SHOOTERS OUT IN FORCE

TWENTY-THREE TRY FOR PRIZES AT TRAVERS ISLAND.

T. C. Durham Scores Double Brackets —C. W. Billings and Fred Hodgman Each Break 25 Straight—Results of Crescent A. C. and Other Matches.

The New York A. C. shooters had the biggest day of the season at Travers Island yesterday, the fine string of twenty-three shooters going to the traps. Eight events were run off and out of these T. C. Durham made double brackets. He accounted for the first leg on the February cup with the full tally of 25, including his handicap of 3 targets. The second win for Durham was for the De Wolfe cup, the ten pairs of doubles, and he had a close shave. The first time up there was a tie between himself and G. F. Pelham. They were even in the handicaps with allowances of 2 targets, the total tally being 18. In a day like yesterday with biting cold wind it was not an easy job to smash two targets trapped at the same time. However, in the shootoff Durham beat his opponent by one target.

The best marksmanship of the day was between C. W. Billings and Fred A. Hodgman. Billings made a straight 25 from scratch for the Wesley-Richards prize and Hodgman duplicated the feat for the Stoll cup.

Very close work marked the shoot for the Hodgman cup, which was a distance handicap. Dr. Brown, G. F. Pelham and A. Tilt tied with totals of 20 and in the shootoff Tilt came out a winner. Among the clubmen were several visitors, but although they shot in the events they could not figure for the prizes. John Hendrickson of the Bergen Beach Gun Club was there and in one of the races made 25 from scratch. Other winners who showed first rate form were T. J. Corbett, Dr. Crowe and G. F. Pelham.

The scores:

Practice Shoot—25 targets, scratch—G. Fred Pelham, 22; F. Schreyvogel, 22; J. Hendrickson, 21; E. A. Wilson, 20; Fred A. Hodgman, 20; T. J. O'Donohue, 20; T. C. Durham, 20; G. J. Batterson, 19; W. B. Ogden, 18; Dr. Crowe, 18; T. J. Corbett, 19; T. D. Scoble, 17; D. Eckhart, 16; C. W. Billings, 17; Dr. Brown, 17; W. Nye, 14; C. Johnson, 13.

February Cup—25 targets, handicap—T. C. Durham, 3, 25; T. J. O'Donohue, 2, 24; F. A. Hodgman, scratch, 24; J. Hendrickson, scratch, 24; C. W. Billings, 1, 24; F. Schreyvogel, scratch, 24; Dr. Crowe 2, 23; G. J. Batterson 3, 23; T. J. Corbett, 2, 23; E. A. Wilson, 3, 22; G. Fred Pelham, 2, 22; D. T. Warner, scratch 17; W. B. Ogden, 2, 22; T. D. Scoble, 1, 20; D. Eckhart, 3, 19; Dr. Brown, 1, 16; W. Nye, scratch, 14; C. Johnson, scratch, 19; R. R. Debacher, 5, 22; C. L. Edy, 5, 20.

Haslen Cup—25 targets, handicap—Dr. Crowe, 3, 24; Dr. Brown, 1, 23; A. Tilt, 2, 23; G. W. Kuchler, 1, 23; G. M. Thomson, 3, 23; T. D. Scoble, 1, 22; G. J. Batterson, 2, 22; E. A. Wilson, 3, 20; G. Fred Pelham, 2, 21; F. A. Hodgman, scratch, 21; D. T. Warner, scratch, 14; W. B. Ogden, 2, 18; D. Eckhart, 3, 18; T. J. O'Donohue 2, 20; C. W. Billings, 1, 20; T. J. Corbett, 3, 19; J. Hendrickson, scratch, 22; F. Schreyvogel, scratch, 19; T. C. Durham, 2, 21; W. Nye, scratch, 14; C. Johnson, scratch, 13; R. R. Debacher, 3, 20; C. L. Edy, 5, 18.

Wesley Richards Prize—25 targets, handicap—C. W. Billings, scratch, 25; E. A. Wilson, 3, 24; G. Fred Pelham, 2, 24; F. A. Hodgman, scratch, 24; W. B. Ogden, 2, 24; T. C. Durham, 2, 25; T. J. Corbett, 3, 25; J. Hendrickson, scratch, 23; F. Schreyvogel, scratch, 19; A. Tilt, 2, 24; G. W. Kuchler, 1, 22; Dr. Crowe, 2, 23; D. T. Warner, scratch, 16; G. J. Batterson, 2, 23; T. D. Scoble, 1, 20; D. Eckhart, 3, 20; T. J. O'Donohue, 2 23; Dr. Brown 1, 18; R. R. Debacher, 5, 23; C. L. Edy, 5, 18.

