DEMAND FOR MOTOR TRUCKS

ONE COMPANY NOW HIRES OUT TWO OF THEM.

They Put Your Name on Your Car and Make It Ready for Any Service You Demand—Dry Goods Man's View of Commercial Vehicles and Horses.

There is so much of a demand for commercial motor vehicles nowadays that one company makes a business of hiring them out at so much a month to persons and companies in various lines which would like to employ the motor delivery but cannot afford the investment in a truck to belong to them alone.

This system came to the attention of a man who had a store across the street from a hardware dealer. He noticed that delivery trucks of various sorts stood in front of that place from time to time and were loaded with hardware stock. Sometimes a sign on the truck indicated that it was that of a milliner or a firm in some line decidedly other than hardware. But the trucks were loaded regularly and sent away, just as if they were the hardware man's. So the man across the street asked about it. He learned that it was because of various mischances that these other trucks came down to attend to the hardware store deliveries.

The company that furnished the truck had to make some replacements on it and so substituted other trucks. The system is that trucks marked with the name of the intending user and giving every impression of being private trucks are provided for a stated sum a month. The driver's salary and the other details all are attended to by the company that lets out the car. The commercial man just pays the bills. The trucks report early and are loaded and go away to make the deliveries. It is just like having a truck of one's own, with those advantages that hiring a car has as opposed to the usual disadvantages.

It shows a very considerable demand for the commercial car, when this company not long embarked in this line, now has about 100 trucks so engaged at this time. There are so many advantages to the motor truck, which have been dilated on before, that there is good reason for the average wholesaler and many retailers to be willing to put them in. It is to be observed nowadays too that the numbers of such trucks are increasing every day. Not so very long ago, folks would turn in the streets to see some huge brewery truck or coal wagon go by, but now it takes something very gaudy and odd in the line of a motor truck to attract attention.

That shining bottle shaped motor vehicle or the coal wagon with a motor part in front and a truck body detached from a horse drawn vehicle in the rear attract attention still. But mostly these wagons have to be as odd or gaudy as circus wagons to make the passerby look twice at them in this city.

Something of the popularity of the motor truck among folks in the dry goods trade can be told by observing the wagons that are drawn up about the delivery entrances to apartment houses and hotels. Ten chances to one that an overwhelming percentage of the wagons are motor vehicles. Not only the department stores but milliners, jewellers, confectioners and what not are now running such cars. The matter of quick deliveries and the almost certain guarantee that there will not be delays in traffic in the city is considered by the dry goods folks. Then again, with motor vehicles instead of horses there aren't any tangles about trade entrances to the hotels and other places and the approach to the places and the departure can be made in quick time.

The reduction in delivery costs is what the dry goods folks are looking after all the time. They have to do more in the way of delivering goods than those in any other line, and as in many cases there are goods that are returned by folks who have them sent home merely to look at, the cost of sending out each package has to be reduced as much as possible. One of the biggest stores that is a store which does more delivering probably than any other of small packages, involving the covering of a large amount of territory, has reports on the delivery business which show a decided balance on the side of the commercial vehicles. The cost of machine delivery, with every item of charge figured in, was 6.4 cents a package in the year. The horse delivery plan, which formerly the company was strongly committed after, cost 10.7 cents a package in the

The average cost of motor delivery was thus 55 per cent. The company since the figures for an entire year were presented is making plans to enlarge the fleet still further, and is to install more gasoline wagons, as well as many more electric ones, which they took up first. Here is what one of the members of the dry goods firm says about the two systems:

"The regulation of both systems is consummated by restricting the use of horses to the downtown district, comprising the territory south of 34th street. The power wagons handle the city proper above this meridian. Two hundred horses are utilized below 34th street, while above this point electric delivery wagons play as far as Fort Hill road. Above here the delivery system is taken over by a distributing depot at Woodhaven, which is fed by a heavy gasoline truck. The local delivery being cared for by horses covering the territory in the west as far as Jamaica, Scarsdale on the north and Mamaroneck on the east. The same heavy truck covers a depot at Port Chester, whence packages are distributed by horse wagons as far as White Plains and Stamford.

"We deliver from these depots by horse for the reason that we have not yet arrived at a method of caring for machines at our branches. We maintain an engineering department which is very efficient in taking care of the autos at our central depot. With the study now being devoted to this problem of controlling motors at outdepots, we hope to arrive at the proper method soon.

