CLOSED AUTOS IN DEMAND

STORM HAS INFLUENCE ON THE GARDEN SHOW.

Attendance Makes Up in Quality What It Lacks in Quantity—Field Day for Commercial Vehicles—W. M. Letts of London Among Prominent Visitors.

Whatever the attendance at the annual exhibition of the Association of Licensed Automobile Manufacturers in Madison Square Garden lacked in quantity yesterday and last night was more than made up in quality, for the weather conditions were so extremely unfavorable that only very few enthusiastic present or prospective automobilists cared to brave the snowstorm.

It was the first day of the present show that all former attendance records for the day of the week were not broken, but this was not very surprising as the Friday of last winter's show was marked by the greatest single day's attendance at a Garden show up to this week. The record made on Friday of last winter's show has been surpassed on a couple of the days of the present exhibition.

It was a strenuous day and night for the drivers of enclosed cars, as the owners of hundreds of cars with closed coachwork took the opportunity of visiting the Garden yesterday afternoon or last night. A great many of these visitors expressed surprise at the unexpected large number of others who had gone out in the storm, and from remarks made by many of the visitors it appeared that each one had thought it would be a fine chance to examine the cars because the weather was so bad the attendance would surely be comparatively small.

Some of the men and women who went to the Garden last night said they had visited the show earlier in the week, but had not been able to do as much looking at the cars they were interested in as they had expected because there were so many visitors in the building it was an extremely difficult matter to get around, while more often than not the very car or chassis they wished to examine had such a crowd around it they could scarcely get more than a glimpse of it.

Those who went to the building in the afternoon or in the early part of the evening had a fairly good chance to examine the cars, but from about 9 o'clock last night the Garden was very well filled up. One noticeable feature about the majority of the exhibits of cars yesterday was that the exhibitors who had closed cars to show had placed these machines in the most prominent positions in their spaces.

The windshield, heating apparatus and non-skidding device exhibitors had a busy time yesterday and many of them could have sold all the goods they are displaying if they had not agreed not to let anything be taken out of their exhibits until the show is officially ended to-night at 11 o'clock. When the visitors were told they could not have any of the goods exhibited a great many of them left checks for similar devices to be delivered at once by the local agents or branch houses of the exhibitors, so that the storm helped the business of the accessory firms very materially.

The best pleased class of exhibitors, however, were the men at the spaces down in the basement where the commercial vehicles are displayed. They can always convince prospective buyers of the advantages of the motor driven business wagons quicker during a snowstorm than at any other time and were consequently busy arranging for immediate demonstrations of the effectiveness of the machines in which they are interested.

One of the most interesting exhibits at the Garden this week is that of Joseph Tracy, the consulting automobile engineer. He is showing two types of dynamomoters. These are devices for testing the horse-power of automobile and marine motors. The dynamomoter is connected to the motor by means of a universal joint which is attached to a shaft having on the opposite end two fans. Those fans are driven against the air, making resistance which the motor must overcome. A dial in plain view registers the number of revolutions per minute in black figures and the horse-power in red figures.

Preston Gibson of Washington, the playwright, was an afternoon visitor. He was accompanied by Anthony J. Drexel, Jr., of Philadelphia, and by Mrs. Gibson, who is a granddaughter of the late Senator McMillan of Michigan. Another prominent visitor was John Ridgeley Carter, the newly appointed United States Minister to Rumania and for several years first secretary of the Embassy in London. It was Mr. Carter's first trip to the Garden since the horse show of 1895. He is taking an American car with him abroad.

Grenville Kane of Tuxedo was present for the second or third time, which lent an element of truth to the rumor that the Tuxedo Club, of which Mr. Kane is governor, contemplates replacing the old horse drawn station wagons in the park with modern motor buses. Enrico Caruso was another visitor and said he ought to be interested in motor cars because his taxicab bill for one month was over $300.

Others present included Willing Spencer and Joseph Widener of Philadelphia, Walter Phelps Warren of Troy, Charles H. Sargent and Andrew Robeson of Boston, Mrs. Adolph Ladenburgh, Miss Emily Ladenburgh, Richard Stevens of Castle Point, Hoboken; Jackson Gouraud, Theodore Douglas Robinson, Mr. and Mrs. Townsend Horner, Mrs. Robert Dula, Keith Donaldson, Thomas Whaling, Dr. Henry Barton Jacobs of Baltimore; Mrs. J. Warren Goddard, Charles Bulkley Hubbell, M. Taylor Pyne, Mrs. Foxhall Keene, and her niece, Miss Hortense Howland; Mr. and Mrs. Robert McKim, Mr. and Mrs. John Henry Hammond, Mr. and Mrs. Edmund P. Shattuck, Casimir de Rham, Mr. and Mrs. Martin Littlefield, Charles Dana Gibson, Mr. and Mrs. James H. Kidder, Miss Caroline King Duer, Miss Maria de Barril, Miss Maud Shepherd, J. Harry Alexandre, James V. Parker, Bourke Cochran, Mrs. Frances Dana Winslow, Miss Margaret Winslow, Miss F. Way, Monson Morris, Louis L. Lorillard, Jr., Mr. and Mrs. Richard P. Lounsbery, the Rev. Ernest M. Stires of St. Thomas's Church, Ottomer Van Norden, Devereux Milburn, J. Howard Wainwright, Philip Van Ingen and Scott MacLanahan.