Club Special Cup—25 targets, handicap—T. J. Corbett, 3, 24; T. C. Durham, 3, 24; F. A. Hodgman, scratch, 23; R. R. Debacher, 2, 23; G. W. Kuchler, 1, 22; G. Fred Pelham, 2, 21; E. A. Wilson, 3, 18; Dr. Crowe, 2, 20; D. F. Warner, scratch, 12; G. J. Batterson, 2, 19; W. B. Ogden, 2, 19; T. D. Scoble, 1, 17; D. Eckhart, 3, 18; T. J. O'Donohue, 2, 21; C. W. Billings, scratch, 25; Dr. Brown, 1, 18; J. Hendrickson, scratch, 20; F. Schreyvogel, scratch, 16; C. L. Edy, 1, 13; A. Tilt, 2, 20; G. M. Thomson, 3, 21.

Shootoff—25 targets, handicap—T. J. Corbett 1, 25; T. C. Durham, 1, 22;

Stoll Cup—25 targets, handicap—Fred A. Hodgman, scratch, 25; E. A. Wilson, 3, 25; G. Fred Pelham, 2, 25; T. J. O'Donohue, 2, 25; T. J. Corbett, 3, 25; G. J. Batterson, 2, 24; G. M. Thomson, 3, 24; J. Hendrickson, scratch, 24; C. W. Billings, scratch, 24; T. D. Scoble, 2, 24; Dr. Crowe, 2, 23; W. B. Ogden, 2, 22; D. Eckhart, 4, 20; D. T. Warner, scratch, 15; Dr. Brown, 1, 19; F. Schreyvogel, scratch, 19; T. C. Durham, 1, 22; R. R. Debacher, 5, 18; C. L. Edy, 5, 20; A. Tilt, 2, 22; G. W. Kuchler, 1, 21.

De Wolfe Cup—20 targets, handicap; ten pairs of doubles—T. C. Durham, 2, 16; G. Fred Pelham, 2, 16; C. W. Billings, scratch, 14; J. Hendrickson, scratch, 15; F. Schreyvogl, scratch, 14; E. A. Wilson, 3, 12; F. A. Hodgman, scratch, 13; T. J. O'Donohue, 2, 10; Dr. Brown, 1, 10; A. Tilt, 2, 12.

Shootoff—T. C. Durham, 2, 17; G. Fred Pelham, 2, 16.

Hodgman Cup—25 targets, distance handicap—A. Tilt, 19, 20; G. Fred Pelham, 20, 20; Dr. Brown, 20, 20; E. A. Wilson, 18, 18; F. A. Hodgman, 21, 16; Dr. Crowe, 19, 16; T. F. Warner, 21, 9; G. J. Batterson, 19, 13; W. B. Ogden, 19, 16; D. Eckhart, 17, 14; T. J. O'Donohue, 19, 16; C. W. Billings, 21, 12; T. J. Corbett, 18, 19; J. Hendrickson, 21, 21; F. Schreyvogl, 21, 11; T. C. Durham, 20, 17; R. R. Debacher, 18, 17; G. W. Kuchler, 20, 16; G. M. Thomson, 18, 16.

Shootoff—Same conditions—A. Tilt, 19, 21; G. Fred Pelham, 20, 19; Dr. Brown, 20, 19.

Four new trophies added an additional element of interest to the weekly shoot of the Crescent Athletic Club at Bay Ridge yesterday. Charles J. McDermott, the recently elected president, who is a trap shooting enthusiast, offered a special prize which was called the President's cup. The conditions call for a shoot each Saturday during February, shootoffs, if any being decided each week.

Frank B. Stephenson, who recently won the championship, succeeded in scoring the first win on the prize, only, however, after a double shootoff. In the original event Stephenson, M. Stiner and A. G. Southworth all broke 21 out of a possible 25 targets. A. G. Southworth was eliminated in the first shootoff, which ended in another tie between Stiner and Stephenson. Stephenson won the second shootoff, however, by two blue rocks.

M. Stiner was more successful in the first shoot for the C. R. James trophy. This event also required two shootoffs and besides Stiner A. B. Southworth and H. W. Woodcock were in the tie. The last named went by the board in the first shootoff, which ended in another tie between Stiner and Southworth. In the second shootoff the former was the better gun and won by a single blue rock.

The Dreyer cup was the third of the new trophies. It also was up for a month's shooting and the first leg was won by H. W. Woodcock. This gunner gave the fourth new prize of the day. It was up for competition yesterday only and the winner was J. P. Fairchild.

The high gun in the first leg for the February cup was H. W. Woodcock. F. B. Stephenson succeeded in scoring a win on the February scratch shoot and the stake trophy ended with A. G. Southworth, A. E. Hendrickson and J. P. Fairchild all hanging up high scores of 20 out of a possible 25 targets. A. G. Southworth and J. H. Vanderveer won a leg on the team prize, only, however, after a shootoff against W. C. Damron and A. E. Hendrickson.

