GOV. DIX FINISHES HIS TASK

ESTABLISHES A NEW RECORD IN DISPOSITION OF BILLS.

868 Bills Are Approved and 234 Vetoed—Appropriations Are Cut by $7,152,828—Bill Legislating Out of Office Judges of Court of Claims Is Signed.

ALBANY, July 31.—The executive chamber force got its first relief to-day from a grind which has been almost continuous since January 1. All of the bills which Gov. Dix had signed or vetoed before he went to his summer cottage on Lake George, and which were not embodied in the batch made public Sunday night, were given out to-day.

Gov. Dix established a new record in the disposition of bills. When the Legislature took a recess on July 21 until September 6 there were 323 bills awaiting the Governor's action. Of this number he approved 193, vetoed 126 and four were recalled. Because it was a recess and not a final adjournment of the Legislature the Governor had only ten days in which to dispose of the bills. In other years thirty days were consumed in the disposing of the bills after final adjournment. During the whole legislative session 868 bills became laws and 234 were vetoed. Gov. Dix had a veto message prepared on every one of the bills. Veto messages in other years averaged from fifty to sixty. It is expected that before the Legislature has adjourned finally the total number of new laws will be about 900, as there are between thirty and forty bills awaiting the action of local authorities and these will be disposed of in September. The Legislature of 1910 created 705 new laws.

At the executive chamber to-day it was asserted that in addition to the $5,519,128 cut out of the special appropriation bills and the annual supply and appropriation bills $1,633,700 were disapproved in other special appropriation bills as follows: State hospitals for the insane, $243,200; Letchworth Village, $110,000; State Training School for Boys, $43,000; Capitol improvement, $520,000; State institutions reporting to the Fiscal Supervisor, $717,500. This makes the total amount of appropriations vetoed by Gov. Dix $7,152,828.

The laws on which action was made public to-day include the Loomis bill legislating out of office the present Judges of the State Court of Claims. This is the last of the more important administration bills acted upon by the Legislature this year. The Loomis bill restores the old State Board of Claims, to be composed of three commissioners to be appointed by the Governor at six year terms and at $6,000 a year and $1,500 for expenses.

The present Court of Claims is made up of Theodore H. Swift of Potsdam, Adolph J. Rodenbeck of Rochester and Charles H. Murray of New York city, who have been receiving $8,000 a year and expenses. These Judges are given sixty days in which to wind up the affairs of the court. The new commissioners to be named by the Governor have the appointment of a clerk at $3,000, a deputy at $2,500 and a stenographer at $2,500.

Other bills signed by the Governor include the following:

Senator Frawley's, imposing a direct tax of six-tenths of one mill on each dollar of real and personal property for the support of the government, in accordance with the recommendation of the Governor.

Senator McManus's, including theatres and amusement places, barber shops and shoe polishing establishments among the positions in which the employment of children under 16 years for more than fifty-four hours for one week is prohibited.

Senator Pollock's, authorizing the Justices of the Appellate Division, First Department, to retire employees for incapacity and providing for their compensation.

Mr. Bridenbecker's, reducing from $20 to $10 the fee for hunting licenses to non-residents.

Senator Cronin's, prohibiting savings and loan associations from taking a mortgage on vacant land when the total investment of the association by the taking of such mortgage in unimproved real estate shall exceed 15 per cent. of the accumulated capital, no loan secured by mortgages on vacant lands to exceed 50 per cent. of the actual value.

Senator Harte's, appropriating $6,877 to reimburse Frederick Skene for expenses incurred while State Engineer and Surveyor in receiving moneys from the Automobile Manufacturers Committee as indemnity for damages to State highways.

Senator Frawley's, reappropriating $5,430 for the general expense of the Naval Militia.

Gov. Dix vetoed the bill of Assemblyman M. A. O'Neil to extend the act regulating private bankers in first class cities to the entire State. The Governor says the effect of the bill would be to give a banking franchise in perpetuity to all private bankers outside of cities of the first class who at the present time are engaged in such business.

