GOLF QUEEN FOR THIRD TERM

MRS. STOUT WINS THE WOMEN'S M. G. A. CHAMPIONSHIP.

Spirited Final With Miss Gertrude Travers—Consolation Cup for Miss Katharine Travers—Their Brother Jerome Loses to Walter J. Travis—John Ward Beaten.

There was a spirited finish to the Women's Metropolitan Golf Association championship at the Fox Hills Golf Club yesterday, when Mrs. Stout won the title by defeating Miss Gertrude Travers, of the Nassau Country Club, by 3 up and 1 to play, after being 2 up at the sixth and all square at the ninth hole. Mrs. Stout won on the homeward journey, as she did in every match of the tournament except her first with Miss Willis. She now divides honors with Mrs. E. A. Manice in the record, each having won the title three times. The finalists had ideal weather and a great throng, in which women predominated, followed the match. C. H. Sykes of the Englewood Golf Club, caddied for Mrs. Stout.

"If Miss Travers would work up her putting to equal her driving," remarked Mrs. F. F. Sanford, "she would be very hard to beat in the national." The criticism from the president of the Women's M. G. A. voiced the opinion of the gallery.

"She is a longer driver than I am when she hits cleanly," was Mrs. Stout's comment on Miss Travers's driving. However, although Mrs. Stout had to play the odd after the tee shots on the first and second, there was little between the drives and only on the twelfth did Miss Travers get the better ball. From the fourth tee onward Mrs. Stout's drives were magnificent, and no woman on this side of the water could have beaten them. Putting was a decided factor against Miss Travers, who took three puts on the third, fourth, fifth, tenth and eleventh holes. Two puts would have won the fourth and halved the others; as it was, she lost four and halved but one of them, the fourth.

On the first two holes Miss Travers gave no indications of weakness in putting. She took four to reach the first green, where Mrs. Stout would have been in three but for a slight pull with her midiron after passing the bunker with a drive and cleek. They halved in six and an over approach by Mrs. Stout enabled Miss Travers to win the second in five. Both were on the second green in two, with Miss Travers nearest the hole, but Mrs. Stout won in four. Hitting the slope of the fourth green on her fourth, Mrs. Stout's ball dropped back into the sand pit, while Miss Travers was on with the like. They halved in seven. Miss Travers made her only topped drive on the fifth tee, but recovered to the green with the brassie. Mrs. Stout was there with a drive and mashie, winning in four.

Ill luck pursued Miss Travers on the sixth, for she sliced the second into the woods and her good shot out kicked to the side and behind the big tree to the side of the green. She lifted, as Mrs. Stout's ball was on the edge of the hole in three. This made Mrs. Stout two up. A long drive from the seventh tee had a pull and Mrs. Stout had to play back, the force from the heavy lie sending the ball into long grass on the other side of the course. The best she could do was an eight, Miss Travers winning in a stroke less. They halved the eighth in 5, Mrs. Stout being over the green on her midiron and Miss Travers a little short. Both were on the short nine hole on the drives, Miss Travers winning in 3 and Mrs. Stout winning on the like.

Mrs. Stout won two straight, in three and four and also the twelfth in four, where Miss Travers was half stymied and knocked in Mrs. Stout's ball. It was an instance of the perversity of the game, for Miss Travers was on nicely in two, while Mrs. Stout hit the bunker with her mashie shot, played from the rough grass to the left, and had played the odd.

Two halved holes followed, the thirteenth through Miss Travers laying a stimie in her turn and the twelfth through laying a mashie shot dead from over the bunker; Mrs. Stout being on in two. Mrs. Stout reached the 464 yard fifteenth with a drive, cleek and midiron, Miss Travers getting there in four and then nearly holing her approach put. Mrs. Stout laid herself a stimie, and, failing to hold with the niblick, Miss Travers won in 6 to 7. They halved the sixteenth in 6, Mrs. Stout missing a three foot put for the hole, and a fine four on the seventeenth won the match for her, by 3 and 1. The card:

Mrs Stout	6	6	4	7	4	4	8	5	4	—48
Miss Travers	6	5	5	7	5	*6	7	5	3	—49
Mrs Stout	3	4	4	5	4	4	7	6	4	—41—89
Miss Travers	4	5	5	5	4	6	6	5	5	—45—94

*Approximated.

Miss Katharine Travers won the consolation cup—an apt title this time in a double sense—by beating Miss Ruth Badgley of the Essex County Country Club, by 8 up and 6 to play.