An enthusiastic visitor from abroad was William M. Letts of London, a pioneer of the automobile business of England. Mr. Letts attended the first automobile show held in this country in Madison Square Garden. He was amazed at the immensity of the present show which, he said, was indicative of the wonderful progress of the motor car industry in this country.

N. Y. U. BEATS SWARTHMORE.

Local University Wins by a Score of 27 to 13.

The New York University basketball five defeated the Swarthmore team on the N. Y. U. court last night by a score of 27 to 13. The contest was a close one, as N. Y. U. had much hard luck connecting with the basket. The score in the first half was 10 to 7 in N. Y. U.'s favor, but they had all they could do to conquer. In the second half the locals playing slightly improved, but reaching the basket was a difficult task. Fouls were a great help to the Swarthmore team. Smith starred for the local university and Gilchrist for the Swarthmores.

The lineup:

N. Y. U.	Positions.	Swarthmore.
Wacenfeld	Left forward	G. A. Smith
D. H. Smith	Right forward	Moore
Broadhead	Centre	Gilchrist
Dale	Left guard	Broughton
Girdansky	Right guard	Sproul

Goals from field—D. H. Smith, 6; Broadhead, 2; Dale, Gilchrist, Wacenfeld, G. A. Smith. Goals from foul—Gilchrist, 7. Referee—Tom Thorp, Columbia. Time of halves—20 minutes.

CRACK SPRINTERS BEATEN.

Elizabeth Harwood Wins Five and a Half Furlong Race.

JUAREZ, Mexico, Jan. 14.—In spite of the chilly weather a good crowd turned out at Tarrazas Park to-day. The fourth event, at five and a half furlongs, brought out some of the best sprinters at the track. The winner turned up in Elizabeth Harwood, who was neglected in the betting at 7 to 1.

The stewards announced to-day that Jockey Pickens would not get a license to ride again and that Jockey Strang was told not to apply for a renewal of his license.

Several trainers and jockeys are still under investigation and at the meeting to-morrow a number will be refused licenses.

The summaries:

First Race—Five and a half furlongs—Lady Paret, 110 (Smith), 3 to 1, won; Maleline, 110 (Archibald), 14 to 5, second; Judith Page, 110 (Kennedy), 3 to 1, third. Time, 1:07 4-5. Dixie Gem, Gondola, Illusive, Prudish and Miss Hardly also ran. Cesarlass left at post.

Second Race—Six furlongs—Meddling Hannah, 102 (Garner), 11 to 5, won; Anne McGee, 103 (Benschoten), 4 to 1, second; Apologize, 104 (McCahey), 15 to 1, third. Time, 1:13 3-5. Fireball, Ethel Day, Jolter, Joe Ehrich, Cardinal Sarto, Pelleas and Tom Franks also ran.

Third Race—One mile—The Slicker, 105 (Mondau), 10 to 1, won; Margaret Randolph, 103 (Quay), 7 to 1, second; Associate, 102 (Ramsey), 20 to 1, third. Time, 1:41 4-5. R. I. Smith, Benna, Virginia Lindsey, Highstreet, Cull, Niblick, Elder, Cuban Boy and Lady Garven also ran.

Fourth Race—Five and a half furlongs—Elizabeth Harwood, 105 (Quay), 7 to 1, won; Sugar Maid, 107 (Archibald), 2 to 1, second; German Silver, 97 (McCahey), 20 to 1, third. Time, 1:08 4-5. The Fad, Silverstocking, Sociable and W. A. Leach also ran.

Fifth Race—Seven furlongs—Camera, 101 (Mondau), 9 to 1, won; Kyle, 100 (Ramsey), 8 to 1, second; Luke Cates, 102 (Austin), 10 to 1, third. Time, 1:27 4-5. Ed Keck, Ban Lady, Mary Genevieve and Tipster also ran.

Sixth Race—One mile—Lady Esther, 106 (Garner), 3 to 2, won; Acquia, 99 (Benschoten), 8 to 1, second; Fantastic, 111 (Archibald), 7 to 2, third. Time, 1:39 3-5. Pedro, Fred Mulholland and Kopek also ran.

BOYS IN SWIMMING MEET.

Townsend Harris Hall Team Easily Beats De Witt Clinton.

The Townsend Harris Hall swimming team, for three years the Public School Athletic League champions, decisively defeated the swimmers of the De Witt Clinton High School last night by 40 points to 13. The meet was held in the natatorium of the College of the City of New York and was the opening one of the prep schools season.