The scores:

Scratch Shoot, 15 Targets—F. B. Stephenson, 13; H. W. Woodcock, 12; A. G. Southworth, 12; J. H. Vanderveer, 11; A. E. Hendrickson, 11; M. Steiner, 10; J. P. Fairchild, 9; W. W. Marshall, 7; Dr. Keyes, 6.

February Cup; 25 Targets; Handicap—H. W. Woodcock, 1, 22; A. G. Southworth, 2, scratch, 22; F. B. Stephenson, scratch, 21; J. H. Vanderveer, 1, 21; J. P. Fairchild, 2, 21; A. E. Hendrickson, 1, 16; W. C. Damron, 2, 17; Dr. Keyes, 2, 16; C. R. James, 4, 15; M. Steiner, 1, 15; W. W. Marshall, 4, 15; R. C. Williams, 4, 13.

Woodcock Trophy; 25 Targets; Handicap—J. P. Fairchild, 2, 24; M. Steiner, 1, 22; W. W Marshall, 4, 21; L. C. Hopkins, 4, 19; F. B. Stephenson, scratch, 18; A. E. Hendrickson, 1, 18; A. G. Southworth, scratch, 18; J. H. Vanderveer, 1, 17; C. R. James, 4, 17; H. W. Woodcock, 1, 17; W. C. Damron, 2, 17; Dr. Keyes, 2, 15; R. C. Williams, 4, 12.

Stake Trophy; 25 Targets; Handicap—A. G. Southworth, scratch, 20; A. E. Hendrickson, 1, 20; J. P. Fairchild, 2, 20; J. H. Vanderveer, 1, 19; H. W. Woodcock, 1, 19; F. B. Stephenson, scratch, 18; W. C. Damron, 2, 17; C. R. James, 4, 16; W. W. Marshall, 4, 16; L. C. Hopkins, 4, 16; M. Steiner, 1, 15; Dr. Keyes, 2, 9.

Tropny Shoot, 25 Targets; Handicap—F. B. Stephenson, scratch, 20; A. E. Hendrickson, 1, 20; C. R. James, 4, 19; W. W. Marshall, 4, 19; J. P. Fairchild, 2, 19; A. G. Southworth, scratch, 19; H. W. Woodcock, 1, 18; M. Steiner, 1, 17; R. C. Williams, 4, 17; Dr. Keyes, 3, 16; J. H. Vanderveer, 1, 13.

Prize divided.

Team Race; 25 Targets; Handicap—A. G. Southworth and J. H. Vanderveer, 1, 35; W. C. Damron and A. E. Hendrickson, 3, 35; H. W. Woodcock and Dr. Keyes, 3, 32.

Shootoff—A. G. Southworth and J. H. Vanderveer, 1, 35; W. C. Damron and A. E. Hendrickson, 3, 28.

Dreyer Trophy; 25 Targets; Handicap—H. W. Woodcock, 1, 21; C. R. James, 4, 20; J. H. Vanderveer, 1, 19; Dr. J. J. Keyes, 2, 19; F. B. Stephenson, scratch, 18; M. Steiner, 1, 16; A. G. Southworth, scratch, 18; J. P. Fairchild, 2, 18; A. E. Hendrickson, 1, 14; W. C. Damron, 2, 14; W. W. Marshall, 4, 8.

James Trophy; 25 Targets; Handicap—M. Steiner, 1, 20; H. W. Woodcock, 1, 20; A. G. Southworth, scratch, 20; F. B. Stephenson, scratch, 19; J. H. Vanderveer, 1, 19; C. R. James, 4, 19; A. E. Hendrickson, 4, 17; J. P. Fairchild, 2, 17; W. C. Damron, 2, 17; Dr. Keyes, 2, 15; W. W. Marshall, 4, 13.

Shootoff; 25 Targets—M. Steiner, 1, 21; A. G. Southworth, scratch, 21; H. W. Woodcock, 1, 18.

Shootoff; 25 Targets—M. Steiner, 1, 18; A. G. Southworth, scratch, 17.

President's Cup; 25 Targets; Handicap—F. B. Stephenson, scratch, 21; M. Steiner, 1, 21; A. G. Southworth, scratch, 21; C. R. James, 4, 19; J. H. Vanderveer, 1, 18; A. G. Hendrickson, 1, 18; H. W. Woodcock, 1, 18; Dr. J. J. Keyes, 2, 18; J. P. Fairchild, 2, 17; W. C. Damron, 2, 16; W. W. Marshall, 4, 13.

Shootoff; 25 Targets—F. B. Stephenson, scratch, 18; A. G. Southworth, scratch, 17; M. Steiner, 1, 18.

Shootoff; 25 Targets—F. B. Stephenson, scratch, 21; M. Steiner, 1, 19.

