AMONG THE AUTOMOBILISTS

NEW JERSEY CUTS OUT EIGHT DAY PRIVILEGE.

No More Limited Touring Rights for New Yorkers—Trouble Coming at Indianapolis Over Elimination Trials—Pierce Truck to Carry Load to Boston.

It is indeed true that New Jersey has cut off the supply of eight day licenses as far as this State is concerned. J. B. R. Smith, Commissioner of Motor Vehicles for New Jersey, is not obliged by the law to issue these licenses. It is optional with him whether he shall do this, and he has decided in the case of New York and Pennsylvania that States which extend no limited touring privileges to New Jersey shall in turn not enjoy them from that State. There isn't an eight day license to be had in this city just now because they all have been snapped up, and the only New Jersey licenses to be had are the full privilege plates, such as this State requires Jerseymen to buy here.

There is a chance, however, that this condition will not long exist. Just before the New Jersey State Legislature adjourned Gov. Wilson appointed a commission of Senators to see if some reciprocity measure could not be framed. If there is real desire to put up some workable measure the chances are that the next session of the New Jersey Legislature will see action on the right lines.

Reciprocity is certainly a desirable thing in the case of the occasional motoring visitor. As no pro rata allowance is made any one who wants to go to New Jersey, for instance, in November has to pay the full fee, just as in July. The Jerseyman coming here has to give up the complete fee for a New York tag, no matter what part of a year remains. This is an injustice to the motorist because licenses are not paid for in other lines in this way. It is likely that the New Jersey commission will give some attention to this phase.

The eight day licenses were very popular. About 5,000 of them were issued by the State of New Jersey. If those persons who got the short term licenses have to pay the full fee for a future occasional visit to New Jersey it will mean about $35,000 more to the State than was got through the short term pads, but with no greater privileges.

There ought to be the very finest kind of a row preceding the 500 mile race at Indianapolis if the present plan of the Contest Board of the A. A. A. goes through. Chairman Butler left yesterday for Indianapolis with the idea of seeing what could be done to limit the field for the race in order to make it safer. As entries closed on May 1 with forty-six cars in apparently he has been spending the intervening time considering other matters than the danger which threatened the racing men.

The speedway folks never were warned that they must take in a limited number of cars and they have been at the business of gathering entries for some time now. The only condition made was that cars should be able to prove possession of speed at seventy-five miles an hour.

The speedway folks, who have taken things pretty much into their own hands, said a while ago this trial would be over a quarter of a mile measured stretch. Any car of the forty-six can do seventy-five miles an hour over so short a distance. Chairman Butler was very coy yesterday when he was asked what he was going to do out there, but it is understood that he will have the trials over a ten mile course. That may cut out fully a third of the cars and that would make it safer.

Then what a roar will go up from the manufacturers who have put up a $500 fee for each car entered and have wasted time and money further in preparing for the races. Hiring drivers and mechanics and preparing camps and paying for all the incidental expenses will mean nothing less than $5,000 for any car put in the race, and probably nearer $10,000 even for the cheaper ones.

The trials will be held on Friday and then it will be known what machines have survived.

The dangerous thing is to have so many cars on the track at any one time and that can be avoided only by limiting the entries. That never was suggested to the speedway folks are hardly to blame. The contest board of the A. A. A. certainly had chances enough to discover that it was going to be dangerous. Any number of persons said they expected to see many fatal accidents because of the great field, but in spite of all that it is decided just six days before the race that something ought to be done about this feature. If there are many fatalities the racing will be hurt and the activities of the Contest Board necessarily will be limited.

The Contest Board has the right to forbid the running of the event, as by the rules the referee has the power to call the meet off if conditions look to him to be dangerous. It is up to the referee also to judge of the physical condition of any driver, and it is likely that some attention will be paid to this matter. Any one not fit enough to drive 500 miles or half that will not be allowed to start.

A Pierce-Arrow motor truck is going to make a run from here to Boston starting to-morrow morning, carrying a load of twenty barrels of lubricating oil. The total weight carried will be about five tons. This truck has been seen in Chicago, Philadelphia and this city, and now is in Newark. It leaves there to-day and will be in the city over night.

The Cunningham car, appointed as the official pacemaking car for the Glidden reciprocity tour, will carry Charles J. Glidden, donor of the trophy, S. M. Butler, chairman of the contest board of the A. A. A., David Beecroft, referee of the run and F. E. Edwards, chairman of the technical committee. The car was selected as being thoroughly competent to meet all requirements as a pacemaking car, especially on mountain roads. The Cunningham car is handled here by the Whiting Motor Company of 1892 Broadway.

S. H. Humphrey, factory manager for the Brush Runabout Company, leaves there on June 15 to become general manager for the Lion Motor Car Company of Adrian, Mich.

