, Three "E. M. F.," also Chalmers-Detroit, Thomas, Three Rochet-Schneiders, Delaunay; 200 other unusual opportunities. Some closed, others Runabouts or Touring; mostly late models; all A1! Demonstrations cheerfully given.
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ALCO American Locomotive Company. 1886 Broadway. Tel. 5300 Col.
BENZ Benz Auto Import. Co. of America. 1599 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. 3010 Col.
Coates-Goshen Dup. parts on hand; near 64th St., 1912 B'way. Tel. 3153 Col.
COLUMBIA VICTOR AUTO STORAGE CO. 2561 Broadway. Phone 3577 Col.
CORBIN 1888 BROADWAY (63d St.) Phone 5903 Columbus.
Elmore The Elmore Motor Car Co. of N. Y. 229 West 54th St. Phone 6487 Col.
HUDSON A. Elliott Ranney Co., B'way at 64th St., N. Y. Phone 3293 Col.
ISOTTA ISOTTA IMPORT COMPANY, 1623 Broadway, 49th St. Also J. M. Quinby & Co., Newark, N. J.
KNOX Knox Automobile Company, 1866-1868 Broadway. Phone 4336 Col.
LOZIER 56th STREET AND BROADWAY. Telephone 6855 Columbus.
MARION FLYER OVERLAND CHAS. E. REISS & CO., 1776 Broadway. Phone 5130 Col.
MATHESON AUTO CO. 1886-1888 B'way. Phone 6555 Col.
MAXWELL MAXWELL-BRISCOE (Inc.). 1930 Broadway. Phone 4140 Col.
MOON Moon Motor Car Co. of N. Y. 1781 Broadway. Tel. 6806 Col.
NATIONAL Poertner Motor Car Co., 1922 B'way, cor. 64th st. Phone 5966 Col.
SIMPLEX "Made in New York City." 1860-1862 B'way. Tel. 5188 Col.
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POSITIONS in all lines in job and book printing offices; both union and open shop men employed. TYPOTHETÆ LABOR BUREAU, 45 East 17th st., room 1310, New York city.

PIANOS AND ORGANS.

FINE mahogany 3600 Player Piano, 2290 cash; bargain; with music. 1355 Myrtle av., Brooklyn.

PAWNBROKERS' SALES

CENTRAL AUCTION CO., M. Sheehan, Auctioneer, 152 Canal st., sells 11 A. M.:
Dec. 7—By J. Simpson & Co., 225 Park row; diamonds, jewelry, &c., pledged previous to Oct. 1, 1908, No. 1 to 45000; also from 1550 Broadway and 188 West 46th st.; diamonds, jewelry, silverware, &c., pledged previous to Oct. 1, 1908, No. 1 to 16000 and all goods held over from previous sales.
Dec. 8—By McAleenans', 194 8th av.; diamonds, jewelry, silverware, &c., pledged from No. 35000, Aug. 20, 1908, to 45800, Nov. 1, 1908, and all goods held over.
Dec. 9—By McAleenans', 469 Fulton st., Brooklyn; diamonds, jewelry, silverware, &c., pledged from No. 15977, Oct. 15, 1908, to No. 17440, Nov. 9, 1908, inclusive, and all goods held over.
Dec. 10—By Fillin; jewelry, &c.
Dec. 13—By McAleenans', 1350 Broadway; unredeemed pledges running from No. 1 to 27300 in 1908, and all goods of every description held over from former sales.
Dec. 14—By R. Simpson Co., 9 Myrtle av., Brooklyn; diamonds, jewelry, &c., pledged to No. 23002, to Nov. 1, 1908, and old dates.