Because the bill goes further than it is intended Gov. Dix vetoed Assemblyman Goldberg's bill designed to prevent the merging of eligible lists in the New York city Educational Department. "It favors the inefficient," the Governor says in a memorandum, "instead of the efficient and gives to those who succeed in passing the examination a more or less vested right as against the city's best interests."

Gov. Dix also vetoed Senator Bayne's bill providing that a room where five or more persons are employed in laundry work shall be considered a factory. The measure, the Governor says, was defectively drafted.

Senator Stilwell's bill to permit the Union Railroad Company of New York to consolidate with any street surface railroad in Westchester county, as well as any other street surface railroad, Gov. Dix vetoed because it provides for the consolidation without the supervision of the Public Service Commission.

Senator Fiero's bill changing the deer season in Ulster, Orange and Sullivan counties the Governor vetoed because it is the intention of the Conservation Commission to have an entire revision of the game laws of the State.

Assemblyman Caughlan's authorizing the Court of Claims to hear the claim of any member of the National Guard for counsel fees the Governor vetoed as being special legislation and drafted to meet a particular case.

Other bills vetoed were: Assemblyman Jackson's creating the Niagara frontier sewage and water district, Senator Sanner's relative to the increase in salaries of tax clerks in Kings county Surrogate's office, Senator Cobb's authorizing the city of Fulton to audit certain claims, Senator Ramsperger's regulating the certificates of authority to be issued by the State Superintendent of Insurance.

LAKE GEORGE, July 31.—Gov. and Mrs. Dix left for Albany this afternoon after spending the week end at the Stebbins cottage, four miles from Lake George village, which the Governor has leased for the months of August and September.

Office for Gov. Dix's Brother.

ALBANY, July 31.—William B. Milliman of Fort Edward, whom Gov. Dix recently appointed Examiner and Appraiser of Canal Lands, to-day gave Walter L. Dix of Schenectady, the Governor's brother, a job. Mr. Milliman appointed Mr. Dix an assistant appraiser of canal lands at an annual salary of $2,500. Mr. Milliman recently displaced Harvey Donaldson as Canal Land Appraiser. The Governor's brother has been employed in the accounting department of the General Electric Works in Schenectady.

GRADUATE COACH AT YALE.

Kennedy Resigns and James Otis Rodgers Is in Charge.

Yale is to try the graduate coach system with its crew and James Otis Rodgers has been selected as head coach for the coming year. This news will be pleasing to all Yale supporters, particularly after the sorry showing made in this year's races. There have been many rumors that changes were to be made, and just before the Harvard-Yale race John Kennedy placed his resignation in the hands of the committee and that resignation has been accepted. Then the selection of a coach was left to Capt. Radcliff Romaine and he appointed a committee to consider the matter. Last week a meeting of this committee was held. About thirty Yale oarsmen attended and the acceptance of Kennedy's resignation was announced. Then the future policy of coaching was discussed. Veteran oarsmen and the younger men were of the opinion that Yale should go back to the graduate system and then Jim Rodgers was chosen as the man who could do things for Yale if any one could.

An old Yale captain talking of this yesterday said: "The involved situation at Yale has now been satisfactorily settled. Everything is now entirely harmonious up there and we feel sure the change will be approved by all Yale men."

Trouble has been brewing at Yale for some time and it came to a head when the crew followed far behind Harvard at New London in the third consecutive defeat. Early in the year the crew had been beaten by Pennsylvania and by Princeton. Then in the race with Harvard spectators saw the Yale crew rowing in perfect form, but dropping steadily behind. That was the end of the old things. The graduates got together and decided to make a change and the advice of the graduates has been followed. Yale men will coach Yale crews in future.

Jim Rodgers is an aggressive up to date man. He rowed on his freshman crew and the next year made the varsity, and then he abandoned rowing for coaching. He played on the football elevens in his junior and senior years and as a senior coached the freshman crew of that year, which won. In his senior year he was captain of the football team which beat Princeton 6 to 0 and tied Harvard 0 to 0. These results were unexpected. He lives at Pelham Manor, belongs to Scroll and Key and Alpha Delta Phi and is head of the insurance brokerage firm of Rodgers, Hobard & Carr.

LAWN TENNIS.

Voshell and Baggs Beat Westfall Brothers in Edgemere Tourney.