"We are experimenting with two gasoline one ton wagons, the results of which are fairly satisfactory, the results of action being limited only by the endurance of the drivers. One of our experimental gasoline one ton cars is running to Coney Island and another to Port Washington, having been in use three months. However, I rely only on yearly figures and do not care to say much about them as yet. We are also running a heavy three ton gasoline truck nightly to Hackensack and Newark. The cost of our heavy trucks a load a mile, including rent and fixed charges, was 20.265 cents. This year the cost will be further reduced, owing to our operating with two shifts. Each heavy truck averaged about forty miles a day in 1909. This year they will average sixty miles. The heavy trucks require four men, displacing the eighteen horses and eight men formerly employed.

"In the light commercial delivery wagons the rate of 6.4 cents was 5 cents. We figure the cost of an electric as ten years and depreciation at 10 per cent. a year on the original cost. We have said machines of the same type will cost six years on the basis. The cost we covered by these figures is for a machine including days off on the road (which occurs every day). We always send a car in reserve to cover accidents and usually have a few under repair. These are taken into account in these figures.

"The cost of horse delivery is somewhat more difficult to arrive at. Weather conditions have much to do with their service cost, as for instance in summer when the moderate heat acts more favorably upon the batteries than winter temperatures. None of our machines is equipped to carry furniture, therefore in this instance we adhere to horses. Undoubtedly we will extend our system, as we are buying no more horse wagons.

"A man who had interested himself in this matter of commercial trucks took notes one day in the course of a walk of something more than an hour downtown along Broadway. He jotted down the names of the various firms whose cars he saw on the street. They came in this order:

Dyer, clothier, storage warehouse, department store, newspaper, tire company, automobile oil company, florist, brewery wagon, department store, jewellers, perfumer, jeweller, department store, mineral water company, express company, florist, laundry, milliner, special ambulance, tire repair company, brewery, women's tailor, wholesale grocer (2), bottler of liquors, silk finisher, roofing company, wholesale grocer, express company, jeweller and silversmith, electric power company, linen merchant, wholesale butcher, candy maker and dealer in game and groceries. In each case these were separate firms. The wholesale grocers' wagons were of two different houses, but happened to be coming along the street one after the other.

The list certainly is a diverse one and serves to show how many different sorts of business enterprises there are of which the owners think the services of a motor truck are worth while. In some cases there seems not to be business enough in volume to justify the employing of a motor truck. The true use in such a case is the speed that can be made. Very often the urgency in the case can be met only with a motor vehicle, which can maintain a higher rate of speed continuously than any horse drawn vehicle no matter whether the traffic is heavy or not.

COLGATE SHOWS SPEED.

Makes Big Gains Through the Line and Beats Middlebury, 51 to 0.

HAMILTON, N. Y., Oct. 22.—Playing together and with great speed Colgate defeated Middlebury here this afternoon by a score of 51 to 0. The game was easily Colgate's at all stages, but the Middlebury team fought hard. Weather conditions were extremely disagreeable, rain falling throughout the game. Every time the Middlebury players got the ball they lost it on account of their inability to make their distance. Colgate had little trouble in making big gains through the Middlebury line or around end, each play netting Colgate from five to twenty yards. Twice Capt. Thurber tried for place kicks, once from the 35 yard line and once from the 25 yard line. In the latter instance he was successful. Templeton tried for a drop kick from the 30 yard line in the last quarter, but was unsuccessful.

In the second quarter Huntington caught the ball on the kickoff on Colgate's 15 yard line and ran the length of the field for a touchdown.

FIGHTING GAME AT CLINTON.

Rochester Makes One Touchdown and Beats Hamilton.

CLINTON, N. Y., Oct. 22.—Hamilton lost to the University of Rochester this afternoon by a score of 5 to 3 after a heart-breaking struggle. The rain had made the field soggy and slippery, but in spite of these conditions the game was a fast one all to the last moment. Throughout the first three quarters Hamilton had the advantage, scoring two points on a safety in the second quarter but in the last quarter Rochester succeeded in making a touchdown and when the whistle blew the visitors were in Hamilton territory.

The feature of the game was the unusual amount of punting. Peters and Burdick for Hamilton starring in this department. For Rochester Forsyth and Dunn led in the offensive work while Brown and Capt. Melon were particularly effective in gaining ground. Markham did excellent work in catching and running back punts.

Gets Job Because Predecessor Hazed.

ANNAPOLIS, Oct. 22.—Midshipman John W. McIlhenny of Ohio has been elected manager of the Naval Academy football team. He succeeds Midshipman William H. O'Brien, Jr., who lost his place as a result of his connection with the recent hazing case at Annapolis.

A Forfeited Football Game.

WASHINGTON, Pa., Oct. 22.—The refusal of the W. & J. authorities to accept the decision of the officials on a disputed touchdown in the football game here to-day caused it to be forfeited to Westminster College, 4 to 0.