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:
Dec. 7—Chas. Lang & Co.; jewelry.
Dec. 8—Wm. Simpson & Co., 151 Bowery; all pledges prior Sept. 1, 1908, to No. 30639; also all furs pledged prior Oct. 1, 1908.
Dec. 9—E. Berger, 1341 B'way, formerly 460 8th av.; Berger Bros., 204 W. 42d st.; all pledges prior Dec. 1, 1908, also fine lot furs.
Dec. 10—J. E. Lemon & Co., 476 6th av., all pledges prior Nov. 1, 1908, to No. 12678. Chas. Mayer & Co., 32 3d av., all pledges prior Dec. 1, 1908, to No. 68030. Geo. Weaver, 460 9th av.; Mayer & Co., Jersey City; all pledges prior Dec. 1, 1908.
Dec. 13—M. Bruckheimer, 1970 3d av., formerly 181 E. 106th st., all pledges prior Dec. 3, 1908, to No. 16650. M. & E. Bruckheimer, 2108 3d av., all pledges prior Dec. 7, 1908, to No. 6908. S. A. Platto, 1295 3d av.; E. Sobel, 1577 3d av.; all pledges prior Dec. 3, 1908.
Dec. 14—M. Simons & Son, 94 Hester st.; all goods pledged in Aug., Sept. and Oct., 1908, Nos. 14352 to 19447 inclusive. M. & E. Bruckheimer, 2108 3d av.; D. Fry, 276 Bowery; all pledges prior Dec. 4, 1908.

CENTRAL AUCTION CO., Wm. McCarty, Auctioneer, 169 Canal st.; sells 10 A. M.:
Dec. 7—By R. Levy, 185 Varick st., and Barney Loan Co., 1563 3d av.; clothing, to No. 31000, Dec. 1, 1908.
Dec. 8—By H. Miller, 747 9th av.; E. Knoth, 772 3d av.; H. Breckwedel, 473 Grand st.; odds and ends pledged to Dec. 1, 1908.
Dec. 9—By Fillin; clothing.
Dec. 13—By H. Miller, 747 9th av.; clothing pledged to Dec. 8, 1908.
Dec. 14—By Lavery's, 2277 3d av.; 594 9th av.; clothing pledged to Dec. 4, 1908.

JOS. SHONGOOD'S SONS, Auctioneers, 94 Bowery, by Julius Shonsood, Auct'r:
Dec. 7—Jewelry, diamonds and all pledges prior to Nov. 30, 1908; Hudson Collateral Co., 764 Amsterdam av.; E. Glaser, 55 Catharine st.
Dec. 8—Clothing and all pledges prior to Dec. 1, 1908, No. 62500 to 90125, and older pledges held over; H. S. Isaacs, 2436 8th av.
Dec. 9—Jewelry, watches, diamonds and all other pledges prior to Nov. 30, 1908; M. Bernstein, 273 West 125th st. and 252 1st av.
Dec. 9—Clothing and all pledges prior to Dec. 1, 1908; Benj. Fox, 72 8th av. S. Lehman.
Dec. 13—Jewelry and all other pledges prior to Dec. 6, 1908; A. Selinger, 634 2d av. Marie Loan Office, 2057 3d av.; S. Lehman.

ELISOBEL, Auct., 98 Bowery, sells 10 A. M.:
Dec. 7—Clothing; N. Y. L. O., M. Brown, prop., 1861 3d av.; L. Dreyer, 353 8th av.
Dec. 8—J. H. Silverstone, 314 Broome st., all diamonds, jewelry, furs, bric-a-brac, tools, &c., pledged prior to Nov. 20, 1908, from No. 62000 to 79488.
Dec. 9—Jewelry; J. B. Kopik & Co., 139 Park row, and Sol Gross, 2357 3d av.
Dec. 10—Jewelry; S. G. Isaacs, 491 2d av.
Dec. 13—Jewelry; N. Y. L. O., M. Brown, prop., 1861 3d av., and Ivan Prince, 311 7th av.

LOST, FOUND AND REWARDS.

LOST—$20 REWARD offered for return of small white Maltese terrier, curly hair, yellow tip ears, answering to name of Fluff. Finder please return to 220 Madison av., N. Y. city.

LOST—Certificate C 263372 for 80 shares U. S. Steel Preferred; name Elizabeth H. Carleton; transfer stopped. Address 27 West 37th st.

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SALES BY AUCTION.

A MAGNIFICENT collection of Postage Stamps will be sold at the Collectors Club, 14 East 23d st., Dec. 9, 10, 14 and 15, at 8 P. M. WALTER S. SCOTT, Auctioneer.