S. Howard Voshell and Frederick C. Baggs won their place in the final round of the lawn tennis doubles on the courts of the Edgemere Tennis Club at Edgemere, L. I., yesterday. They defeated H. L. Westfall and Samuel A. Westfall, the stars of the Kings County Club, despite the fact that the latter were several times within a point of the match. The final score was 4—6, 8—6, 7—5. Voshell and Baggs are in the final round for the cups with Arthur S. Cragin and Walter Merrill Hall of the West Side Tennis Club. The latter scored their semi-final match more easily, as they defeated Harold B. Bretz, the former Yale player, and W. A. Campbell, the two representing the Crescent Athletic Club, by the score 6—2, 6—4.

Both of the Westfalls began their playing at lightning speed. Verne Westfall from the beginning used a fast express service at which he scored many aces. Sam Westfall accomplished his best work from deep court and in the close range volleying the two hit hard and effectively. It was only after the Kings County players had won the first set that Voshell and Baggs steadied. Then the two popped up low lobs that dropped near the Westfall base line with the result that the brothers were compelled to do some scampering around their court in their efforts to get to the ball.

The second set was a hotly contested series of games with the speed of the Westfall brothers giving them a shade the better of the playing, so that they led at 5—4. In the next game the Westfalls were once within a point of the match at 40—30. Then Voshell worked his service cleverly and by a timely smash brought the games to deuce at 5 all. By forcing their game at the net the Westfalls managed to score the next game. But Voshell and Baggs were on the jump after them. They got together and during the next three games never offered an opening in their court. The Westfall pair made a stirring fight for the games and Voshell and Baggs were three times within a stroke of the set before they captured it at 8—6.

The third set was a repetition of the second, with the exception that Voshell and Baggs were materially stronger on their team work. The rallies were all fast and in the heat of action the Westfall brothers at the critical stages hit the ball out or into the net. Voshell also found every opening for his forehand drives, while Baggs smashed steadily overhead, the pair taking the set and match at 7—5.

The other contest was chiefly a driving game. Hall was steady in his shots down the lines, while Cragin proved unusually good in his strokes close to the net. They managed to outplay Bretz and Campbell, who at no stage were equal to checking their opponents.

The final in the singles for the Lancaster challenge cup will bring together H. L. Westfall and W. A. Campbell next Sunday. At that time the final of the doubles will also be decided by the pairs winning the semi-finals of yesterday.

CRICKET.

Brittishers Defeat Colonials in Match at Van Cortlandt.

Picked teams representing natives of the British Isles and British colonies met in a cricket match at Van Cortlandt Park yesterday, with the result that the former won by a margin of 24 runs. The teams were chosen from the various teams forming the Van Cortlandt Park Cricket League, and it was the first of a series of three games. George Shaw and J. Gillette did the best batting for the Brittishers, with scores of 18 not out and 17 respectively, both being members of the Columbia Oval team.

Although aided by a fine innings on the part of H. A. Gunther, who played carefully for 20, the rest of the Colonials could not solve the offering of the opposing bowlers and they were all out for 56 runs. The best bowling figures of the day were made by F. Michaelski with 5 for 22, T. Parr 4 for 18, J. Hawxwell 4 for 13, C. Porter 1 for 6 and G. Bell also 1 for 6.

The score, Brittishers, 80; Colonials, 56.

POLO.

Initial Matches for Army and Navy Cups at Point Judith.

NARRAGANSETT PIER, R. I., July 31.—The initial matches for the Army and Navy cups were played this afternoon in the national polo tournament, which was continued on the grounds of the Point Judith Polo Club before a good attendance.

The Myopia Freebooters of Massachusetts met the Philadelphia Country Club Freebooters in the first event, which was played on the old field. By handicap the Myopias received three goals. The match was won by Myopia by the score of 13 to 4½.

The second event was a match between the Meadow Brooks and Point Judith for the national point cups. Point Judith won by the close score of 9 to 8 after a spirited contest in which the score seesawed from start to finish. J. M. Waterbury, Jr., gave his usual exhibition of fast riding.

In the last event for the Army and Navy cups Dedham Second defeated Great Neck First by a score of 14 to 3½.