GLEN COVE, June 17.—At the Nassau Country Club to-day there was an unusually large entry list in both the class A and class B handicaps. In the former G. McElvery won with a net of 74 and in the latter Allen and Hudson tied each with a net of 81.

In the bogy handicap yesterday at the Englewood Golf Club the seven best cards were:

E. W. Brooks, 8, square; W. W. White, 12, square; F. P. Duncan, 11, down; G. R. Brown, 12, 1 down; O. Kirkby, scratch, 2 down; W. E. F. Moore, scratch, 3 down; J. R. Boyce, 9, 3 down.

H. E. Armstrong was the winner in the class A handicap yesterday at the Fox Hills Golf Club. The scores:

Class A—H. E. Armstrong, 86, 8—78; J. D. Baucus, 92, 12—80; B. T. Allen, 87, 6—81; H. C. Meacham, 95, 12—83; H. Walser, 92, 8—84; J. E. Faber, 97, 8—89; W. P. Musick, 102, 12—90; G. K. Fullogar, 109, 11—98; W. Sparks, 112, 8—104.

Class B—G. R. Kelso, 92, 15—77; W. A. Burke, 103, 15—88; H. H. Lloyd, 106, 16—90; W. L. Davidson, 105, 14—91.

In the New Jersey Golf League match at the Englewood Golf Club yesterday the home players administered the first defeat of the series to the Montclair Golf Club team, winning by 11 to 1 and two pairs halving. John M. Ward, the present New Jersey champion, lost by 2 up to F. M. Olyphant, Jr., last year's holder of the title. The score:

Englewood—F. M. Olyphant, Jr., 2; Kirkby, 0; F. M. Wilson, 3; E. M. Brown, 2; W. G. McKnight, 0; W. E. F. Moore, 3; J. G. Deltm r, 3. Total, 11.

Montclair—John M. Ward, 2; Harold Vulcox, 0; M. Whitlatch, 0; Paul Harrison, 1; C. S. Brown, 0; W. C. Freeman, 0; W. Harris, 0. Total, 1.

There was a postponement in the Baltusrol-Morris County match at Morristown.

GLEN RIDGE, June 17.—There was a Scotch foursome at the GlenRidge Golf Club to-day, which was won by F. W. Baldwin and H. D. Smith. The scores: F. W. Baldwin and H. D. Smith, 81, 3—78; Charles Olney and H. B. Slayback, 95, 12—83; W. B. Colson and Leonard Haskell, 98, 15—83. In the play-off between the last pairs Olney and Slayback won by two strokes. In the final in the June cup handicap, Class A, E. T. Herrick beat R. N. Scheffey, 2 up and 1 to go. In Class B D. H. Standish beat E. L. R. Cadmus, 3 up and 2 to go.

STAMFORD, June 17.—Dr. Schavoir won the handicap at Wee Burn to-day for the E. L. Scofield prize. The scores were:

Dr. Schavoir, 86, 12—74; Dr. W. D. Macdonald, 89, 14—75; J. H. Knapp, 99, 24—75; Robert Oliver, 98, 18—78; Schuyler Merritt, 101, 16—85; A. S. Pitt, 95, 10—85; A. Leland Brown, 111, 24—87; B. B. Brown, Jr., 104, 17—87; H. R. Woodbury, 106, 18—88; E. L. Scofield, 99, 21—78; Dr. Sherrill, 97, 18—79; W. N. McCord, 97, 17—80; Arthur Kennedy, 103, 20—83; S. C. Mulgrew, 107, 24—83; D. T. Woodbury, 111, 17—94.

PLAINFIELD, June 17.—C. B. Morgan returned a net score of 73 and won first honors for the golf committee cup at the Plainfield Country Club this afternoon. The scores:

C. B. Morgan, 79, 6—73; Arthur Murphy, 84, 8—76; E. Cruikshank, 94, 17—77; E. B. Shoemaker, 82, 4—78; C. F. Halstead, 85, 6—79; A. E. Barclay, 96, 17—79.

Miss Maud Van Boskeerk and A. G. Henderson won the mixed foursome. The scores:

Miss Maud Van Boskeerk and A. G. Henderson, 98, 15—83; Mr. and Mrs. Mervin D. Rae, 107, 19—88; Mrs. Walter Gaston and C. B. Morgan, 100, 9—91; Miss Daisy Elsberg and G. F. Schoonmaker, 103, 12—91; Miss Marjorie Fleming and Willard Wadsworth, 106, 14—92; Mr. and Mrs. N. Pendleton Rogers, 93, 1—92; Miss Margaret Goddard and W. L. Glen, 102, 9, 3—93; Miss Adelaide G. Leff and Dr. F. C. Ardwix, 112, 11—101.

