

MANY MATTERS IN GOLFING

WOMEN'S INVASION OF PORT- RUSH BEGINS SATURDAY.

All Wish Good Luck to Them—Atlantic City Spring Tournament This Week Both Sided and Unknown Players Have Captured the Chief Trophy.

Ireland will have an opportunity to welcome a group of Canadian and American players at the championship of the British Ladies' Golf Union over the course of the Royal Portrush Golf Club, County Antrim, May 15-19. It is not by any means the initial competition for the title at Portrush, but it is the first invasion of the Emerald Isle by women from over the Atlantic. If they have as good luck as Miss Rhoads Adair, now Mrs. Cutnell, had in 1903 on our links the honors will be even. The party sails on Saturday on the Caledonia for Glasgow. Miss Dorothy Campbell is the leader and in her party will be Miss E. Harvey of Canada and the Misses Louisa E. Blake and Mary C. Fowles of the Oakmont Country Club, Pittsburg.

Miss Campbell, now the captain of the Hamilton Ladies' Golf Club, was the British and Scottish women champion when she came out to Canada two years ago. She has since twice won the women's championship of the United States and added last year the Canadian title to her laurels. To have held the national championship of four countries in two years is an unrivaled feat. To win her next title in Ireland will be to paint the Lily, for it is the country where Lady Hamilton, Miss May Hezlet and Miss Adair gained their earliest fame. Miss Campbell will play in the closed Scottish women's championship from the club of her native North Berwick, but at Portrush she is to enter from the Hamilton Ladies' Golf Club.

Last year Miss Campbell won every scratch trophy for which she was eligible in Canada, and her only defeat on even terms was by Miss Curtis at the Country Club, Brookline. Her team of the Hamilton club won all its matches and finally the most valued trophy after the championship cup, the shield of the Royal Canadian Golf Association, for teams of four players. The entire personnel of the party is not now known—there are sure to be eleven or more accessions or withdrawals—but Miss Harvey and the two young American girls are looked as a certainty.

While not a seaside links as to soil the course of the Atlantic City Country Club at Wakefield is within sight of salt water. It is an unrivaled meeting place for a large field, and the tournaments equal usually the amateur championship in the number of players. The course is better now than ever, and for the spring tourney there will be new charms or punishments to give fresh experience to the most seasoned veteran of the competition. The regulars had from all parts, and not only now the club is called to the most seasoned veteran of the competition. The regulars had from all parts, and not only now the club is called to the most seasoned veteran of the competition.

The applicant from the East ranking next to the Apawamis Club for the amateur championship at the annual meeting of the United States Golf Association, the Deal Golf and Country Club, has had for three seasons the honor of capturing the title. The Metropolitan Golf Association open championship found a welcome there last season, however, and the club is still with its many sea coast resorts of New Jersey keeps to capture the cup and the members and their guests indeed in the season every day is tournament time.

The Universal Motor Truck Company, incorporated a year ago, has built a factory, equipped it with modern machinery and has got together an organization. The universal truck was designed by Vincent Lank. The company is specializing on a three ton truck. A little later a one and a half ton will be added and later on a five ton.

TRUCK PARADE IN THE WET.

Commercial Vehicles Take a Trip Around the City—200 in Line.

The Motor Truck Club's parade of commercial vehicles yesterday would have been a more sparkling success had there been some sunshine to lighten things up. As it was in the neighborhood of 200 commercial vehicles were in line and made their way through the damp and rain down Broadway and Fifth avenue and then up the East Side into Harlem and so on back to the disbanding point.

A tally by mechanical counter kept by John Lansden and Allen Whiting from a comfortable nook in the Hotel Astor eating room made the total of parading machines come to 203. If it had not rained there might well have been twice that number of cars.

As far as the cars in the parade were concerned the Auto-Car had the most, there were twenty-five in the chase and six in the parade. There were five Mack trucks, two Knott cars and eleven Buicks. The Hewitt with nine, the De Dion Bouton with eight, the Sampson and Gagegan with six each, the Packard, Kelly and Compelear with five apiece, the Commer, Walter, Saurer and Cartercar with three each and the White with two trucks were some of the other makes represented.

DAWSON WOULD LIKE IT.

Marmon Driver Eager to Run Car in French Grand Prix.

American representatives of the Automobile Club de la Sarthe have asked the Norfolk and Marmon Company of Indianapolis to enter a Marmon car in the Grand Prix. The big international road event was won by a Renault in 1906, averaging 63.35 miles an hour. In 1907 the big Fiat car was first, averaging 70.91 miles an hour, and the last Grand Prix in 1908 went to the Mercedes, which averaged 69.5 miles an hour. In the Marmon racing car covered 100 miles at an average of 74.38 miles an hour and the Cole 200 mile race at 73.47 miles an hour. At Los Angeles last May Harroun and the Marmon averaged 78.59 miles an hour for the 100 miles.