Tennis at Crawford Notch.

CRAWFORD NOTCH, N. H., July 31.—The Crawford tennis tournament went through the first round to-day. The weather was of the best, a slight mist being enough with a little rolling to put the courts in the best of condition for fast tennis. M. M. Davenport of the West Side Country Club of New York has to be reckoned with, as he got away with a fast set from W. A. Bradford of Boston, 4—6, 7—5, 6—4, playing brilliant tennis all the time. The summary:

First Round—J. H. Jefferis, Wayne, Pa., beat F. A. Hinchcliffe, Boston, 8—6, 6—4; J. T. Nelson, Dartmouth College, beat Arthur Corwin, Boston, by default; Eugene Sawyer, Mount Washington Hotel, beat H. A. McKinney, Providence, by default; J. H. Johnson of Greenwich, beat P. Nichols, by default; Andrew Shiland, New York, beat Oscar Marshall, 7—5, 7—5; R. H. Marble, Brookline, beat S. F. Partridge, Watertown, 6—2, 6—3; F. W. Cole, Hartford, beat F. A. Victor, New York, 6—2, 6—0; W. P. Evarts, Boston, beat W. A. Barron, Jr., Newburyport, 6—4, 6—4; C. B. Wilbur, Boston, beat T. B. Plimpton, Boston, 6—4, 6—2; H. M. Davenport, West Side Country Club, New York, beat W. A. Bradford, Boston, 4—6, 7—5, 6—4.

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CURRENT SPORTING GOSSIP

JOE JEANNETTE AND TONY ROSS BOX HERE TO-NIGHT.

Ring Sharps Expect the Negro to Win—Langford Waiting for a Suitable Opponent After Several Elimination Contests—Big Meeting at Juarez.

In figuring out how the ten round bout between Tony Ross, the Italian heavyweight, and Joe Jeannette may result at the Twentieth Century A. C. to-night, numerous boxing sharps seem to think that the negro will prove the more scientific because of his ability to do effective work with his left hand. If Ross stands off and tries to box it is believed that Jeannette will prove faster in attack and will score the greater number of points.

Ross is a wonderfully strong man with a terrific wallop and a fair knowledge of ring tactics. The only chance for him to defeat Jeannette, it is thought, lies in the use of his physique by rushing to close quarters either on the ropes or in the corners, where he can trade punches for all he is worth. If Ross has sufficient aggressiveness to press Jeannette closely he may do some damage, but on past performances the negro should be able to employ his usual defensive methods with successful results. If Jeannette wins it may be said that Jim Barry, now under Sharkey's management, will not make a match with him, for the present at least. Barry prefers easier game, although it is true that he whipped Jeannette in a fierce encounter which was a preliminary to the Brown-Wolgast battle in Philadelphia. If Ross is victorious, however, Barry will take him on without much delay.

Sharkey has announced that within a year he will develop Barry into a world's champion. The sailor doesn't say how this feat will be accomplished, but he cannot deny that before Barry is in a position to make a bid for the title he will have to meet Samuel Langford, Esq. The records show that Langford and Barry have met eight times and that Barry has been knocked out twice, in one round and in sixteen rounds.

Barry, on the other hand, has knocked out Ross in two rounds, but has also boxed several draws with the husky Italian. Barry's best showing was in a scrap with Al Kaufman, which the latter won in thirty-nine rounds. The conclusion is drawn, therefore, that Langford has the Indian sign on Barry as well as on Ross, whom he has signally beaten, and is confident that Jeannette can beat both of them. Langford has knocked out Fireman Jim Flynn in quick style and is anxiously awaiting the result of Flynn's coming battle with Carl Morris in this city. If Morris whips Flynn Langford will be on deck with a challenge, and should Morris beat the Tar Baby there would be no further obstacle in the way of a match with Jack Johnson.

Ross, Jeannette, Barry, Flynn and Morris, therefore, by a sort of elimination process will surely provide a suitable antagonist for Langford at one of the local clubs, but before that stage of the game is reached Langford will try to dispose of the heavy hitting Jim Smith of Westchester at the Fairmont A. C. next week.