The Hall swimmers permitted their opponents to get but a single first, and that on a tossup to decide a tie in which White of Clinton and Miller of Townsend Harris, a novice in the event, both cleared 53 feet in the plunge for distance. Kohn the record holder for the fifty and hundred yards, won both events easily and did not approach very close to the old figures, there being little opposition. B. McAuliffe, Clinton's best man for the distance, swam a pretty race, but it was only a struggle for second place in the hundred, which he gained by a yard.

The most noteworthy performance of the meet was the 220 yard, in which the P. S. A. L. record, held by H. Rogers, was lowered by seven seconds. All three of the winners went at top speed for prep school boys, but Rogers, who broke his own record, was in a class by himself.

In the water polo game the Hall players also demonstrated a decided superiority, winning by the score of 3 to 1.

The summary:

880 Foot Relay—Won by Townsend Harris Hall, with team of H. Elsley, G. Kohn, S. Greer and H. Rogers; De Witt Clinton, second, with team of B. McAuliffe, J. Moore, A. Thunlein, and R. Richards. Time, 2 minutes 58 seconds.

50 Yard—Won by G. Kohn, Townsend Harris Hall; H. Elsley, Townsend Harris, second; J. Moore, De Witt Clinton, third. Time, 30 2-5 seconds.

100 Yard—Won by G. Kohn, Townsend Harris; B. McAuliffe, De Witt Clinton, second; S. Greer, Townsend Harris, third. Time, 1 minute 10 seconds.

50 Yard Exhibition Back Stroke—Won by C. Tifft, West Side Y. M. C. A. Time, 33 2-5 seconds.

220 Yard—Won by H. Rogers, Townsend Harris; R. Richards, De Witt Clinton, second; S. Neusbaum, Townsend Harris, third. Time, 3 minutes 7 seconds, a new P. S. A. L. record. Old record, 3 minutes 14 seconds.

Plunge for Distance—D. White, De Witt Clinton, and G. Miller, Townsend Harris, tied with 53 feet; White won the toss; H. Elsley, Townsend Harris, third, with 42 feet.

Fancy Diving Contest—Won by M. Rogow, Townsend Harris, with 155 points; S. Benjaman, Townsend Harris, second, with 144 points; B. McAuliffe, De Witt Clinton, third, with 137 points.

Water Polo—Townsend Harris Hall, 3; De Witt Clinton, 1.

Total Score—Townsend Harris Hall, 40; De Witt Clinton, 13.

Declarations for Brooklyn Derby.

Declarations from the Brooklyn Derby of 1911 are as follows: A. L. Aste's b. c. by Jack Point—Belle Graham; Capt. E. B. Cassatt's Matchminster, b. c., by Matchless—Bardminster; James R. Keene's b. c. by Voter—Climax; Harry La Montague's Kinnelon, b. c., by Sempronius—Luzelle, and Baccara, ch. c., by Nasturtium—Favor Bells; Robert F. Little's br. c., by Handspring—Pensa; J. E. Madden's b. c. by Adam—Roman Gold, and br. or blk. f. by Yankee—Imp; M. L. Schwartz's b. c. by Scintillant II.—Jessie Woodson, and b. c. by Broomstick—Ascot Belle; H. P. Whitney's ch. g. by Sandringham or Hamburg—Flesole, and b. g. by Hamburg—Regatta II.

Brooklyn Post Office Clerks Games To-night.

The German Turn Verein has entered six of their best men in the gymnastic events at the Brooklyn Post Office Clerks games in the Thirteenth Regiment Armory to-night. During the running off of the programme the United German Singing Societies will keep spectators and competitors in humor by a series of classic selections. In all there are twenty-five events and all the star athletes will be found among the competitors.

NOTES OF THE GARDEN SHOW.

Among the visitors to the Royal Tourist space in the Garden yesterday was City Chamberlain Charles H. Hyde, the first owner of a close coupled car in this city—a Royal Tourist in 1907. Robert S. Jardine's creation was a distinct novelty on the market and a success for easy riding qualities. The example of the Royal Tourist firm was followed, with the result that the close coupled type is now offered by most manufacturers. To-day the close coupled car is seen practically in every make, but George J. Durham, president of the Royal Tourist Car Company, says that his concern was the sponsor for its introduction.

The men at the E. R. Thomas Motor Company's space report the sales of two of the big six cylinder limousines. One of these is displayed near the New York to Paris trophy and is the largest limousine in the Garden.

Marcus Allen declares that the Dorian remountable rim is one of the best demountable rims shown in the Garden, as it can be fitted to any wheel irrespective of size, weight or construction. The Dorian remountable rims are made for the standard clincher tire as well as for use with the universal quick detachable rim. To remove the Dorian rim it is necessary only to turn four nuts, which hold two pairs of clamping wedges.

The largest order ever placed by a retail motor concern was announced last night. The A. Elliott Ranney Company, New York distributors of the Hudson, contracted to take 1,500 Hudsons for retail distribution in Manhattan and environs during the forthcoming season. This concern had previously placed a reservation order for 1,000 Hudson roadsters. The Hudson company announced the new Hudson touring car when the show opened. The A. Elliott Ranney Company hastened to amend their order, which now comprehends 900 touring cars and 600 roadsters. Either roadster or touring car allotment is said to exceed any other retail order on record, with one exception.