The initial play for the boys' championship resulted as follows:

Gordon Stewart won from R. H. Depew, Jr., by default; Ogden Rogers beat George Endicott 3 up and 4 to play; Ralph Hallock beat William Edwin Browne by 2 up and 1 to play, and Will Glenny beat Murray Rushmore by 6 up and 5 to play.

The best scores returned for the President's and club cups at the Park Golf Club yesterday were as follows:

Reuben Knox, 97, 22—75; L. W. Hallock, 98, 16—77; Alex Gilbert, 104, 22—82; W. C. McNaughton, 110, 24—86; R. E. Hallock, 100, 13—87; Charles A. Reed, 105, 12—91; Rev. Dr. H. K. Carroll, 107, 13—94; W. Watson, 119, 25—94; Samuel Townsend, 117, 20—97; Rev. J. O. McKelvey, 111, 13—98; Raymond D. Carroll, 99, 1—98.

There was a crowded links yesterday at the Crawford Golf Club. In the play for the president's cup the point winners were F. P. Davis, 83, 1—82, and A. E. Smith, 85, 7—78. Davis leads, but may be beaten in the final next Saturday. In the Class B race for the vice-president's trophy, the leader, John Doran gained another notch by winning in 88, 22—76, with George H. Hansel, 105, 22—83, second. Mrs. H. Hicks won the "kickers'" handicap at putting. In the Class A handicap over twelve holes, medal play, Mrs. A. Madden won with 69, 10—59. Mrs. F. Sloan and Mrs. L. Larned, tied at 72 net, will have to play off for the privilege of opposing Mrs. Madden for the handsome prize.

An approaching and putting handicap, the trials being from the distances of 50, 100 and 150 yards, was a novelty yesterday at the Eastern Parkway Golf Club. The summary:

W. H. Harding, Jr., 9, 2—7; N. W. Wells, 10, 2—8; H. R. Ferguson, 10, 2—8; A. Meurer, 10, 2—8; C. A. Hubbell, 10, 2—8; F. M. Pendreigh, 10, 2—8; E. G. Martin, 10, 2—8; D. D. Patterson, 11, 2—9; H. H. Missroom, 11, 2—9; C. W. Lyons, 11, 2—9; H. P. Mathews, 11, 1—10; R. A. Black, 12, 2—10; George Drury, 12, 2—10; T. H. Polhemus, 12, 2—10; R. P. Dow, 11, 1—10.

Mrs. T. H. Polhemus, 12, 1—11; H. L. Hubbell 11, 0—11; W. J. Funk, 12, 1—11; J. K. Funk, 14, 2—12

There was match play against bogey at the Apawamis Club yesterday, but only nine of the field made returns. John H. Hammond was 1 up and won the prize. U. D. Eddy was second, with a score of 1 down. The other contestants with their scores were: H. Dean, 2 down; H. B. Clark, 3 down; J. D. Foot, 4 down; Samuel S. Lever, 4 down; William S. Adams, 4 down; C. S. Mathewson, 4 down; W. A. Pratt, 5 down.

Walter J. Travis, who has not lost a thirty-six hole match since the amateur championship of 1899, lived up to the tradition yesterday by beating Jerome D. Travers in the final of the Westbrook Golf Club tournament by 8 up and 7 to play. The schoolboy was 1 up on the first round and 2 down on the second. Going out after luncheon in 38, while the youngster played his worst game of the tournament, Travis won six of the holes, the best the boy could do being to halve the others. This virtually ended the match.

Until the boy "cracked" the match was a very pretty one. The two longest holes, the first and the ninth, are of 430 and 450 yards, and as there is but one hole under 300 yards the shot most needed on the nine hole round is a straight drive. Travers had the longest ball usually, barring a mess on the fifth tee in the morning, but Travis was always on the flag. In most cases approaching and putting were deciding factors. Both were nervous in putting in the morning, but in the afternoon Travis was as deadly as when he won at Sandwich, all distances looking alike to him.

Travers lost his lead of one at the ninth and was 2 down at the fourteenth. He squared matters by taking the next two, but Travis in par play captured the two to follow and finished the early half of the match two holes to the good. Thereafter it was a procession in which the schoolboy toddled along at the tail end. Travis finished out in 76 for the handicap, while Travers, who finished out from good nature, needed 88. The score was:

Travis	5	4	4	4	4	5	4	5	6	—41
Travers	5	5	5	3	4	5	4	4	5	—40
Travis	5	4	5	3	4	6	5	4	5	—41 82
Travers	5	5	5	4	6	5	4	5	6	—45 85
Travis	5	4	4	3	4	5	4	4	5	—38
Travers	6	5	5	3	4	5	5	5	6	—44
Travis	5	4								
Travers	4	6								

The 4 for the first hole, Travers's only win in the afternoon, was a record for the tournament and beautiful golfing.