If the State Boxing Commission decides to prohibit the rendering of decisions by referees, which seems probable, it will be due to a desire to minimize betting. Those who believe that referees should not be permitted to hand down verdicts on points say that if bouts are conducted under the old methods there can be very little speculation. Boxing fans who wager privately on the results of contests and leave the decisions to the opinions of outside critics seldom bet at the clubs. It is recalled that when referees picked winners under the Horton law there was wholesale betting at the ringside and in many cases glove contests were shown to be prearranged. If there is no betting inside club arenas it is argued that the sport can be kept free from scandal and that the reform element will have very little material to work with.

Other reforms that may be put into effect by the commission include the prohibition of intoxicating liquors and a non-conflicting schedule as far as possible. In the interest of sport it is said that clubs should not be allowed to fight one another by holding shows on the same nights. If there are more than half a dozen clubs in Manhattan it would be impossible to cut out conflicts, but an arrangement could be made by which clubs remotely located from each other could operate without much chance of financial loss.

The provision in the new law for the weight of the gloves has been made clear. The law says that gloves must weigh at least eight ounces. The word "each," which somebody said would be inserted before the Frawley bill reached Gov. Dix, does not appear, so that by a strict interpretation four gloves can weigh at least eight ounces, or two ounces each. But there is no idea of using skin tight mitts and in practically all of the bouts to be decided under new conditions the contestants will wear four ounce gloves, which have been used here lately with no harmful results. If Senator Frawley had inserted the word "each" in his bill boxing bouts would have become farcical and possibly dangerous in the cases of heavyweight sluggers. It is a habit with pugilists to protect the hands or knuckles with tightly wound bandages of adhesive tape, so that the addition of four ounce gloves provides sufficient protection. The fact that during three years of boxing with these gloves under the corporation membership law no fatal accidents have resulted would seem to indicate that heavier mitts are unnecessary.

New Jersey turfmen are discussing the advisability of holding an extended meeting at Elkwood Park, Long Branch, in September. Some of them advocate a session of ten days, while others believe they could run at least twice that length of time. The plan is to conduct cross-country and flat races with bookmaking and betting prohibited, as was the case at the hunt meeting at Elkwood in July. That affair proved so popular that residents of the famous Jersey summer resort have been clamoring for more.

Matt J. Winn has announced that a winter meeting of a hundred days will begin at the Juarez track on December 1. More than $300,000 in stakes and purses will be hung up for competition and Winn expects a big session in view of the fact that there will be no racing at Jacksonville or in California. The only other winter meeting on this side of the Atlantic will be conducted at Havana, Cuba, by H. D. Brown, and that will be so far away from Juarez that Winn doesn't believe his venture will be affected. Winn has received assurances from practically all the leading owners racing in Canada and Kentucky that they will ship the best of their horses to the Mexican track.

MASSACHUSETTS BOATS WIN.

Mosiem II. First to Finish in Interbay Series.

PROVIDENCE, R. I., July 31.—The Massachusetts Bay knockabouts captured the first day's race in the interbay series which began here to-day. Mosiem II. led the field from start to finish and was seven minutes ahead of the Dorothy in crossing the finish line. The visitors finished one, four and five and got an average percentage of 1.833, while the Narragansett Bay boats got second, third and last with an average of 1.667. The course was from Commicut Gas Buoy southwest six miles around Patience Island Gas Buoy, or twelve miles in all. A fresh southwest breeze prevailed at the start, but died down to a mere zephyr. The summary:

START, 2:45 P. M.

Yacht and Owner.	*Finished.* H. M. S.	*Elapsed Time.* H. M. S.
Mosiem II., H. M. Bloomfield, (Mass.)	5 59 12	3 14 12
Dorothy, Walter Wood (R. I.)	6 06 00	3 21 00
Arrow II., B. C. Hirst, Jr. (R. I.)	6 07 00	3 22 00
Kittywake V., A. E. Whittemore, (Mass.)	6 13 34	3 28 34
Aurora, F. L. & R. W. Pigeon (Mass.)	6 15 44	3 30 44
Wanderer VI., D. W. & H. J. Flint (R. I.)	6 17 30	3 32 30

Team Averages: Massachusetts, 1.833; Narragansett Bay, 1.667.