The newest Marmon racer, which is now being worked out for the Decoration Day 500 mile event at the Indianapolis Speedway, promises to develop great speed. Joe Dawson, who will be at the wheel in the 500 mile race, believes the new car would stand a good chance to capture the honors in the French race and would like nothing better than to match his Marmon against the masterpieces of foreign manufacture in this year's Grand Prix.

LIGHT TRUCK HAULS PIANOS.

Suburban Journey of Reo Wagon Pleases Owner.

Piano moving with auto trucks is one of the uses to which the new model light delivery 12 horse-power Reo motor truck is being put. G. A. Lewis had a new piano to deliver yesterday in a neighboring city, the distance being sixty-five miles. The old piano was brought to the city and several calls were made on prospective buyers. The actual running time was four hours, which ordinarily would have required seventeen or eighteen hours if done with a horse.

Mr. Lewis says that the time, labor and money which the Reo light delivery wagon saves is enormous, besides it has transformed the drudgery of such and such country deliveries into a real pleasure. Merchants are awakening to the economy, efficiency and adaptability of the light delivery motor trucks and are daily discarding the slow and more expensive horse delivery.

NEW COLE SPEEDSTER.

Racy Looking Model With Motor Developing 40 Horse-Power.

The Cole Motor Car Company of Indianapolis, Ind., has put on the market a machine of the roadster type which they are calling the Cole Speedster. The car is designed to attract attention among automobilists who like a car with a racy appearance.

The car's body design has long lines. The color scheme is battleship gray with natural wood wheels. The upholstery is of an unusually bright red.

The construction is on the firm's one chassis, with a motor having a 40 horse-power development, the cylinder size being 12 by 4 1/2. But the manufacturers claim added horse-power from a unit power plant, with a three point suspension and a 2 1/2 degree motor tilt for a straight line drive. The car is geared 3 to 1 and is guaranteed for sixty-five miles an hour. The wheel base is 118 inches.

COURTNEY NON-SKID TIRES.

While abroad to investigate the making of high grade tires in Europe recently Mr. Courtney, the inventor of Courtney non-skid tires, studied the secret of the superiority accorded to most of the foreign made tires. He has incorporated in those of his own manufacture the resilient features of tires made abroad and has augmented them with more high grade rubber to a tire than others. The result of this combination of ideas makes a tire that is said to ride easier and one that will not slip under any conditions and when worn can be retreaded.

LAWN TENNIS.

Harlem Club Courts Not to Be Replaced by Moving Picture Show.

The Harlem Lawn Tennis Club is to retain its old courts at 131st street and Seventh Avenue. A month ago the officers of the club were notified that the grounds would be needed for an open air theatre this summer. Property owners adjoining preferred lawn tennis to moving pictures, and they protested so vigorously that the amusement license was denied the moving picture show and the courts will remain.

Immediately following this decision H. W. Robinson, president of the club, called a meeting of the board of governors for the coming week. It is planned to improve the grounds and courts. The work will begin at once so that the grounds may be ready for the open tournament which is annually the curtain raiser to the metropolitan lawn tennis season. It is scheduled to begin Saturday, May 13, and continue through the following week.

William B. Cragin, Jr., of the Seventh Regiment won the cup last season. The governors of the club who are active in pushing the organization to the front are Dr. Robert F. Chapman, Benjamin M. Philli, Dr. Victor Meyer, Arthur Schaeffer, Dr. William Rosenbaum and H. W. Robinson.

The New York A. C. has planned to begin the club tournaments next month and a special series of invitation events will be played on Saturdays through the summer. The club team won second place in the championship of the Hudson River League a year ago and a strong effort to win the title is to be made this year.

AUTOMOBILES.

CORNELL'S ROWING OUTLOOK.

More Cheerful Now That the Crew is in Regular Practice.

Ithaca, N. Y., April 22.—Now that the Cornell crews are able to row down the lake about every day and the sun to crowd out a regular part of the weekly practice the hard luck stories and the pessimism heard so frequently for the last two months have given way to a more cheerful feeling.