President Charles J. McDermott and several other members of the Crescent Athletic Club paid a visit to the Marine and Field Club and shot over the traps of the Bath Beach organization yesterday. The event was at 100 targets in strings of twenty-five "birds" and the best work of the afternoon was done by C. M. Camp of the home organization and E. H. Lott of the Crescent club. Each gunner broke 66 of the flying blue rocks. The scores:

Name.	Strings of 25.				Tu.
E. H. Lott	17	16	17	16	66
C. M. Camp	15	18	15	15	63
W. F. Pardonner	16	15	16	14	61
H. B. Vanderveer	14	15	15	19	63
S. P. Hopkins	15	16	15	14	60
C. J. McDermott	11	9	16	15	51
J. H. Emanuel, Jr.	13	12	11	12	48
C. E. Fayne	10	11	13	14	48
J. M. Knox	13	14	10	8	45
E. Whirlemann	6	9	12	9	36
C. B. Ludwig	4	10	8	12	34

In anticipation of their monthly shoot which is to be held on Tuesday fourteen gunners of the Bergen Beach Gun Club practised over their Jamaica Bay traps yesterday. Notwithstanding a high wind several excellent runs were made. The scores:

Name.	Strings of 25 targets.				
R. Morgan	18	19	20	21	18 19
J. Voorhees	20	21	16	20	16 18
H. W. Dreyer	18	20	20	21	17
A. V. Suydam	14	15	18	18	19
W. L. Skidmore	13	20	12	12	12
A. Griffith	18	20	16	16	17
H. D. Bergin	20	17	16	16	
W. H. Ryder	15	17	19	12	
G. Gates	20	18	18	16	
W. Trills	12	16	15	14	
C. Felix	16	8	9	9	
H. Boberg	16	6	8		
A. Bollinger	14	9	11		
W. Lick	4	6	7		

ORANGE, N. J., Feb. 5.—The shootoff for the December cup of the Essex County Country Club of West Orange was held this afternoon and was won by A. O. Hedler, with a net score of 42 and a handicap of 10. James H. Hart, who shot from scratch, brought down 41, of the clay birds. The third string on the January cup was also shot this afternoon. The scores:

January Cup—Daly, scratch, 21; Hart, scratch, 19; Hadley, 5, 15; W. E. Stewart, 8, 19; I. J. Taylor, 6, 9.

February Cup—Hart, scratch, 21; Daly, scratch, 20; Stewart, 8, 12; L. H. Ross, 8, 9; Taylor, 6, 10.

I. J. Taylor Cup—Hart, scratch, 22; Daly, scratch, 20; Hedley, 5, 15; Stewart, 8, 9; Ross, 8, 8.

RIFLE SHOOTING.

Some Good Scores Made in Seventh Regiment Competitions.

One of the largest crowds so far this season was present on Friday night in the Seventh Regiment Armory to see the weekly shoot of the indoor rifle tournament. The high score honors are now shared by Corporal R. E. Larendon and Corporal J. R. MacGuffie, both of Company G, who made .698, both men making their only 48 on the first shot in the match. Lieut. F. X. O'Connor of Company C and Corporal Larendon kept up their good work in the expert class match No. 2, each making a score of 137. This is the third week a class cup match No. 2. The final test will be held next Friday night. Private Heinman of Company L won the honors in the first entry match with a score of 68. In the rapid fire match, expert class, Lieut. O'Connor won with a score of 43. The scores:

LEADERS IN CLASS CUP MATCH NO. 2—EXPERT CLASS.

	200 Yds.	500 Yds.	Tu.
Lieut. F. X. O'Connor, Company C	69	68	137
Corporal R. E. Larendon, Company G	69	68	137
Sergeant J. Milleman, Company E	68	68	136
SHARPSHOOTER CLASS.			
Private F. M. Terry, Company B	66	66	132
Corporal C. F. Fisk, Company D	66	66	132
Private F. C. Stevens, Company D	66	64	130
NOVICE CLASS.			
Private A. E. Duryea, Company D	66	62	128
Private L. A. Oliver, Company E	65	60	125
Private G. L. Wilcox, Company F	63	61	124
FIRST ENTRY PRIZE WINNERS.			
Expert Class—Private W. Hinman, Company L	33	35	68
Sharpshooter Class—Corporal S. B. Bostwick, Jr., Company B	32	34	66
Novice Class—Corporal G. Grant, Company I	30	33	63
RAPID FIRE MATCH—EXPERT CLASS.			
Lieut. F. X. O'Connor, Company C	21	22	43
Private W. Hinman, Company L	20	21	41
SHARPSHOOTER CLASS.			
Corporal T. D. Lucus, Company K	18	21	39
NOVICE CLASS.			
Private M. C. Rider, Company G	14	16	30
EXPERT QUALIFICATIONS.			
Private W. Hinman, Company L	68	41	109
Private J. D. Thees, Company B	68	44	112
SHARPSHOOTER QUALIFICATIONS.			
Corporal S. B. Bostwick, Jr., Company B	32	34	66
Lieut. G. S. Towle, Company D	31	34	65
Private D. S. Steele, Company G	31	34	65
Private H. P. Daniels, Company K	33	33	66
Corporal G. Grant, Company I	32	33	65
Corporal S. C. Van Note, Company G	32	33	65
Sergeant F. C. Noble, Company K	31	35	66
Corporal A. H. Tiemeyer, Company C	30	35	65
Private O. Wuerz, Company C	31	35	66

Standing of Rifle Clubs.