A. L. Westgard, who piloted the Saurer motor truck from Denver to Los Angeles, says it was a brutally hard trip and one he wouldn't repeat for a good sum of money. "Not once in the entire sixty-eight days did we have even moderately easy going," says he. "We were constantly digging the big truck out of the mire, which only the axles prevented from swallowing the car, or planking the road with lumber from our cargo to get traction enough to creep along. Where there were the crudest apologies for roads, the wide tread of the big machine prevented the rear wheels from tracking in the narrow road, with the result that for many days the dual tires of the back wheels plunged a deep furrow on both sides which sometimes had a depth equal to the vertical distance from the hubs to the tires.

"I can truthfully say that never in my life have I seen the equal of the punishment we had to give the big truck. It was a test of endurance of metals and of men. The trip proved that a high class motor truck of the Saurer stamp can be depended upon to haul a paying load under any conditions where wheels can be made to turn. The truck got to Los Angeles with its odometer showing 1,519 miles from Denver and its mechanism stanch and strong as when we started out. If there is any damage to the truck I could not detect it."

The Saurer Pioneer Freighter is on the road to San Francisco, having left Los Angeles on May 10. It will be piloted on its homeward trip to New York by way of Chicago by A. C. Thompson.

INDIANAPOLIS, May 24.—David Bruce-Brown drove his Fiat racer 347 miles on the speedway in a practice spin to-day, maintaining a terrific speed. Most of the laps were made at the rate of 1:55. He stopped four times to change tires. Mulford averaged 1:56 for fifteen laps in a Lozier. Tower drove at 1:52 in a Jackson and seemed to take things easy. Spencer Wishart of New York was out in his Mercedes.

Caleb Bragg, of Cincinnati, who will drive a Fiat, and Fred Belcher, driver for the Knox company, arrived today. Practice spins at eighty and ninety miles an hour were common.

Lafayette Wins at Tennis.

SOUTH BETHLEHEM, Pa., May 24.—Defeating Lehigh doubles team in four out of five events, Lafayette College this afternoon won by a score of 6 to 1 in tennis. Lehigh was the only Eastern team to win, capturing the singles from Harper. The summary:

Singles—Cooper, Lehigh, defeated Murphy, Lafayette, 6—4, 6—4. Ricketts, Lehigh, defeated Kline, Lehigh, 6—2, 6—2. Lafayette defeated Lehigh in the doubles as follows: Ricketts and Cooper, Lehigh, defeated Sherard and Grubb, Lehigh, 6—1, 6—4. Murphy and Simpson, Lafayette, defeated Koch and Cooper, Lehigh, 6—4, 6—4.

LAWN TENNIS.

Reversals of Form at West Side and Bronx Tournaments.

Lyle E. Mahan gained his place in the semi-final round of the West Side T. C. championship singles yesterday on the courts at Amsterdam avenue and 116th street and in doing so disposed of Frederick C. Inman, the New York State champion. It was a reversal of form that nobody expected, for Inman was by no means short of work. Mahan earned the victory in straight sets, 6—1, 6—4, but mostly due to Inman's mistakes. Mahan made a runaway affair of it in the first, Inman getting the second game only. In the second set Inman made an effort to steady himself for Mahan's drives. After the score stood 3—1 in favor of Mahan Inman by a great effort won the next game on his own service, the play going to deuce no less than ten times. The tally stood 3—all and 4—all when Mahan accounted for the last two games. This leaves Mahan bracketed with Washburn in the top section of the draw.

Walter Merrill Hall worked out to the round before the semi-final by his defeat of G. A. Gordon. Hall won in straight sets and he is bracketed with Ross Burchard for to-day's match.

The scores:

Men's Championship Singles, Third round—Walter Merrill Hall defeated G. A. Gordon, 6—3, 6—2.

Fourth Round—Lyle E. Mahan defeated Frederick C. Inman, 6—1, 6—4.

Men's Championship Doubles, First round—Edgar W. Leonard and C. R. Leonard defeated A. J. Shaw and O. M. Bostwick, 6—4, 6—4. Dr. J. S. Billings and Arthur S. Cragin defeated B. L. Pettigrew and Marshall S. Hagar, 6—2, 6—4.

S. Howard Voshell, the young Brooklyn player, scored a noteworthy reversal of form by defeating T. R. Pell, the national indoor champion, for the semi-final bracket of the Bronx lawn tennis championship yesterday and in straight sets of 9—7, 6—2. The result was all the more surprising as Pell was outplayed at his favorite fast driving methods.

Second in point of interest to Pell's defeat was the performance of Gustave F. Touchard. He won three matches, seemingly offhand, and arrived in the semi-final round and accomplished this feat, winning 37 games to 13 for his opponents. In turn he defeated W. M. Washburn at 6—1, 7—5; Dr. William Rosenbaum at 6—4, 6—2, finishing by defeating Benjamin M. Phillips, 6—0, 6—3.

The Voshell-Pell match will stand as the sensation of the tournament. Voshell jumped for the net to smash and volley at the first service and pounded the ball all over Pell's court. No matter how wildly Voshell seemed to play he could not miss. The ball somehow always landed inside the lines. The pace and the wild hurricane game were too much for Pell, and in trying for pace and placement he sent the ball outside or into the net.