In the Franklin commercial exhibit in the basement is shown a special model in the form of a fire chief's car. This is a runabout of surrey type, the four seats having low backs and being surmounted with brass rails. It has a 28-horse power air cooled engine. With this are two regular models, one a taxicab, the other a truck having a carrying capacity of 2,000 pounds. The Franklin delegation at the show has headquarters at the Hotel Manhattan, in the lobby of which is exhibited another Franklin torpedo, the first one ever built.

A wireless magneto is the ignition sensation of the show, and although it is of German extraction it was first shown by J. S. Bretz, inventor of the U. & H. magneto, to a Western automobile builder, John N. Willys, of the Overland company, and he at once placed an order for 25,000 of them, to be delivered during the coming season.

This remarkable wireless magneto was tried on an Overland car, and may be briefly described as one of the true high tension type, developing a high tension current of great power. It is driven by a shaft from the motor connected by an Oldham coupling. The current is of such intensity and volume that when it passes through a novel distributer board on the front of the magneto it instantly jumps or leads through a series of four short plate glass direction insulation lanes to the proper plug in each cylinder.

A convincing demonstration of the worth of Pennsylvania non-skid tires was given yesterday in the snowstorm. One man doubted the qualities claimed by the company for its product and he was taken for a trip up Fifth avenue in a car equipped with Pennsylvania non-skids. The case hardened studs gripped well, and so convincing was the demonstration that a new Pennsylvania user was made. At the space of the company in the Garden is shown this style of tire as well as others made by the company.

AMONG THE AUTOMOBILISTS

DRIVERS SHOULD KNOW THE CARS THEY OPERATE.

William J. Foster in Lecture on "Automobiling as a Profession" Says Both Owners and Chauffeurs Ought to Have Thorough Knowledge of Mechanism.

The stormy weather last night had no apparent effect on the attendance of present and prospective automobile owners and drivers at the address given by William J. Foster at the New York School of Automobile Engineers. Mr. Foster took "Automobiling as a Profession" as his subject and discussed the probable development of the industry in the future. His address was in part as follows:

"The automobile with its perfected mechanism, its system of individual transportation, developed to a point of absolute safety, where it glides gently and noiselessly through the crowded streets and thoroughfares, will have a more extended use each year until it dominates all the highways of human travel and gives us safe, comfortable and rapid transit, clean streets and good country highways.

"During the last few years it has been demonstrated that the automobile is not limited in its use to city streets, but is capable of being a very important factor in the life and work of the country residents—on the farm, both on the prairies and on the hills—in fact, only the future will determine in how many ways this great invention can be of general service to mankind.

"As the automobile industry grows and develops it is becoming more and more apparent that the men who enter the various branches of the business must have a thorough and extensive knowledge of the automobile, its construction, care and operation in order that they may perform their duties in an intelligent and skilful manner.

"Now in the case of a 'chauffeur' it is absolutely essential that he should know the makeup of the machine he has in charge in order to save unnecessary wear and tear, heavy repair bills and be able to operate a car at the minimum expense. Nearly three-quarters of the automobiles sold today pass into the hands of purchasers who have had no previous experience with a motor car and who know nothing about the principles upon which an automobile is constructed. Owners sometimes depend almost wholly upon their chauffeurs to care for their cars and there is no business where the demand is far greater than the supply as in the automobile industry. In a large number of cases the excessive cost of operating an automobile is the cause of the car passing into the hands of the second hand dealer, all on account of the lack of knowledge on the part of the chauffeur and the owner."

Jesse Froehlich, the Benz importer, has issued a challenge to Edward W. C. Arnold for a race at Ormond Beach, Florida, for a purse of $10,000, the contest to be three heats of five miles each. Mr. Arnold is the owner of the Fiat which has been the only car in America to defeat Mr. Froehlich's Benz, better known as "Homery's Benz," which was second in the Automobile Club of America's Grand Prize race at Savannah in November, 1908. Mr. Froehlich recently brought to America a new Benz racing car built for tremendous speed.

Some of the automobile men who have seen the new Benz car driven at Brooklands, England, believe this car will startle the world with the speed which it is liable to attain on the Ormond-Daytona beach course. The Fiat car owned by Mr. Arnold made its fastest time at Brooklands, England, travelling at the rate of 121 miles per hour, while the new Benz car on the same course attained a speed of 127 8-10 miles per hour.

While the delivery systems of a great many firms were tied up as a result of the heavy fall of snow yesterday the users of motor trucks were able to send out their orders to their customers on schedule time. One striking illustration of the value of motor trucks in unfavorable weather was furnished by a five ton Reliance truck owned by James Butler. This machine made its regular trip to Port Chester yesterday morning and returned on time in the afternoon, loaded to its regular capacity on both journeys of thirty-one miles each. The driver said his machine was the only vehicle that had gone over long stretches of the roads and the snowdrifts were so deep in many places that the truck resembled a huge snowball when it arrived back in the city.