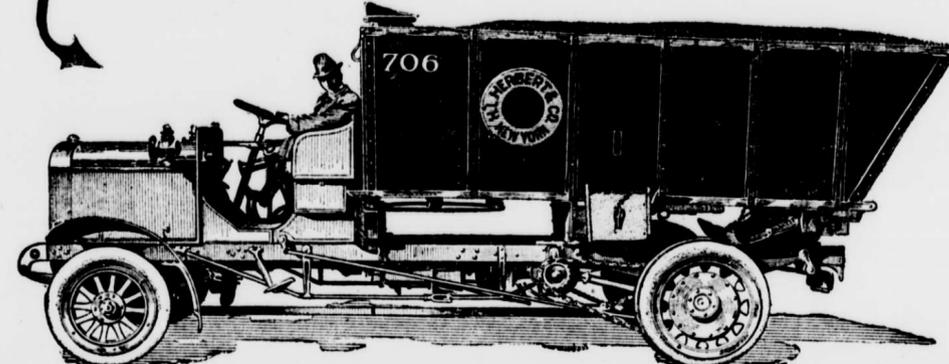
Neither Coach Courtney nor his men underestimate the value of the time they have lost because of poor weather, rough water and high winds and cold, nor do they fail to recognize that the complete reorganization of a crew is a difficult task, but they are at least able to tell how fast they are rowing compared with the same showing last year and two years ago, and everybody in the boathouse is feeling better.

There is also some satisfaction, especially on the part of the coaches, because the makeup of the varsity eight has been practically settled. Up to this week the coaches were experimenting constantly, but they feel reasonably certain now they have boated together the eight men who may be expected to fit together better than any something drop within a few days. Not a few of last year's varsity men are training in other forms of athletics, but a majority are free to take part in the practice and they are to be told that if they do not enjoy one now it will militate against them next year.

Coach Reed plans to be here from time to time and it is also expected that one or two other graduates will put in a little time coaching. Several of the seniors are also expected to help out. So far the burden of the work has fallen on Capt. Munk. A good many freshmen who will be available for the varsity next fall have reported. Later in the spring the coaches will form several teams and hold a scrimmage of two. At present the men are learning the rudiments of the game and experimenting with the forward pass.

AUTOMOBILES.

The Commer Truck



During the Herbert demonstration of 13 working days this 6 1/2-ton truck carried 772 tons of coal at a cost of less than 6c per ton mile. Average daily mileage, 45 miles; average trips, 11 a day; average tonnage, 60 tons per day.

The Order

Order form for a Commer truck chassis, dated April 18th, 1911, addressed to Messrs. Wyckoff, Church & Partridge, 174 1/2 Broadway, New York City.

And the Reason

is that H. L. Herbert & Co. believe this Commer Truck an investment that will bring consistent returns for many years to come.

As one of the leading coal distributors in New York they tested leading motor-trucks to reduce their high overhead expense item—delivery costs. They studied closely to have a thoroughly up-to-date and economical method of dealing with their customers. They even bought two other trucks, which after actual service, however, were found wanting.

This experience was so unsatisfactory that it was with difficulty we induced them to try a Commer in actual Herbert service. It was only after severe demonstrations that the order for the 6 1/2 ton Commer came.

We solicit the opportunity of selling YOU a truck on this same basis. It is Our Standard Method of Selling.

Wyckoff, Church & Partridge, Inc. BROADWAY AT 56TH STREET, NEW YORK. The Most Complete Motor Service in America

ALCO

Integrity Forged into Axle by 250,000 Pound Hammer

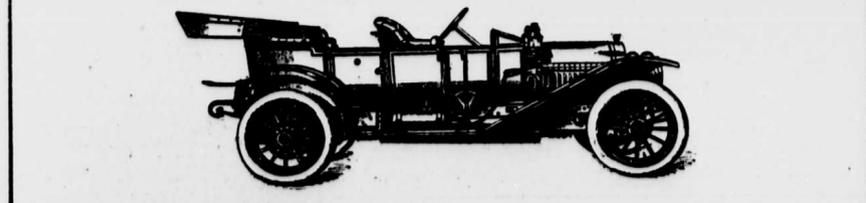
WE wouldn't make a shaft driven car until 1907, because we couldn't make it safe with a built up rear axle, and we didn't have the hammer to smite it out of a solid billet of steel.

It Cost Us \$51,000.00

BUT we had that hammer built for us. It's the biggest drop hammer in existence. We believe it makes a rear axle which is the safest and most perfect on any automobile in the world. There's nothing in severest service that can hurt it. It has just the right amount of the right material in the right place.

What this Means to You

THIS means safety in an ALCO because every part is as adequately built as the rear axle. Ask the salesman if his car has ALCO rear axle construction and all that goes with it.



AMERICAN LOCOMOTIVE COMPANY 1886 BROADWAY