Voshell next meets Lincoln Beimer for the final round, where Touchard awaits him. The winner of the tournament will meet Carlton B. Gardner, the Californian, for the title and cup. The summary:

Bronx Championship Men's Singles—Third round—Gustave F. Touchard defeated W. M. Washburn, 6—1, 7—5.

Fourth Round—Gustave F. Touchard defeated Dr. William Rosenbaum, 6—2, 6—2. S. Howard Voshell defeated Theodore Roosevelt Pell, 9—7, 6—2.

Semi-final Round—Gustave F. Touchard defeated Benjamin M. Phillips, 6—0, 6—3.

Bronx Championship Men's Doubles—First round—Benjamin M. Phillips and Dr. William Rosenbaum defeated O. M. Mandelstein and Joseph Salinger, 3—6, 6—2, 6—4.

FITZ HERBERT BEATEN.

The Nigger Finishes in Front of Crack Field for Toronto Cup.

TORONTO, Ont., May 24.—The Toronto cup, the richest event run in Canada, furnished a stirring contest this afternoon in which the Nigger beat Zeus out a nose in track record time for the distance. The mile and a furlong was run in 1:52 and back of the winner were such good horses as Fitz Herbert, Everett and Olambala.

Novelty, who was making his maiden effort of the season, won the opening event in runaway fashion and incidentally equalled the Canadian record for five and a half furlongs. In the Victoria Stakes, which called for two-year-olds, August Belmont's Vestibule, an added starter, was disqualified after winning by a neck from Moisant. There were over 10,000 persons present.

The summaries:

First Race—Five and a half furlongs—Novelty, 110 (Shilling), won; Selwik, 113 (G. Burns), second; Nightfall, 98 (Diggins), third. Time, 1:08 3-5. Midas, Halley's Comet and Northumberland also ran.

Mutuels paid: Novelty, straight, $2.70; Selwik, place, $2.40; Nightfall, show, $2.10.

Second Race—Five furlongs—Moisant, 113 (G. Burns), won; Little Pal, 116 (Shilling), second; New Elk, 105 (Diggins), third. Time, 1:01 3-5. Mad River, Sweet, Flamma, Bard of Hope, Chorus, Auto Maid, Marcovil and Knight's Differ also ran. Vestibule won, but was disqualified.

Mutuels paid: Moisant, straight, $6.90; Hildreth entry, place, $8.40; Wilson entry, show, $4.60.

Third Race—One mile and a sixteenth—My Gal, 105 (Sweeney), won; Lad of Langden, 107 (Wrispen), second; Owany, 103 (Diggins), third. Time, 1:47 2-5. Chepontuc also ran.

Mutuels paid: My Gal, straight, $4.90; Lad of Langden, place, $2.60.

Fourth Race—Toronto Cup, one mile and an eighteenth—The Nigger, 98 (Sweeney), won; Zeus, 108 (Gordon), second; Cliff Edge, 94 (Olsen), third. Time, 1:52. Everett, Fitz Herbert, Plate Glass, Olambala, Aspirin, Aylmer and Detective Whist also ran.

Mutuels paid: The Nigger, straight, $83.20; Hildreth entry, place, $2.90; Cliff Edge, show, $5.50.

Fifth Race—Woodbine Steeplechase, two miles and a half—The Welkin, 161 (Henderson), won; Expansionist, 163 (Allen), second; Gent, 163 (Williams), third. Time, 5:02 2-5. St. Abe fell.

Mutuels paid: The Welkin, straight, $4.90; Expansionist, place, $5.60.

Sixth Race—Six furlongs—Caper Sauce, 121 (Bell), won; Blanton, 101 (Olsen), second; Bursar, 119 (Warrington), third. Time, 1:15 1-5. Moonraker, Placerland, Commola, Chapanal and Roving Bob also ran.

Mutuels paid: Caper Sauce, straight, $3.30; Blanton, place, $15.50; Bursar, show, $5.70.

Seventh Race—One mile and seventy yards—Pagod, 103 (Gross), won; Supervisor, 97 (Bryne), second; Altaneen, 98 (Wrispen), third. Time, 1:45 4-5. Tibernia, Chippeway and Hongo also ran.

Mutuels paid: Pagod, straight, $5.90; Supervisor, place, $2.30; Altaneen, show, $4.20.

Two Winners for Vanderbilt.

Special Cable Despatch to THE SUN.

PARIS, May 24.—W. K. Vanderbilt's Sesame, ridden by Lommel, won the race for the Prix Frivola of 2,000 francs at Tremblay to-day. There were only four starters. Mr. Vanderbilt's Golden won the Prix Beadsman of 4,000 francs in a field of eight starters. O'Neill had the mount.

Winans's Edward Wins at Brighton.

Special Cable Despatch to THE SUN.

LONDON, May 24.—The race for the Southover Plate of 150 sovereigns at Brighton to-day was won by Louis Winans's Edward. O. Colley's Portland Bay was second and P. Nelke's Chieveley finished third. Seven horses ran.

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Charron Girardot Voigt, Fifteen horse, $550; Oldsmobiles, four cylinders $650 up; Six Cylinder Oldsmobiles, $950; Autocars, $700 up; Maxwel Touring, $400.

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