Some of the members and officials of the New Jersey Automobile and Motor Club of Newark are dissatisfied with the conditions imposed by the American Automobile Association upon clubs affiliated with the national body. There has been considerable discussion over the matter of withdrawing the big Newark organization from the Associated Automobile Clubs of New Jersey, the State body through which the New Jersey Automobile and Motor Club is affiliated with the American Automobile Association, but this idea has been given up, as the officials of the club expect to arrive at a satisfactory settlement of their troubles with the national body. In discussing the probability of the club withdrawing from affiliation with the A. A. A., H. A. Bowman, a member of the club's board of trustees, said:

"There has been nothing hasty or ill advised about the action of the trustees in seeking to sever our affiliation with the American Automobile Association. There has been a strong undercurrent of feeling among the active members of the club for the past two years that they were not receiving adequate returns for the amount of money it was costing the club each year to maintain its membership in the national association, and that whatever had been accomplished in this State for the advancement of the interests of the automobilists was due entirely to the efforts of the automobilists of this State and not to the national association. Therefore why continue spending hundreds of dollars from our club treasury every year for supposed benefits? Further, there is nothing the American Automobile Association can do for us here that we have not done ourselves, or could do, and in that way get more direct results for owners of motor cars in this State.

"I am not opposed to the State association, for I believe that body can accomplish all that is required in this State for the automobilists, but I am opposed to the domination of the State association by the Three As. We pay $1 a year to the State association for every active member, and they in turn pay 50 cents of this to the A. A. A. In this way we pay out from $700 to $800 each year and in addition are called upon to pay assessments of one kind or another from time to time, so that it amounts to quite a respectable figure. I have as yet failed to see any returns whatever for this expenditure in the efforts of improving conditions in this State by the A. A. A.

"The Automobile Club of America, the recognized premier motoring organization of America, withdrew its allegiance to the A. A. A. for precisely the same reasons that I am advocating. Since the New York club resigned they have accomplished a great deal for the motorists of their State and I feel that our club, or at least our State organization, could do the same."

BILLIARDS.

De Oro to Try Again for the Three Cushion Championship.

Alfred de Oro has determined to try again for his lost title as three cushion champion, and he has issued a challenge and posted the necessary $100 forfeit to play the winner of the Eames-Hueston match for the Lambert trophy. Hueston challenged, and is now practising here for his pool match with Jerome Keogh of Rochester. Hueston is the title holder at pool, and his match with Keogh, who challenged, will be played in the New York Theatre Concert Hall on January 31 and February 1 and 2. This is for 600 points and will be played in blocks of 200 each night. After this match Hueston will go to Denver to play Eames for the three cushion billiard title.

A tournament at 18.2 billiards will begin on Monday at T. Flynn's billiard rooms, 27 Park place. Two games are to be played each night. There are three prizes. The entries and their handicaps are: M. Nahmacher, 200; J. Rosen, 140; F. Sturdevant, 140; T. Gordon, 140; H. Brown, 140; S. Jones, 130; E. Ware, 115; T. Buchanan, 108. F. A. Boyd, 215, defeated W. St. John, 260, last night in the annual amateur handicap 18.2 tournament at the Knickerbocker Billiard Academy, winning by the score of 215 to 228. St. John made a run of 40. His average was 4 28-50. Boyd averaged 4 15-50. His best run was 18. To-night C. E. White and C. W. Wooster will play.

Wesleyan Beats Cornell at Basketball.

MIDDLETOWN, Conn., Jan. 14.—A fast and exciting game of basketball characterized by phenomenal shooting and remarkable team work took place here to-night between Wesleyan and Cornell. Wesleyan set a pace that was too much for Cornell. The score was 34 to 13 in favor of Wesleyan.

GOLF.

E. M. Purves Beats George Wright in 20 Hole Match.

PINEHURST, N. C., Jan. 14.—A twenty hole match between E. M. Purves of the Woodland Golf Club and George Wright of Wollaston was the feature of to-day's match play in the advertising men's golf tournament, Mr. Purves winning. At the turn the Woodland golfer was 3 up. In the morning Mr. Purves won on the nineteenth green from Thomas T. Rushmore of Garden City. Another close match was between Major J. J. Morrow of the Columbia Golf Club and T. Ashley Sparks of Baltusrol, which the army officer won on the last green.

In the second division Marshall C. Parshall of the Warren, Pa., Golf Club, won two nineteen hole matches and keen play was the rule in the remaining six divisions. Semi-final and final rounds concluded the tournament to-day. The summary:

First Division—First round—J. P. Gardner, Midlothian, beat Charles Presbrey, Fox Hills, 5 and 3; L. A. Hamilton, Englewood, beat C. S. Goss, Englewood, 5 and 3; T. Ashley Sparks, Baltusrol, beat P. S. Stuart, Montclair, 3 and 1; Major J. J. Morrow, Columbia, beat G. H. Barnes, Garden City, 2 and 1; George Wright, Wollaston, beat Jason Rogers, Montclair, 4 and 3; E. M. Purves, Woodland, beat T. T. Rushmore, Garden City, 1 up (19 holes); J. P. Knapp, Garden City, beat W. C. Freeman, Montclair, 1 up; J. J. Hazen, Fox Hills, beat Frederick Snare, Englewood, 3 and 2.