WASHINGTON, Feb. 5.—The third week of the series of eleven matches in the National Rifle Association indoor league was shot throughout the country last night. The results as received by telegraph in the office of the National Rifle Association in Washington show the scores and positions of the teams as follows:

Winchester Rod and Gun Club, 966; Rocky Mountain Rifle Club, 952; Warren Rifle and Revolver Club, 945; Birmingham Athletic Club Rifle Association, 904; Myles Standish Rifle Club, 934; Fort Pitt Rifle Club, 935; Italian Rifle Association of New York, 899; St. Paul Rifle and Revolver Association, 924; Los Angeles Rifle Club, 863; Seattle Rifle and Revolver Association, 949; Tacoma Rifle and Revolver Club, 779; Triangle Cadets Rifle Club, 668.

Shooting at Palm Beach.

PALM BEACH, Fla., Feb. 5.—E. H. Fitler of Philadelphia, a member of the Merion Cricket Club and perhaps a little better known as a golfer than as a crack shot, captured first honors in the first shoot of the season at the Palm Beach Gun Club to-day. His score of nine kills out of a possible ten, shooting from the large gallery, won the cup. W. A. H. Stafford of New York was a close second, with eight kills, and Y. C. Christian of Minneapolis was third, with seven.

NAVY WRESTLERS WIN.

Successful in Six Out of Seven Bouts With Pennsylvania.

ANNAPOLIS, Feb. 5.—In the wrestling tournament here this afternoon the Naval Academy proved easy winners over the University of Pennsylvania, taking six of the seven bouts. Five clean falls went to the credit of the midshipmen. Of the two bouts which went the limit and were decided on form and aggressiveness each took one. Knott, Navy, got the decision in the 125 pound class over Glasby, Pennsylvania, while Stewart, Pennsylvania, won from Gilbert, Navy, in the 135 pound class. This was the nearest Pennsylvania had to winning a fall, though Stewart had Gilbert in a bad place just as the bout ended.

All of the Pennsylvania wrestlers in the heavier classes worked hard but yielded to superior agility and better conditions. The Navy won from Pennsylvania last season by five to two.

The summary:

125 Pound Class—Knott, Navy, defeated Glasby, Pennsylvania. Decision on form and aggressiveness.

135 Pound Class—Stewart, Pennsylvania, defeated Gilbert, Navy. Decision on form and aggressiveness.

145 Pound Class—Wooms, Navy, won from Braddock, Pennsylvania, in 2½ minutes. Chancery and arm hold.

115 Pound Class—Elder, Navy, from Dickson, Pennsylvania, in 4 minutes. Body hold and head scissors.

145 Pound Class—Schofield, Navy, won from Chapa, Pennsylvania, in 7 minutes. Front head lock.

158 Pound Class—Sewell, Navy, won from Smith, Pennsylvania, in 1¾ minutes. Arm and head lock.

Heavyweight Class—Lofun, Navy, won from Ochs, Pennsylvania, in 3 minutes. Bar and chancery hold, changing to head lock.

NEW ROCHELLE YACHTSMEN.

Annual Dinner of Club at the Astor—M. W. Houck Elected Commodore.

The members of the New Rochelle Yacht Club held their annual meeting yesterday at the Hotel Astor and after the meeting they dined together and had a most enjoyable time. The club has been growing very fast of late and is now a flourishing organization. The reports of the officers and committees told well of the progress the club had made.

The new officers elected were:

Commodore, M. W. Houck; vice-commodore, E. C. Myrick; rear commodore, Stephen C. Hunter; secretary, C. A. Marsland; treasurer, C. E. Salter; measurer, R. M. Haddock.

Trustees—Boyd Decker, Frank Maier, C. B. Allen.

Regatta Committee—G. P. Granbery, chairman; M. S. Kattenhorn, W. H. L. Ehler.

Law Committee—J. F. Lambden, John Oscar Ball.

Art Committee—Paul E. Meyrowitz, C. W. Voltz.

Entertainment Committee—Dr. H. T. Foote, W. B. Taylor.

Nominating Committee—B. R. Stoddard, W. R. Berth, Ernest B. Wright.

AMONG THE AUTOMOBILISTS

AUTOMOBILE CLUB HAS A FEDERAL BILL.