Other Football Games Yesterday

At Haverford—Haverford, 0; Rutgers, 0.
At Medford—Springfield, 14; Tufts, 0.
At Williamstown—Lasing Academy, 5; Hamilton College, 5.
At Lewiston—Bates, 16; Hebron Academy, 8.
At Orono—Maine, 29; Massachusetts A. C., 2.
At Andover—Andover, 6; Harvard Freshmen, 0.
At Easton—Lehigh, 0; Yale Freshmen, 0.
At Lake Ontonka—Pennsylvania Freshmen, 14; Hotchkiss School, 0.
At Worcester—Worcester Academy, 5; Wesleyan Academy, 5.
At Worcester—Tech, 8; Rensselaer Tech, 0.
At Lancaster—Pa. F. & M., 10; Dickinson, 0.
At Chicago—Chicago, 19; Northwestern, 0.
At Ann Arbor—Michigan, 3; Ohio State, 3.
At Iowa City—Iowa, 13; Purdue, 0.
At Lincoln—Nebraska, 27; Depauw, 0.
At Bloomington—Indiana, 12; Wisconsin, 3.
At Chicago—Chicago, 0; Michigan State, 0.
At Oberlin—Oberlin, 37; Hiram, 0.
At Omaha—Marquette, 18; Creighton, 3.
At Iowa City—Iowa, 16; Purdue, 0.
At Des Moines—Kansas, 5; Drake, 0.
At Cleveland—Western Reserve, 14; Kenyon, 0.
At Springfield—Cincinnati, 8; Wittenberg, 0.
At Notre Dame, Ind.—Notre Dame, 50; Rush, 0.
At Lansing, Mich.—Michigan Aggies, 37; Lake Forest, 0.
At Monmouth—Cornell College, 46; Monmouth, 0.
At Fort Deposit—Tome School, 17; Swarthmore High, 6.
At Hamilton, N. Y.—Colgate Academy, 6; Camden High School, 0.
At Hobbs Ferry—Mackenzie School, 24; Mount Pleasant Military Academy, 8.
At Hanover—Dartmouth freshmen, 6; Williston, 0.
At Galesburg, Ill.—Knox College, 6; Illinois Wesleyan, 0.
At St. Louis—Wabash, 10; St. Louis University, 0.
At Columbia, Mo.—Ames, 6; Missouri, 3.
At Fayetteville, Ark.—Arkansas, 13; Texas Southwestern, 12.
At Austin, Texas—A. & M., 6; Kentucky, 0.
At Swarthmore—Swarthmore, 37; Delaware, 0.
At Atlanta—Georgia Tech, 36; Alabama, 0.
At Clinton, Miss.—Mississippi College, 34; Mississippi College, 0.
At Union City, Tenn.—Union City Training, 12; Mississippi College, 0.
At Memphis—McTyeire, 38; Memphis University, 0.
At Athens—Georgia, 35; Tennessee, 5.
At Washington—George Washington, 6; St. Johns, Annapolis, 0.
At Morgantown, W. Va.—Bucknell, 0; West Virginia, 0.
At Charlottesville, Va.—Virginia, 28; Virginia M. I., 0.
At Lexington, Va.—Washington and Lee, 14; Davidson College, 12.
At Lexington, Ky.—Kentucky State College, 37; Georgetown College, 0.
At Macon—Mercer, 13; Florida, 0.
At Austin, Tex.—Texas, 48; Transylvania University, Kentucky, 0.
At Columbia, S. C.—South Carolina, 73; Lenoir College, 0.
At Fayetteville, Ark.—Arkansas, 13; Texas Southwestern University, 12.
At Chapel Hill, N. C.—North Carolina, 57; Wake Forest, 0.
At Montgomery, Ala.—Southern University, 5; Howard College, 0.
At Auburn—Auburn, 17; Clemson, 0.

New Outdoor Rink.

In the winter in Colorado for outdoor weather some hockey games and skating races will be held on a new outdoor rink in Denver. Harry McDonald, the well known amateur athlete, has leased Hawthorne Field, which is near Fragnus Hall High school, Brooklyn, and he intends to flood it and have all the outdoor winter sports possible. Dressing rooms are to be built and there will be lights installed. The running track of the field will form the outside rink in order not to have a drop in the field. The inner field will be used and six laps will constitute a mile. Invitations have been sent to the schools offering them the use of the rink for hockey. It is expected that games between the schoolboy teams will be played on this field and will give hockey in the public schools a fresh impetus. The rink site has always been to find a place where the hockey at play.

Billiards.

Pocket billiards, with the billiard game in the three cushion tournament now in progress at the Knickerbocker billiard parlors in Brooklyn last night. He defeated Walter Cochran in interesting game by the score of 125 to 75. Cavanagh ran out in 84 innings, equaling the record of the previous evening, and he made a high run of 7. White's best run was 5. To-morrow night the players will be A. Garnaris and W. A. Price.