Second Round—Gardner beat Hamilton, 5 and 4; Morrow beat Sparks, 1 up; Purves beat Wright, 1 up (20 holes); Knapp beat Hazen, 3 and 2.

Consolation—First round—Charles Presbrey beat Goss, 3 and 2; Barnes beat Stuart, 4 and 2; Rogers beat Rushmore, 6 and 4; Freeman beat Snare, 2 up.

Second Division—First round—Marshall C. Parshall, Warren C. C., Pa., beat C. H. Matthiessen, Ardsley, 1 up (19 holes); Victor A. Seggerman, Englewood, beat G. D. Morse, Brockton, 6 and 5; W. L. Crocker, Brae Burn, beat E. J. Ridgeway, Montclair, 4 and 3; W. J. Ryan, Fox Hills, beat E. Chichester, Brae Burn, 1 up; Frank Presbrey, Garden City, beat C. A. Speakman, Siwanoy, 2 and 1; W. T. Stern, St. Andrews, beat C. P. Fay, Chicopee Falls, 8 and 7; W. G. Thomas, Glen Ridge, beat Robert Collier, Dunwoodie, 6 and 5; Z. T. Miller, Dunwoodie, beat J. H. Ottley, Nassau, 3 and 2.

Second Round—Parshall beat Seggerman, 1 up (19 holes); Crocker beat Ryan, 5 and 4; Stern beat Frank Presbrey, 5 and 3; Thomas beat Miller, 4 and 3.

Consolation—First round—Matthiessen beat Morse, 2 up; Ridgeway beat Chichester, 1 up (19 holes); Fay beat Speakman, 3 and 2; Collier beat Ottley, 1 up (19 holes).

Third Division—First round—W. M. Sandford, Englewood, beat H. M. Adams, Nassau, 2 and 1; W. J. McDonald, Midlothian, beat H. W. Ormsbee, Alpine, Fitchburg, 2 up; S. Keith Evans, Knollwood, beat H. W. Leeds, Atlantic City, 3 and 1; R. J. Allyn, Hartford G. C., beat R. R. Mamlok, Fox Hills, 3 and 1; G. F. Steele, Woodland, beat B. D. Butler, New York, 4 and 3; H. H. McSweeningh, Oil City, beat W. R. Roberts, Bala, Pa., 3 and 1; H. H. McCann, Suburban, N. J., beat W. F. Smith, Brae Burn, 2 and 1; S. H. Martel, Jr., Metropolitan, Canada, beat J. A. Moore, Scarsdale, 4 and 3.

Second Round—McDonald beat Sandford, 4 and 3; Evans beat Allyn, 7 and 6; McSweeningh beat Steele, 1 up; Martel beat McCann, 6 and 5.

Consolation—First round—Ormsbee beat Adams by default; Leeds beat Mamlok, 5 and 3; Roberts beat Butler, 2 and 1; Smith beat Moore, 3 and 4.

Fourth Division—First round—C. M. Breitzse, Wykagyl, beat A. W. Erickson, Oakland, 1 up; W. S. Bird, Dunwoodie, beat J. D. Plummer, Springfield, 3 and 2; E. A. Johnston, Columbia Country, beat E. J. Phillips, Nassau, 5 and 4. George Williams, Hackensack, beat J. L. Given, Baltusrol, 2 up; George W. Watts, Baltimore Country, N. C., beat Don M. Parker, Erie, N. Y., 2 and 1; W. R. Bassett, Richmond Country, N. Y., beat H. H. Cutler, Blue Mound, 5 and 2; S. H. Patterson, Plainfield, beat Victor Wierman, Norristown, 3 and 2; S. L. Allen, Atlantic City, beat H. Potter, Erie, 5 and 4.

Second Round—Breitzse beat Bird, 6 and 4; Johnston beat Williams, 1 up; Watts beat Bassett, 7 and 6; Allen beat Patterson, 2 up.

Consolation—First round—Plummer beat Erickson, 1 up; Given beat Phillips, 1 up; Cutler beat Parker, 3 and 1; Wierman beat Potter, 2 and 1.

Fifth Division—First round—D. J. Steer, Montclair, beat S. C. Lowe, Brae Burn, 4 and 2; J. C. Platt, Montclair, beat E. M. Hooper, Wilmington, Del., 1 up (twenty holes); T. C. Fogel, Overbrook, beat J. H. Hawley, Hackensack, 5 and 4; H. L. Jones, Dunwoodie, beat D. W. Cooke, Montclair, 1 up; J. H. Eggers, Canoe Brook, beat W. P. Finney, Moorestown, N. J., 1 up; C. B. Fritz, Huntington, W. Va., beat H. Ruggles, New York, 4 and 3; P. B. O'Brien, New York, beat K. V. S. Howland, Hackensack, 5 and 3; A. D. Chandler, Baltusrol, beat G. F. Tangeman, New York, 4 and 3.