KAISER'S YACHT WINS.

Meteor First in 23 Meter Class at Cowes Regatta.

Special Cable Despatch to THE SUN.

COWES, July 31.—In the regatta here to-day the Kaiser's yacht Meteor won the race for the twenty-three meter yachts.

The international challenge cup was won by the yacht Sophi Elizabeth. King Alfonso's yacht Hispana, with the King on board, was second.

Chess Players at Trenton Falls.

TRENTON, FALLS, N. Y., July 31.—Among the early arrivals at the meeting of the New York State Chess Association at the Hotel Trenton here to-day were Major J. Moore Hanham, the veteran representative of the Manhattan Chess Club of New York, Edward N. Olly of Hasbrouck Heights, N. J., former chess champion of New Jersey; E. R. Perry of New York, one time Harvard player; I. B. Scheiber of New York, Mr. and Mrs. George N. Cheney of Syracuse, R. J. Guckemus and Karl F. Symonds of Utica, H. Ring of Hartford, Conn.; T. C. Mowry, former Princeton representative; W. Scripture and D. Francis Searle of Rome, and A. McMartin of Johnstown.

Mowry and Scripture are expected to compete in behalf of Syracuse for the Genessee cup, in which contest Rochester and Utica will probably be also represented. Dr. O. P. Honegger of New York is due here on Wednesday.

Willie Lewis Beats Kid Henry.

ALBANY, July 31.—Fighting before a large crowd, Willie Lewis of New York earned a popular decision over Kid Henry of Troy in ten rounds of vicious fighting at the Knickerbocker A. C. in the open air here to-night. Lewis landed the cleaner punches and in the ninth round floored Henry with a left to the jaw. Henry was wild and seemed unable to solve the Lewis defence. Both men indulged in rough tactics, being repeatedly warned by the referee. The fight was even until the seventh round, when Lewis began to have the advantage, and though he failed to put Henry out he easily outpointed him.

International Chess.

Special Cable Despatch to THE SUN.

COLOGNE, Germany, July 31.—The eleventh game of the chess match between Dr. S. Tarrasch of Nuremberg and Carl Schlechter of Vienna was contested here to-day. The Austrian master had the move and after a well contested game a draw was recorded. The score to date: Tarrasch, 3; Schlechter, 2; drawn, 6.

Newport Tennis.

NEWPORT, July 31. One of the semi-final matches of the women's singles tennis tournament at the Newport Casino was played this morning between Mrs. Gordon Douglas and Mrs. Tompkins McIlvaine. The former won in straight sets, 6—4, 6—2. The final will be played to-morrow between Mrs. Douglas and Mrs. Newton Adams.

AUTOMOBILES. AUTOMOBILES. AUTOMOBILES.

"Ocean to Ocean"

The Pioneer Freighter in Mojave Desert (California) on its Ocean to Ocean run.

Saurer Motor Truck Arrives in New York Tomorrow

The Saurer Motor Truck has just finished the most exacting test ever made of a motor truck, crossing the United States with a load of more than three tons, over roads of every kind—rocky, sandy, muddy, and over mountains and the trackless desert.

In Europe, Saurer Trucks proved their reliability, economy, and efficiency by winning 53 first prizes in the contests given by the French and German governments.

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Every business man who is interested in efficient and economical transportation should inform himself what this "Pioneer Freighter" has done, how it has done it, and its condition after the trying ordeal.

Come and ask questions and see photos of the trip.

This truck carried about the average load it would carry in city streets. Saurer trucks are built for 2½, 4½, 6½ tons capacity

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AMONG THE AUTOMOBILISTS

GARDEN SHOW TO RUN FROM JANUARY 6 TO 20.

Same Plan as Last Time and Same Committee—List of Places to Be Avoided or to Be Visited With Caution, Because of Local Regulations—Notes.

The show of the Automobile Board of Trade will be held from January 6 to 20 in Madison Square Garden in 1912, the last automobile exhibition to be given in that building. The show committee is to be the same as for last winter's exhibition, Col. George Pope, chairman; Charles Clifton, Alfred Reeves and Merle L. Downs, secretary, although Mr. Reeves no longer is general manager for the A. B. O. T., and Mr. Downs is with the Autocar company.