AMONG THE AUTOMOBILISTS

ELABORATE DECORATIONS FOR GARDEN SHOW.

Committee Has Work Under Way for Annual Display of Licensed Machines—Grand Prize and Light Car Races to Be Run Over a Circuit of 17.2 Miles.

Madison Square Garden's interior has been lavishly decorated and often transformed for the many exhibitions, entertainments and other events held in the building, but always it has annually been more beautified for the automobile shows than for any other function. It is declared, however, that all the achievements of the former years will be surpassed for the eleventh automobile show to be held from January 7 to 21 under the auspices of the Association of Licensed Automobile Manufacturers.

Just what particular decorative scheme has been arranged by the A. L. A. M. show committee for the forthcoming exhibition, which will be divided into two parts, has not yet been divulged. The members of the show committee, Col. George Pope, chairman, Charles Clifton, Alfred Reeves and Secretary M. L. Downs, have made very careful and elaborate plans with W. W. Knowles, the decorator-general, and it is declared that the setting for the 1911 show will be the most splendid ever prepared for an industrial exhibition in this country.

It has always been the aim of the show managers to provide a scheme of decoration suitable for the exhibition and at the same time furnish patrons with a spectacle as artistic as is practical for so short a period. From a recent discussion with the decorator-general it was learned that already carpenters, woodworkers, painters and other craftsmen are working on numerous decorative pieces that will adorn the balconies, exhibition hall, concert hall, rathskeller and basement of the Garden. One of the ornate effects now receiving finishing touches is a big pergola fountain in the form of an exedra, which will confront the visitor at the entrance to the amphitheatre.

The fountain will be in the form of a low abutment of gray stone in the front of which a long settee will be carved for the visitors. It will have a troughlike basin and at each end water will spray from the mouths of griffons and gargoyles. The splashing water will be illuminated by varicolored hidden electric light bulbs. Artificial water plants in which colored lights will shine will be placed in the basin as well as natural water lilies and goldfish.

The fountain will be overlying vitreous faïence which will cling to a netting of artistic work and entwine itself about the eight marble white Doric columns that will support the pergola. Four bay trees will adorn the front of the fountain.

The second international road race for the grand prize gold cup of the Automobile Club of America will be run at Savannah, Ga., Saturday, November 12, over an ideal circuit of 17.2 miles in length. The Savannah Automobile club and the city and county officials are making great preparations for the event, in which America and Europe will be represented by their fastest cars and best known drivers, and the contest promises to eclipse any road race ever held anywhere.

The lowering of all previous American records for sustained high speed seems inevitable, as this year's contest is an out and out free-for-all race, with no limitations as to size of motor. As the International Association of Recognized Automobile Clubs has no recognized formula in force for international road racing this year no restrictions are made as to weight, cylinder dimensions, &c., the only condition being that all cars must conform to the rulings of the technical committee of the Automobile Club of America as to safety requirements.

Thus while the entry list will undoubtedly be smaller than that of the Vanderbilt cup race, there will be more speedy cars. The cars in the Vanderbilt cup race were limited to 600 cubic inches piston displacement. Practically all the cars entered for the grand prize race when it was scheduled for Long Island have been or will be entered for the contest at Savannah, and several of the cars that competed for the Vanderbilt cup will also be entered.

The international race for small cars, which will be run the day before the grand prize race, promises to be a record breaker in point of the number of cars entered. It is said that no less than thirty cars will compete in the two divisions of this race, in which cars of 231.5 cubic inches piston displacement will try for the Savannah trophy and those of 183 cubic inches piston displacement will try for the Lewis trophy. The trophies are to go to the entrants of the winning cars, and the driver of each winning car will get $1,000 in cash.

This year the circuit will be somewhat different from that of last. By omitting the White Bluff road and Montgomery crossroad section on the western side and the Isle of Hope section, as well as the Thunderbolt road, the circuit is shortened several miles. In this there were two separate circuits for the light and heavy car races, the light car course including a portion of the Grand Prize course. For next month's races the same course will be used for both classes.

The official grand stand and starting and finishing line will be located in Waters road, near the northern extreme of the circuit, and cars will run south along a smooth straight stretch for about four miles to the first double right angled turn at Montgomery crossroad and south into Whitefield avenue and Montgomery road. A little further on there is a hairpin turn, after which the cars will run along beautiful Ferguson avenue for about three miles.

After completing this section of the old course, which has a few slight curves, there is a twisting turn into La Roche avenue, which has a few slight curves, into the old Skidaway road, making a right angle turn west into Dale avenue for a couple of miles. Switching off at a side turn to the south again, the cars enter the home stretch.