Law Committee Issues a Statement Regarding Provisions of Measure Introduced in Congress by Mr. Olcott —Motor Racing at Brighton Beach.

The officials of the Automobile Club of America have been trying for several years to secure the enactment of a measure by Congress that would do away with most of the annoyance that attends an automobile tour that includes more than one State, and the law committee of the organization yesterday issued the following statement regarding its Federal automobile bill:

"The proposed Federal automobile bill of J. Van Vechten Olcott, introduced in the House of Representatives as Bill No. 1086, is approaching consideration by Congress and merits the attention of every automobilist. It reflects the labors of the Automobile Club of America in its endeavors during nearly five years to have Federal action taken upon the subject. During this time it has been under consideration by various officials at Washington, including particularly the bureau of corporations of the Department of Commerce and Labor.

"Its provisions extend only as far as Congress can constitutionally legislate in such matters, but to that extent it is supreme and exclusive.

"It applies to automobiles operating in:

"(1) The District of Columbia or any of the Territories, exclusive of the insular possessions.

"(2) The postal service; that is, to the carrying of mail upon any public highway.

"(3) Interstate or foreign commerce; that is, to the regular carrying of passengers, freight or express matter for hire, between the States or between the United States and other countries.

"The principal features of the bill are as follows:

"Registration with the Secretary of Commerce and Labor at an expense of $2.

"Numbers conspicuously visible with 'U. S.' in red letters upon the plaque.

"Speed to be reasonable and proper under the circumstances and conditions of each case.

"Provisions with respect to lights and horns, as usual:

"In case of accident, name of car owner with other proper information must be given to person injured.

"Penalties—Fines and jail, the maximum being $100 and six months;

"Hearing by Magistrate to be immediate or release on bail allowed;

"Bail to be given by undertaking or deposit of cash equal to maximum fine applicable to offence;

"The right of action to recover for injury to person or property not affected by the bill.

"The effect of Federal legislation along the above lines will be beneficial in every part of the Union and its practical operation in the District of Columbia will naturally be communicated by Senators and members of Congress to their various constituents. Its operation will be observed daily in the carrying of mail matter on every highway of an importance in the country, for the day is at hand when all mail will be thus distributed and before long motor cars will probably carry passengers, freight and express matter in interstate and foreign commerce.

"A copy of the act must be posted in every post office in the United States, thus giving it the greatest publicity.

"This bill makes no attempt to interfere with the operation of State laws wherever they are paramount to the Federal Constitution.

"Those interested in the law are also in sympathy with the movement initiated by committees or conventions on uniform laws of the Union to secure the adoption of a uniform standard law which shall be enforced within both Federal and State jurisdictions.

"The adoption of a Federal law, however, will afford an opportunity for States which have not legislated upon the subject to follow it, and also for States which are amending their laws to do the same, as it is easier for States to conform to a Federal standard than to a standard which depends upon the uncertainties of a mutual agreement between the States.

"The boon is all that can be claimed for the Olcott bill, and no law going further will be constitutional."

Now that it is generally known that this year's Glidden tour will be held in the West and Southwest, there is a rapidly growing sentiment among automobilists of the Atlantic seaboard that an organized tour through the East would be successful. With the exception of the tours promoted by the Automobile Club of America for the benefit of its members, there have not been in recent years any organized outings for motorists among the picturesque districts of the New England States. One of the New Yorkers who advocates a tour of this kind is John T. Rainier, president of the motor company that bears his name.

"The greatest enjoyment in automobiling comes in touring," says Mr. Rainier, "but it is surprising the lack of touring information that prevails. There are countless numbers of automobilists who are eager to make tours of one or two weeks duration in their cars, but who never get far away from home because of unfamiliarity with conditions more than two or three days journey distant. The motorists of this class, an organized tour say through the Berkshires and the White Mountains up into Maine, returning possibly by way of Quebec, Montreal and the Adirondacks, would be decidedly popular. By an organized tour I do not mean one in which all the participants would be started at the same time every morning and would therefore consume one another's dust for most of the day, nor one in which points will be scored against a tourist in the event of his not reaching a certain point at a certain minute.

"The most pleasure would be gotten out of such a tour by outlining a general route and making a general selection of desirable spots for meals and rest, but leaving stopping places and choice of roads between same optional with the tourists. The advantage in organization would be in securing the proper accommodations and route and in placing before the tourists the exact condition of the roads and the exact minimum cost of the trip for the period occupied by the tour. For who desired it special forms of entertainment might be arranged at certain points, while those desiring competition could engage in hill climbing events in the mountains or with fuel consumption tests."

The local show to be held at Baltimore from February 22 to 26 promises to be very successful, as the Automobile Club of Maryland has received applications for space from forty-three exhibitors. In addition to the displays of the established cars a number of new makes will be shown in the club's annual exhibition.