It will be a two part show, as it was last time, the first week being devoted to gasolene passenger or pleasure vehicles and the second to commercial vehicles, electrics and motorcycles. The first section will be from January 6 to 13, and the other from January 15 to 20.

The Bureau of Tours of the Automobile Club of America furnishes a list of places in which there are to be found speed traps or else the law is so rigidly enforced that motorists should be careful not to violate the regulations. Those in New York State are: Mount Vernon, Nyack, Ossining, Pelham, White Plains, Yonkers, Schenectady and Rochester. Yonkers, Ossining and Pelham have regulations against the muffler cut out.

On Long Island the places named are Freeport, Hempstead, Huntington, Jericho, Lawrence, Lynbrook, Mineola, Patchogue, Queens, Rockville Centre and Sea Cliff.

Those who travel in New Jersey are warned as to their conduct in Bloomfield, Clayton, East Orange, Fort Lee, Montclair, Orange and Somerville. In Connecticut the list has Bridgeport, Fairfield, Milford and Norwalk. In Massachusetts are Higham, Mattapan, Milton, Pittsfield, Somerset, Taunton and Weston. New Hampshire has Seabrook and Rhode Island Pawtucket.

Some motorists held up by a bicycle policeman, who alleged against them a rate of speed considerably higher than they were going over in a New Jersey town, took the law into their own hands after they got to court and were fined. Perhaps their conduct wasn't admirable, but they were angry and got even as quickly as they could.

There were three men in the car travelling through the outskirts of the town, the name of which isn't needed here. The policeman said they were going forty-one and a half miles an hour and had a lad hop out from the bushes who said the same. The motorists saw they were helpless and went along to the court. After paying the fine of $25 which was imposed one of the men asked the policeman if he wouldn't like to ride back in their car to the place where he had picked them up, as they intended taking a road branching off from there.

The policeman said he would and sat in the tonneau holding his bicycle on the running board. The car didn't stop at that point, however. It kept on until it was outside the limits of the town. Then the three men in the car went for the policeman and gave him a sound thrashing, which they said he deserved for his petty thievery. They haven't been back that way recently and they don't think they will return either.

"This is the best July we ever have had," said Charles E. Riess yesterday. "The sale of Marion cars has been nearly as good as it was in June and the inquiries for American and Marion 1912 models indicate a splendid summer and fall trade."

The Saurer Pioneer Freighter, the first commercial vehicle to cross the continent, is due to reach the City Hall to-morrow afternoon. The Motor Truck Club has arranged a reception for the machine, which carried from Denver to San Francisco and then back from Denver to this city a load of three and a half tons. The truck club delegation will go to Kingsbridge to meet the wagon. The various members will turn out in their own cars, so that there will be a fairly large procession of commercial vehicles.

After the crew of the Suarer truck has delivered to Mayor Gaynor a letter from Mayor McCarthy of San Francisco there will be a run uptown to a restaurant for dinner.

The special guests at the dinner are to be A. L. Westgard, who went with the freighter from Denver to San Francisco, and Arthur Thompson and George McLean, who had the truck in charge on the homeward trip. The journey naturally has been one of great strain, but the truck has come through it in excellent style, the makers say, and has extricated itself from all troubles by using its own power.

Wyckoff, Church & Partridge, Inc., report that the most recent sale of a Commer truck was made to the Pioneer Storage Warehouse of Brooklyn, which bought a 2½ ton model. This truck will be operated in the firm's special suburban and interurban service.

Manager Toback of the Ranney Company, which handles Hudson cars in this neighborhood, says several folks put in bids for the very first of the 1912 cars shipped to the salesrooms at 1700 Broadway. He is worried, he says, that he won't be able to keep the new ones long enough to show folks between shipments.

W. H. Whiteside has been elected president of the Stevens-Duryea Company, succeeding Irving H. Page, who has been made treasurer of the company and chairman of the board of directors. Mr. Whiteside recently left the Allis-Chalmers Company, of which he was president.