Much has been said and written about the beauty of the Savannah course, beauty about which the drivers care little when speeding along at a nearly a hundred miles an hour, nevertheless it interests the visitors who go there to see the race. Many of the spectators on foot ride around the circuit in touring cars, and this plan will be followed by many this year. The pines are hung with gorgeous beards of silvery Spanish moss and vista after vista greets the eye along the highways.

It is very hard to tell how more Northern people will see the races than made the journey south in 1908. The roads leading to Savannah have been wonderfully improved during the last two years, so that many enthusiasts are making preparations to drive their cars to the Georgia city. The big race meet at Atlanta on November 3, 4 and 5 will also attract many persons who will go to Savannah the following week. The big new boats of the Savannah Line will carry a great many to the Georgia city, as the boat trip down and back will make a fine fall vacation. Visitors who do not take their own automobiles to Savannah with them will have no trouble reaching the grand stand to watch the races. In preliminary practice, as there are two circuits lines that run close to the grand stand.

In addition to the two shows to be held in Madison Square Garden and Grand Central Palace, in both of which American cars will predominate, there is to be an exhibition of imported cars in the grand ballroom of the Hotel Astor from January 7 to 14. The affair is to be a successor to the exclusive importers automobile salons that were held a few years ago. The committee in charge will have 10,000 square feet of space and will use about 12,000 square feet for exhibition purposes.

Paul Farrotx of the Renault firm, who is one of the committee that has the affair in charge, says the show will be a parlor exhibition and the decorations will be of the drawing room variety. The importers will refer to the exclusive automobiles and will charge $1 admission. The cars for the show will include those engaged in the Benz, Panhard, Renault, Peugeot, Mercedes, Isotta-Fraschini, S. P. A. (Italian) and Ziust. It is expected that fifteen different makes of imported machines will be displayed.

Arthur C. Warren, one of the most noted former racing drivers who have turned their attention from driving to selling, has left the local branch of the Buick Motor company and joined the sales force of the Pope-Hartford Automobile Company. Mr. Warren was first propelled into fame as a speed driver when he was the guest of George Robertson's mechanic, Joe Apperson, that was entered for the American elimination trial for the Vanderbilt cup race of that year. One morning while practicing for the trial the Apperson swerved off the road, wrapped itself around a telephone pole and pitched Robertson and Warren out on their heads.

The pair were taken to the Nassau Hospital at Mineola and were there for three weeks before they could go to their homes. In 1907 and 1908 Warren was with Wyckoff, Church & Partridge and alternated with Guy Vaughan at the wheel of Stearns cars in a number of twenty-four hour races. He was injured in a race at Elgwood Park, Long Branch, on July 4, 1908, when another car ran into the Stearns he was driving. As a driver of Buick cars in speed trials and hill climbs he won a number of silver trophies.

The Barney Oldfield-Jack Johnson automobile race, which was postponed for the second time yesterday, is now scheduled for the Sheepshead Bay racetrack next Tuesday afternoon. The Mount Vernon Automobile Club races, also postponed yesterday, will be held at the Empire City racetrack on election day.

The Association of Licensed Automobile Manufacturers announced yesterday that suit under the Selden patent on gasolene automobiles has been brought against the Louis J. Bergdoll Motor Company, in the United States District Court for the District of New Jersey. Service has been made on the Bergdoll company, which is known through its sales organization in Philadelphia and recently began the manufacture of gasolene cars.

American automobilists who have toured in Europe during the last season have often been subjected to petty persecution by officers in Switzerland. A multiplicity of laws and regulations in the various cantons of the country so bind down the motor car owner that touring there has been robbed of a great deal of its pleasure. Certain roads are barred to automobiles during certain hours and different speed regulations almost make a course of legal instruction necessary before a tourist dares to venture across the mountainous little republic.

In most instances where automobile tourists have been detained by the Swiss authorities they have simply paid their fines and left the country as the cheapest and quickest way out of the matter. During the last six months the Swiss authorities have been so busy in their petty persecution that scores of letters of protest, written by automobilists who have been held up, have been printed in the newspapers of England, France, Germany and Italy.

At the present time, however, a concerted movement is under way to do away with the annoyance of travel by motor car in Switzerland, according to advices received by the Pierce-Arrow Company from the manager of its branch in Paris. A tabulation is being made of the instances in which motor car users believe they have been harshly dealt with and these will be presented to the higher authorities of Switzerland. It is needless to say that the American and other tourists in France who are at the head of the movement will have the ardent support of that considerable and influential body, the Swiss hotel keepers.