Announcement was made yesterday that the Motor Racing Association will run a number of race meets on the Brighton Beach Motordrome during the spring and early summer. This decision was made at a meeting of the Motor Racing Association last week at the Automobile Club of America, when C. F. Wyckoff, president of the association, presided and there was a full attendance of members or their representatives. Those present unanimously decided to resume the race meets at the beach track as soon as weather conditions are favorable.

A. B. Cordner was reelected chairman of the Brighton Beach committee and will have complete charge of the race meets at the Motordrome. The one mile track at the beach was rebuilt twice last year to make it more adapted for automobile races, and William Clare, superintendent of the track, has informed the Motor Racing Association that the course has been improved by the snow and will be faster in the spring than it ever was before. Some further improvements are to be made for the safe guarding of the contesting drivers and the comfort and convenience of the spectators.

The exact dates for the opening race meet have not been settled, but they will probably be some time between the middle and the end of May. The opening meet has been tentatively set for Decoration Day, but some earlier date will be selected if it is found there are other events scheduled for May 30. It is the plan of the Motor Racing Association to open the season with a big twenty-four hour race, with a field of the fastest cars and best drivers obtainable. A majority of the members of the association have declared they will nominate cars for the opening race meet.

Charles Thaddeus Terry, chairman of the committee in charge of the national legislative convention to be held in Washington on February 15, 16 and 17 in the interests of the Federal automobile registration bill, has selected as members of his committee men who are identified with the organizations that are working for the passage of the bill. The members of the committee are as follows:

Robert P. Hooper, vice-chairman, president Pennsylvania Motor Federation; former Governor N. J. Bachelder of New Hampshire, master of the National Grange; Charles Clifton of Buffalo, president Association of Licensed Automobile Manufacturers; L. H. Kittredge of Cleveland, president National Association of Automobile Manufacturers; L. R. Speare of Boston, president American Automobile Association; Charles P. Allen of Denver, chairman Colorado State Highway Commission; John Bancroft of Wilmington, Delaware Automobile Association; Neal Brown, State Senator, Wisconsin; H. Chadwick Hunter, president Automobile Club of Washington, D. C.; George B. Ellis of Los Angeles, president Automobile Club of Southern California, and William Phelps Eno, Washington, author of "Traffic Regulations of New York and Other Cities."

Senator Depew of New York is to deliver the opening address at the convention. Other speakers who will make addresses include former Governor Bachelder of New Hampshire, State Senator Neal Brown of Wisconsin and former president of the Wisconsin State Automobile Association; Walter S. Schutz of the Automobile Club of Hartford and William Phelps Eno of Washington, who has made a thorough study of the traffic regulations of New York and most of the large European cities.

The Federal automobile registration bill, which was introduced into Congress by the Hon. W. W. Cocks of New York, is now before the House Committee on Interstate and Foreign Commerce. Arrangements have been made to hold a public hearing on the bill before the committee, of which James R. Mann of Illinois is chairman, on February 17, the closing day of the convention. Arguments are to be presented explaining the interstate commerce features of the bill and the sponsors of the measure claim that Congress has jurisdiction over automobiles travelling from State to State. The argument that Congress has jurisdiction in this matter was expressed by several members of the Judiciary Committee when the first hearing on this bill was held in Washington in March, 1908.

Gov. Weeks of Connecticut and Gov. Prouty of Vermont have appointed the Secretaries of State of their respective States as their official representatives at the convention. The Automobile Club of Vermont, the Worcester Automobile Club and Wachusetts Automobile Club will send delegations. Allen C. Alderman, president of the Long Island Automobile Club, will head the delegation from Brooklyn.

CHICAGO, Feb. 5.—Figures that are conservative in every way make it appear certain that 200,000 motor cars are scheduled for 1910. They will be made in twenty-one different States by 236 makers, located as follows:

Michigan, 49; Illinois, 39; Indiana, 2; Ohio, 30; New York, 23; Pennsylvania, 18; Massachusetts, 14; Missouri, 12; Connecticut, 10; Iowa, 7; Minnesota, 6; Wisconsin, 6; New Jersey, 4; California, 4; Rhode Island, 3; Nebraska, 2; Maryland, 2; Colorado, 1; Nevada, 1; Texas, 1; Kansas, 1.

Of this number it may be said that 100 are legitimate makers, turning out cars that are factors in the market. Seventy-five others produce fewer than seventy-five cars each, and they are little heard of, while the remainder may be considered beginners, whose products may not get beyond the experimental stage. New York, for example, although credited in the above official list with twenty-three makers, has not more than seven substantial automobile factories. Taking eight of these leading makers and compiling their estimates for 1910, coupled with the reports from the parts makers and the inspection made while visiting sixty-two prominent factories last spring, it is shown that the 200,000 cars for the next year will be divided primarily among five States.