Second Round—Platt beat Steer, 7 and 6; Jones beat Fogel, 6 and 5; Fritz beat Eggers, 7 and 5; Chandler beat O'Brien, 1 up.

Consolation—First round—Hooper beat Lowe, 1 up; Cooke beat Hawley, 1 up (twenty holes); Finney beat Ruggles, 4 and 3; Howland beat Tangeman, 7 and 6.

Sixth Division—First round—A. L. Aldred, Wannamoisett, beat R. T. Schenck, Jersey City, 1 up; W. M. Ostrander, Fox Hills, beat T. W. Weeks, Storm King, 1 up (21 holes); C. C. Vernam, Nassau, beat Percy Gardner, Atlantic Highlands, 6 and 5; W. H. Beers, New York, beat Kurtz Wilson, Apawamis, 4 and 2; F. C. Bliss, Garden City, beat R. T. Stanton, Westward Ho, 6 and 5; L. L. Robbins, Jr., Richmond Country, New York, beat Paul Minnick, Chicago Athletic, 3 and 2; J. H. Redfield, Fox Hills, beat James Barber, Englewood, 2 and 1; D. S. White, Atlantic City, beat W. Maule, Merion Cricket, 5 and 4.

Second Round—Ostrander beat Aldred, 6 and 5; Vernam beat Beers, 3 and 2; Bliss beat Robbins, 4 and 2; White beat Redfield, 5 and 4.

Consolation—First round—Weeks beat Schenck, 6 and 5; Wilson beat Gardner, 1 up (19 holes); Minnick beat Stanton, 7 and 6; Maule beat Barber, 6 and 4.

Seventh Division—First round—William Shillaber, Jr., Montclair, beat D. A. Willey, Baltimore Country, by default; W. E. Edge, Atlantic City, beat J. B. Stokes, Moorestown Field, 2 and 1; Edward Rode, Dunwoodie, beat G. S. Osborn, North Shore, Chicago, 5 and 7; K. F. Clymer, Skokie, Chicago, beat J. M. Huston, Moorestown Field, 2 up; M. S. Migel, Baltusrol, beat H. R. Kennedy, Yale G. C., 7 and 6; J. A. Ford, New York, beat F. L. Regan, Hinsdale, 4 and 3; Louis B. Deveau, Dunwoodie, beat C. S. Heinz, Pittsburg, 1 up; W. H. Childs, New York, beat Hartley Davis, Hackensack, 5 and 4.

Second Round—Edge beat Shillaber, 6 and 4; Clymer beat Rode, 5 and 4; Ford beat Migel, 5 and 4; Childs beat Deveau, 1 up.

Consolation—First round—Stokes beat Willey by default; Osborn beat Huston, 1 up; Regan beat Kennedy, 2 and 1; Davis beat Heinz, 3 and 2.

FORDHAM AND FOOTBALL.

Director of Athletics Denies Story That University Will Drop Game.

The Fordham faculty director of athletics yesterday issued a flat denial of the story concerning the abolition of football at the Bronx institution that appeared in a local paper yesterday. The report is entirely without foundation and no rumors have been floating about the college campus to that effect, and Fordhamites expressed themselves entirely in the dark concerning its origin.

Although the article stated that football had been abolished at Georgetown, which was on account of the death of young Archie Christian, the star player of the University of Virginia team, which happened late in the season, yet it did not state that Fordham football has been entirely free from any casualties and that the previous season's hospital list had been singularly immune from any injury that would in any way cripple any of the players.

It was stated that another reason for the abolishment of the fall sport at Fordham was that the Maroon football management had suffered a severe financial loss in practically every game this season. This particular statement is false and the only foundation for its origin is the fact that owing to the severe weather conditions and the conduct of Syracuse rendered this one game unprofitable to the Maroon management, entailing considerable outlay and practically no gate receipts.

Fordham's attitude toward the gridiron was made public over a month ago when the announcement of the decisions of the presidents of Holy Cross and Fordham was made known, stating that unless some changes were made in the football rules for the coming season the question of putting this popular sport under the ban would be taken up. As this is the decision of most all of the leading colleges it is likely that the cause of football evils will be eradicated without any drastic action on the part of the leading colleges when the board of investigation on that particular branch of sport makes known its decision.

NAVAL ATHLETIC OFFICERS.

Candidates Who Served Last Year Elected After a Fight.

ANNAPOLIS, Md., Jan. 14.—At the annual meeting of the Naval Athletic Association, which took place here last evening, officers were designated to supervise the different branches of athletics as follows:

Football, Lieut. Frank B. Berrien; baseball, Lieutenant-Commander J. R. P. Pringle; rowing, Lieutenant-Commander C. B. Brittain. Field and Track—Gymnasium and swimming, Lieutenant-Commander J. F. Hines; basketball, Lieutenant-Commander L. E. Trench; fencing, Lieut. A. W. Johnson; rifle shooting, Lieut. T. L. Johnson.