James W. Bagsdale, Consul-general at Halifax, has forwarded to the bureau of manufacturers some statistics compiled by Canada as a result of an order issued by the Dominion Parliament.

During the year ended March 31, 1910, the imports of automobiles into Canada amounted to $1,235,213, of which those imported from the United States were valued at $1,064,297. The value of automobiles imported during the same year amounted to $269,566, of which all but $30,000 worth came from the United States.

In spite of the fact that automobiles imported from the United States are subject to a greater duty than that imposed from automobiles imported from the United Kingdom, 35 and 22½ per cent. ad valorem, respectively, the former country supplies nearly all the imports. Altogether, 1,424 machines were imported in 1910, of which 1,365 came under the general tariff, so under the preferential tariff, and 2 under the French treaty. During the year Canadian manufactured automobiles to the value of $60,011 were exported.

J. I. Moore, secretary of the club division of the Motor Racing Association, has sent the following notice to all members of the organization:

"It is the desire of this organization to encourage and support in every way possible the Savannah Automobile Club, who will on November 11 and 12 hold the grand prize race in that city.

"We have therefore completed arrangements and will operate the 'Wall Street Special,' an equipment which was inaugurated at the last event, of this kind and was recognized as the most elaborate and gorgeous equipment of its kind ever run in this country.

"It comprises nine Pullman cars, five of which are devoted to staterooms. Reservations may be made at the club's cost, including all meals, sleeping accommodations during the trip, and railroad fare for one person, $185, for two occupying the same stateroom, $155. Checks to be made payable to the Motor Racing Association. The trip will leave Long Island City, Friday evening, the 9th and return the following Sunday noon."

AUTOMOBILE NOTES.

The Mitchell-Lewis Motor Company has put more money into the cost of the 1911 product in following out their usual good policy. The new cars practically are the same as the 1910 product with some improvements and refinements. It will be equipped with top, lamps, horn, jack, magneto and larger tires than heretofore. The cost to the buyer has necessarily been increased, but as a matter of fact, the profit is less at the same prices than it was before. A new service department has been established. It will be along the same good policy. The head of the department is one of the executive officers of the company, intrusted with the supervision of its special construction. He will have to keep abreast with a thoroughly competent force. This department is at Racine, and there cars that have gone wrong will be put right.

The Mitchell method has proven itself to be the one of nothing ever known of the car until recently, although a branch office has been opened in New York where the cars get a fair exposure. The test cars and the exhibition cars are kept there. The Mitchell Motor Car Company, Racine, Wis., has appointed Manager Gaylord, of its Chicago branch, to be manager of its New York branch, and he will be in charge of the Mitchell cars in Manhattan and Brooklyn. Mr. Gaylord is a thoroughly competent man, and he will be a good man for the place. He will have a force of salesmen and demonstrators, and will be able to do a good business in the Mitchell cars.

Aside from some few refinements, the 1911 model Mercedes, Isotta-Fraschini, will be the same as the 1910 model. The chief change will be in the ignition system, which this year will be the Bosch, and not the Simms, as in the case of spare 1910 cars.

Cimpett Bros., Broadway and 54th street, announce the arrival of the last model of the Pullman street with top, lamps and equipment, and a fine leather upholstery. The body is the same as the 1910 model. It is made to seat three persons. M. Cimpett, the driver, designed and built the car, and it is the fastest in the Metropolitan district, having made twenty miles in 20 minutes in a road race in the Mount Pleasant section, which is equivalent to a speed of 60 miles in 20 minutes, which is a speed of 180 miles an hour.

The Seabord Company, Fifth Ave. and 53d street, New York branch, has gone into business on its own account, separated from the Seabord Company of Philadelphia. The company operates in New York, New Jersey and Connecticut, and handles the Owen and Herreshoff cars. The cars are made in Detroit and the Herreshoff in Philadelphia. The new showroom is at 58 Broadway.

The speaker the best manager brought a Stoddard-Dayton to Boston as a present for his wife. The speaker left Boston on the other day for Dallas, Texas, which is far away from Boston.

From Globe, Ariz., came the details of an exciting chase after two alleged highwaymen, after their capture, which occurred near Globe. The chase ended in a gun battle, in which one of the highwaymen was killed by the sight. James Steele and William H. Stewart were wounded. The chase was made in the Steele car, Steele, who was one of the posse, was shot in the arm. Stewart was shot in the leg. After the chase was started by the arrest of the highwaymen, it was made on the return of the posse to Globe.

F. A. Lewis, president of the Marmon Company of Indianapolis, and St. Louis, has joined the staff of the Benz Import Company, of Long Island City, of which Mr. Lewis is president.