Harris Tennis Champion of Central New York.

Special Cable Despatch to THE SUN.

UTICA, July 31.—F. H. Harris of Brattleboro, Vt., defeated Neil C. Stevens of Morristown, N. J., for the Frisbie cup and the central New York tennis championship in a series of brilliant matches on the courts of the Yahnundasis Club here this afternoon. The play opened with Harris serving and by the time he had won his first game the young Vermonter, who was graduated from Dartmouth College this year, plainly demonstrated his superiority over Stevens. Harris captured his first match at 6—0, his second by a score of 6—2 and his third by a score of 6—3.

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1911 Oldsmobile "Limited," touring & limousine.
1911 Oldsmobile, Autocrat, 7 pass. touring, perfect.
1911 Matheson, silent "6" 5 passenger, perfect.
1911 National, new, 40, toy tonneau, sacrifice.
1911 Moon, 45, fore door, 7 passenger.
1911 Chalmers, 30, limousine, practically new.
1911 Chalmers, 30, inside drive, suitable physician.
1911 Stoddard Dayton, 50 horse, toy tonneau.
1910 Packard, 18, landaulet, elegant town car.
1910 Thomas, 6 cylinder, 60, 7 passenger.
1910 Stearns, 30-60, toy tonneau, perfect.
1910 Chalmers, 40, limousine, overhauled, complete.
1910 Overland, 40, 5 passenger touring.
1910 Lancia, 20, fore door, toy tonneau.
1910 Flat, 18, limousine, practically new.
1910 National, 4 cylinder, 7 passenger, $1,200.
1910 Chalmers, 40, 7 passenger, touring.
1910 Maxwell, 4 cyl., 5 passenger, demonstrator.
Lancia, 12-18, 4 passenger roadster, perfect.
1909 Lancia, 18, collapsible landaulet, perfect, comp.
1909 Isotta, 45, 4 passenger roadster, bargain.
1909 Peerless, 36, 7 passenger touring, complete.
1909 Renault, 20-30, landaulet, overhauled, perfect.
1910 Lancia, 20, 2 passenger racey roadster.
1909 Flat, 12-18, roadster, 2 passenger, bargain.
1909 Simplex, 50, 7 passenger touring, perfect.
1910 Sultan town cars, suitable taxicabs, $850.
200 Horse Flat, racing car, perfect condition.
Renault, Vanderbilt type, 35-45, roadster, sacrifice.
Mercedes, 60 horse, racing car, overhauled, fast.
Hotchkiss, 24, 5 passenger touring, $1,000.
C. G. V. Town Car, complete, perfect condition.
Pierce Arrow, 7 passenger, 45 horse, $1,200.
Thomas, 4-40, late model, Flyabout, overhauled.
New enclosed drive landaulet, London show body.
Pierce Arrow, 45, 7 passenger touring, $650.
Leon Bollee, limousine, 40 horse, elegant condition.
Locomobile, 20, landaulet, elegant condition.
Renault, 14-20, landaulet, excellent condition.
Daimler, Silent Knight, 40, 7 pass. touring, bargain.
1907 Fiat, 35, thoroughly overhaled, perfect, $1,350.
Babcock Electric Victoria, practically new, sacrifice.
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1909 Peerlesses, $1,250-$1,600; other Peerlesses, $550 up; "Six 40" Pierce, $1,650; Marion, $950.
"Six 48" Pierce, $2,600; "32" Pierce, $750; Model "X" Stevens, $950; "50" Simplex, $1,800.
Isotta (fore door), $1,450; "50" Rainiers, $750-$1,000; Lancia, $1,650; Six Cylinder Napier, $750.
Locomobiles, $375 up; Flanders, $450; Hupmobile, $450; Fords, $175-$400; Rambler, $300; Italia, $950.
1910 Six Cylinder National, $1,600; Cole "30," $750; Stearns, $750, $900, $1,300; Thomas, $800.
Darracq "40," $700; Maxwells, $150 to $500; Studebaker Landaulette, $800; Loziers, $500 to $2,000.
1910 Cadillacs, $900; 1907-1908-1909-1910 Chalmers, $400 to $900; Reo, 1910, $550.
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