Other Sports—Rear Admiral Richard Wainwright, Capt. W. L. Rafferty, Lieutenant-Commander W. H. A. Bullard and Lieut. Byron A. Long.

The election took place after a lively fight between the supporters of another slate, offered by the nominating committee, and those of the candidates who were finally elected and who have served during the year just passed.

The officers named to take charge of the different branches form the executive committee with the officers already selected, president, Commander C. A. Gove; vice-president, Commander C. A. Conotz; secretary and treasurer, Lieut. H. N. Jensen; medical director, Surgeon W. H. McDonell.

Wheaton of Yale has accepted the position of field coach of next season's football team.

CURRENT SPORTING GOSSIP

PIMLICO AGAIN IGNORES JOCKEY CLUB STEWARDS.

Maryland Track Prepares to Race Regardless of Conflict With Aqueduct and Jamaica—Selection of J. A. Murphy as Presiding Judge Opposed.

"If Pimlico insists upon opening its spring meeting on April 23 neither Aqueduct nor Jamaica will race until next fall," says Philip J. Dwyer, president of the Queens County and Brooklyn Jockey clubs. Nobody could say yesterday whether Mr. Dwyer had been authorized to speak for the Jamaica track, but as he controls Aqueduct his remarks may be regarded as significant. Aqueduct's meeting last fall conflicted with the autumn session at Pimlico and Mr. Dwyer had to make up a loss of $9,000. He did not open Aqueduct in the spring and Jamaica remained closed also, but in the fall Jamaica, having partial opposition from Pimlico, ran a meeting which, according to one of the officials of the Metropolitan Jockey Club, was entirely satisfactory to the stockholders.

Last year it was a well known fact that the Pimlico management was ready to defy the Jockey Club. It was also common talk that Pimlico, believing that racing was a dead issue in this State, considered a proposition to form an alliance with some of the Canadian tracks, but this idea was lost sight of as soon as the Jockey Club showed renewed activity. Pimlico nevertheless selected its own dates for the spring and fall meetings and they were subsequently sanctioned by the Jockey Club stewards, several of the most prominent turfmen making entries to the Pimlico stakes. When the 1909 campaign ended it was generally believed that Pimlico would join hands with the New York tracks in making arrangements for this year and that the Maryland track would be willing to open on April 1 for the spring session, at the same time deferring the fall session until after the end of the local campaign, on November 15. In short Pimlico was expected to take the place of beunings in the eastern racing schedule.

But it appears that the Maryland track is still anxious to ignore the Jockey Club, for the spring meeting has been arranged to open on April 23, which of course means a conflict with a part of the Aqueduct meeting and the entire spring session at Jamaica. The Pimlico management insists that April 1 is too early to race in Maryland, although the spring meetings at Washington in former years opened at least a week earlier. If Pimlico adheres to this plan and also assumes the fall dates of last season, therefore, Aqueduct and Jamaica will run against a conflict both in the spring and autumn. On this basis it remains to be seen whether the Jockey Club stewards will be forced to yield this point or will decide to refuse a sanction for the Pimlico dates. In the latter event many leading horsemen and jockeys would not take part in the Maryland meetings, but there would doubtless be an abundance of racing material furnished by the Western and Canadian turf element.

Persons in authority who do not favor the selection of Joseph A. Murphy as presiding judge on the Jockey Club tracks say that their opposition is due to the fact that Murphy has been constantly identified with Western track owners, including the Cellas, Ed Corrigan, John Condon, J. H. Madigan, George Hendrie, Sam Lazarus, Curley Brown and others. Murphy is a competent racing official and is undoubtedly honest, but it is argued that the Jockey Club should appoint some Eastern man to the vacancy caused by the death of Clarence McDowell. There are several candidates for the position who have been loyal to the Jockey Club and racing in this State and who seem to be worthy of recognition. It is an odd fact that many of the racetracks which formerly employed Murphy as steward or judge are now closed, perhaps for all time.

Ban Johnson and Charley Comiskey, the American League's committee on spikes, have decided after due consideration that no suitable device can be substituted for the cleats now used by the players. Comiskey says that spikes are necessary to maintain the present standard of fast fielding and base running, and that the game cannot be made slower in any way. So daring base stealers and infielders will run chances of serious injury from spikes in future as in the past.

Clark Griffith has convinced Garry Herrmann, his employer, that the proposed 168 game schedule will be a hardship for the players and will also bore the baseball public. Herrmann, therefore, is ready to side with Dreyfuss, in the latter's attempt to stick to the 154 game schedule which is advocated by the American League. Dreyfuss and Herrmann are under Ban Johnson's thumb, considering present and past events. They have enabled Big Ban to make the National League look like an annex to the American.

JACKSONVILLE R