L. C. Alexander, local branch manager of the Firestone Tire Company, says that two of the last three Pullman Pierce cars have been won on Firestones. This year the Firestone tire on the Pierce is the choice matched and recommended by Pierce.

"I'm glad that the Grand Prix is not to be run for in Savannah on November 19," said Bob Burman, "and Will Pop Thomas of the Buick racing team. The Grand Prix plan explained to reasons to racing. The Grand Prix wound up around a sycamore tree on November 19, and injured my mechanician badly, and again in 1909 on November 19 at San Antonio, Tex., I went through the fence, breaking up a car and getting rather a rough jolt myself. I'm going to stay in bed all day November 19 this year and see if I can't do better."

CUBS WAKE UP AND WIN

STIRRING FINISH IN FOURTH WORLD'S SERIES GAME.

Chicago Ties Score in Ninth Inning and Sheckard's Single Brings Home Winning Run—Cole Knocked Out of Box, but Brown Saves Day for Home Team.

CHICAGO, Oct. 22.—The Cubs finally woke up and to-day before the most wildly enthusiastic crowd that ever witnessed a baseball game in this city defeated the champion Athletics in a ten inning game by the score of 4 to 3. It was the fourth game of the world's championship series and meant everything to the local aggregation.

Jimmy Sheckard was the hero of the day. With two gone and a man perched on third, the ex-Brooklynite smashed out a clean single, scoring the winning run. When Sheckard landed on one of Bender's curves and drove out the single that brought Archer in from third base with the winning run the crowd burst into the field and seized the players to carry them from the diamond in triumph.

All through the game after the third inning it was a mighty uphill fight for the Cubs. They came into the last half of the ninth with the score 3 to 2 against them. So wildly exciting had been the game up to this point that the entire crowd rose when Shulte stepped to bat. He smashed out a double and the crowd went crazy. Hofman's sacrifice took him to third and from there he scored on Chance's triple to deep centre.

The wildest scene imaginable followed in the grand stand and bleachers. Men pounded one another with enthusiasm and smashed hats with abandon. The tension was eased when the next two men went out, but then came the tenth inning and finally victory that was well earned.

The crowd was not as big as Thursday. The official statement given out was as follows: Attendance, 19,150. Receipts, $37,570.50. Players' share, $14,877.77. Each club's share, $4,959.08. Commission's share, $2,759.05.

That the Cubs meant to put up the battle of their lives was evident from the start of the first inning. The pre-game statements that they are yellow had stung the men to the quick. In the first inning the Athletics went out one, two, three. Each of the trio who came up hit the ball too. In their half of the inning the Cubs got a tally. They might have made more but for the fact that Umpire Rigler declared Chance out at first because Hofman, being forced at second, interfered with Collins. Collins did not even throw to Davis. Sheckard, who led off, got a base on balls. He stole second, Thomas making a bad throw. The crowd was rooting to beat the hand. Hofman banged a bounder along the third base line for a single and Sheckard crossed the plate. Chance hit to Baker, who threw to Collins at second. Hofman was forced out and Rigler declared Chance out also, insisting that Hofman interfered with Collins preventing a double play.

In the third inning the Athletics tied the score when Bender came home on Strunk's triple. Bender had walked to first base, a costly pass on Cole's part. The American Leaguers got their first hit of the game when Baker opened the second inning by driving out a clean single. The next two men went out and Baker was caught trying to steal.

It was one, two, three for the Cubs in the same inning, although Tinker, the third man up, got a base on balls. He was easily caught trying to steal second. At the beginning of the third inning the Athletics began to show symptoms of solving Cole. Barry drove a perfect shower of fouls into the bleachers and over the stand before he hit to Steinfeldt and was thrown out at first. Thomas tapped an easy one to Cole and was thrown out at first base. Cole got a bit wild and allowed Bender to walk. Strunk came up and swung on the ball, driving it past Sheckard for three bases and sending Bender home with the run that tied. Strunk overran third base, however, and was caught on a relay throw before he could get back. In the last half of the inning Archer and Cole fanned and Strunk got Sheckard's long fly.

The Athletics' much talked of luck was brought in chunks in the fourth inning when they got two runs after there were two out. The runs were made moreover in spite of the fact that Cole fanned three men in the inning.

Cole started off with Lord by giving him three balls. Then he put on speed and Lord struck out without comint near the ball in his efforts. Collins was safe on a hit to Zimmerman. The latter made a beautiful throw, but Collins was too fast. Baker drove a long hit into centre field. The ball rolled into the crowd and he was allowed one, two bases, Collins being held on second.

Then Murphy came to the rescue by swiping the first ball pitched for two bases, scoring Collins and Baker. Barry struck out.