AUTOMOBILE NOTES.

Carl H. Page says January was the biggest month in the history of the Chalmers Motor Company, at least as far as production and shipment are concerned. More Chalmers "30s" and "40s" were shipped between New Year's Day and the February 1 than any previous month. The actual value of this one month's output of Chalmers cars is approximately $1,500,000.

"We did not set out to establish a record," said President Hugh Chalmers, "we simply tried to bring our shipments up to the demand."

Officials of the Chalmers company say they will have to continue working the factory as hard as consistent with the quality demanded to satisfy the orders of dealers. The Chalmers company will build for 1910 just 4,250 cars. These are all sold and dealers are anxious for their allotments.

Eleven classes will be given instruction in the school conducted by the Pierce-Arrow Motor Car Company at Buffalo this year. The school is in charge of men in the mechanical department of the company and the course, lasting two weeks, consists of experience in the assembling, maintaining and driving of cars. No charge is made, but the entries are confined to chauffeurs who are employed by Pierce-Arrow owners, repair and garage men who have the handling of cars of this make and owners who are mechanically inclined.

Nine of the eleven classes are for chauffeurs, and one of these is for colored men exclusively, the time for this class being from February 28 to March 12. Repair and garage men will have April 11-23 and owners May 9-21. Dealers in Pierce-Arrow cars sometimes take advantage of the repair and garage men's and the owner's classes in order to brush up their knowledge on technical points.

W. P. Holliday, a Detroit banker and manufacturer, purchased a 1910 model Matheson light six, toy tonneau, during the last week. Mr. Holliday, although living in the city which produces a very large percentage of all automobiles made in this country, came to New York for his car. He states that he has driven a Matheson four continuously during the last five seasons, covering a distance exceeding 30,000 miles, and was forced to come to New York for his Matheson light six because it more nearly conforms to his individual requirements than anything he could get in Detroit.

One great aim and object of the Royal Tourist Car Company of Cleveland, Ohio, is to keep in touch with the owners of its cars from the earliest to the latest model of whatever vintage it may happen to be. Early in 1907 a Royal Tourist car was delivered in Lock Haven, Pa., and from that time until yesterday not a word was heard concerning it.

"It was as though we had run the car out of the factory straight into Lake Erie," remarked President Dunham. "Notwithstanding strenuous efforts on our part to keep in touch with it there was nary a word from the owner, good, bad or indifferent. After a time in the absence of any complaints we placed the owner in our 'satisfied' list of customers and the incident was apparently closed with one of our cars unaccounted for until yesterday. In the mail came a curt note from our former customer demanding instant delivery of another car. It did not voice a single remark as to the '07 machine; all he wants is a new model M and our satisfaction in our customer is such that we are rushing a special force of men to enable us to make as early delivery as possible."

A big contract has just been closed by the Goodyear Tire and Rubber Company of Akron, Ohio, with the Rapid Motor Vehicle Company of Pontiac, Mich., for a large number of hard rubber base motor truck tires. The contract is said to be one of the largest ever given for motor truck tires.

After preliminary travel of 3,000 miles in Manitoba a total of 5,000 miles east as far as Buffalo was recently completed by E. F. Hutchings and family of Winnipeg. The journey was covered in a 1909 six cylinder seven passenger Franklin motor car without accident of any kind. Mr. Hutchings says that although they made the trip for pleasure they did not take the dust of other automobiles on the road.

As an example of one of their short bursts of speed he mentions a race with a limited train running between St. Paul and Chicago. The motor car won over the Pioneer Limited in a thirty mile race by about nine minutes. The party went East through St. Paul, Chicago and South Bend. After visiting Niagara Falls and Totonto, London and other cities of Ontario, they went to Detroit, and thence home through Chicago and St. Paul.

The Hotchkiss Import Company received welcome news in the form of a cablegram yesterday to the effect that the floods at Paris have not affected the factory of Hotchkiss et Cie to any appreciable extent and that deliveries could be counted on to come through at a uniform rate. The Hotchkiss factory stands well back from the banks of the Seine, about six miles distant from Paris, and is situated on high ground. The buildings themselves are undamaged, though a number of the houses of the employees have been rendered untenable by the water.

W. C. Poertner, of the Poertner Motor Car Company, states that the National factory has never built any special racing cars and all National cars are strictly stock machines and for sale at any time either before, during or after any event they may be entered in. National cars with Aitken and Kincaid as drivers will be entered this season in all important events sanctioned by the A. A. A. The two National cars that competed last year in the Vanderbilt cup race and events on the speedways at Atlanta and Indianapolis were sold to two well known men at the regular list price. The high back seats, one of the features of the Speedway model that makes it comfortable for touring, were designed by John D. Aiken.

Roy D. Chapin, president of the Hudson Motor Car Company, announced last week that the company plans to erect a new factory at Detro