There was no weakening on the part of the Cubs, however. They went right after Bender in their half of the fourth, Schulte leading off with a single to left field and taking third when Hofman got his second hit of the game. Bender looked and acted as if he were nervous. Chance got a straight one and laminated out a single that brought Schulte home and took Hofman to second. It was up to Zimmerman, but the best he could do was to hit into a double play, Bender fielded the ball, throwing to Baker and getting Hofman at third. Baker threw across the diamond to Davis and got Zimmerman going to second. Steinfeldt was a long fly to Strunk.

In both the fifth and the sixth the Cubs got into trouble, but they got together and played wonderful baseball and prevented scoring. In the fifth the Athletics had two men on bases with two out and in the sixth they filled the bases full, but again the Cubs got Zimmerman's fly to Schulte. Zimmerman went for naught as Schulte, Zimmerman was safe on a fielder's choice, but Schulte was forced out at the plate, Zimmerman preventing a double play.

Baker's safe hit, Tinker's error and Barry being hit by a pitched ball, Murphy came out of the wilderness and had for Cole. But he proved a disappointing pinch hitter and was thrown out at the plate and ended the grand exhibition of pitching.

Chicago hopes rose when Cole, in the eighth, ran into trouble, but Sheckard proved to be a hero. Schulte fouled to Murphy. Where Cole left off the score on Schulte's two chances and Zimmerman's two sacks, but Zimmerman and Schulte were unable to score him with the winning run.

When Davis hit to Tinker he got trouble in the tenth, Davis getting another run by the same route. Cole got Davis on a fielder's choice and fanned Barry on three strikes. Sheckard did not prove to be a hero and scored Archer on a two bagger, with a clean single winning the game. The score:

PHILADELPHIA.	A.	R.	H.	P.	A.	E.
Strunk, rf	4	1	2	2	0	0
Lord, f	4	0	1	3	0	0
Collins, 2b	4	1	3	4	3	0
Baker, 3b	4	1	3	4	1	0
Davis, 1b	3	0	0	9	0	0
Murphy, cf	4	1	2	0	0	0
Barry, ss	4	0	0	2	4	0
Thomas, c	3	1	1	3	1	0
Bender, p	3	1	0	2	0	0
Totals	34	6	12	27	9	0

*Batted for Cole in the eighth.
*Ran for Murphy in the ninth.
†Ran for Archer in the ninth.

CHICAGO.	A.	R.	H.	P.	A.	E.
Sheckard, rf	4	1	1	2	0	0
Schulte, rf	4	0	1	1	0	0
Chance, 1b	4	0	0	11	0	0
Hofman, cf	4	1	2	2	0	0
Zimmerman, 3b	4	0	0	1	2	0
Steinfeldt, 2b	4	0	0	2	3	0
Archer, c	4	1	1	6	1	0
Cole, p	3	0	0	0	2	0
Brown, p	0	0	0	0	0	0
Totals	35	3	6	27	8	0

Batted for Cole in the eighth.
Ran for Schulte in the ninth.
Two out when winning run scored.

	PHILADELPHIA	CHICAGO
Two base hits	Bender, Baker and Archer	Sheckard, Schulte
Three base hits	Baker	Hofman
Bases on balls	Off Cole, 1; off Brown, 1	Off Bender, 1
Struck out	By Cole, 3; by Brown, 1; by Bender, 2	By Bender, 1; by Cole, 2
Double plays	Bender, Baker and Davis	Archer and Hofman
Left on bases	Philadelphia, 7; Chicago, 7	
Umpires	Rigler and Sheridan	
Time	2 hours and 10 minutes	

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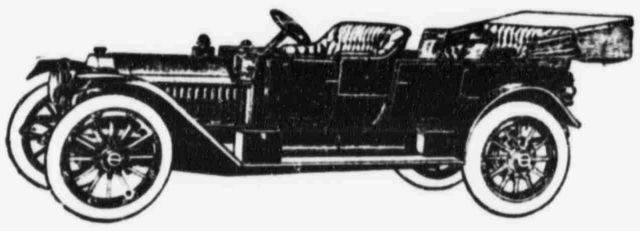

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Irish A. A. C. Team Coming Back by Water.

Members of the Irish A. A. C. team, comprising the national championships at Nassau, arrived off Queenstown on the Cunard liner Protonia and are expected to arrive here to-morrow or Monday. They are to get a reception when they land. In the team for the point championship the Irish team defeated the New York A. C. aggregation by 5 points, and it is only natural that they should visit the Westchester country. On the ship with the team, which includes about twenty men, are several members of other clubs, including Jim Duncan of the Mohawk A. C., F. W. Finegan and M. McLaughlin of the Knights of St. Anthony of Broo