Devereaux Emmet proved a stumbling block in the path of the Hollywood visitor for the Beaten Eight cup, who had been picked as the winner by reason of his fine work on Friday. Emmet played sound golf, while his opponent, J. Campbell Phillips, could not steady himself and made the poorest showing of the tournament. Emmet won by 6 up and 5.

George Watson won the handicap. The best scores:

G. E. Watson, Westbrook, 176, 22—154; R. C. Watson, Jr., Westbrook, 164, 8—156; W. J. Travis, Garden City, 158, plus 2—160; F. C. Jennings, Garden City, 174, 14—160; A. M. Robbins, St. Andrews, 174, 12—162; D. Emmet, Garden City, 173, 10—163; J. D. Travers, Nassau, 173, 4—167; C. L. Tappin, Westbrook, 183, 14—169; F. B. Barrett, Fox Hills, 193, 24—169; J. C. Phillips, Hollywood, 186, 16—170; H. S. Jennings, Westbrook, 207, 36—171; F. R. Jennings, Garden City, 191, 16—175.

Eight qualified at medal play yesterday over the Dyker Meadow Golf Club course for a cup presented by Grant Notman. The scores:

E. L. Wright, 88, 13—75; F. J. Phillips, 86, 9—77; Thomas A. Eddy, 88, 10—78; D. A. Aldridge, 100, 22—78; H. C. Duval, 101, 22—79; H. T. Walden, 91, 11—80; H. S. Bowns, 88, 7—81; A. B. Byrne, 98, 15—83; W. F. Smith, 99, 16—83; C. P. Notman, 94, 11—83; C. J. Crookall, 90, 7—83; Thomas Hovenden, 88, 5—83; W. B. Rhett, 88, 5—83; T. N. Horn, 91, 8—83; George S. O'Flyn, 93, 9—84; S. H. Steele, 105, 20—85; W. C. Biddle, 97, 12—85; W. H. Thurston, 97, 12—85; W. J. Geddes, 92, 7—85; J. E. May, 99, 14—85; John Lee, 106, 20—86; J. N. Wilkins, 109, 19—90; D. V. B. Hegeman, 104, 23—91; E. J. Williams, 125, 27—98.

LONG BRANCH, June 17.—W. H. Liebman won in the handicap over the eighteen hole course of the Hollywood Golf Club this afternoon. The leaders were W. H. Liebman, 84, 12—72; W. I. Henderson, 87, 12—75; A. Lehman, 96, 18—78.

GREENWICH, June 17.—At the Fairfield County Golf Club to-day there was a contest for the L. H. Stevens cup, thirty-six hole play, against bogy. There were thirty entries. It was won by W. M. Copp. Scores of the leading men follow:

W. M. Copp, 3 down; B. H. Warford, 4 down; C. S. Cox, 5 down; F. C. Hilliard, 5 down; A. L. Fowle, 6 down; E. B. Curtis, 15 down; E. C. Converse, 11 down; George P. Sheldon, 13 down.

AUTO TURNS SOMERSAULT.

Accident With No Serious Result at Charter Oak Park Races.

HARTFORD, June 17.—The automobile races at Charter Oak Park started off with an accident this afternoon that had a very serious look to the three thousand spectators. George Soules's Pope-Toledo turned a complete somersault, and when the cloud of dust cleared away the auto was seen at the quarter mile post lying on its side and Soules sitting apparently helpless on the track. He was quickly up, however, and his only injuries were a shaking up and a cut on the cheek.

The accident occured in a special race between the Soules brothers, George and Charles, each in a 30 horse-power Pope-Toledo, at three miles. The accident occured at the quarter of the second mile, a wheel of George's machine striking a soft spot and giving way. The event was not finished and neither of the Soules boys took part in any other race, though both had Pope-Toledos entered in several.

Eddie Cannon Bald met with a slight accident in the last heat of the day, the final in the Charter Oak Handicap. It put his 35-40 Columbia out of business when he had a good chance of winning, but Bald was not hurt. A broken wheel was the trouble in this case also.

The mile event for stock cars selling under $2,000 was run under protest, two Knox cars appearing stripped down to the chassis. It was asserted that on that account they were not stock cars. The Knox cars were first and second, and H. P. Maxim in a 16-18 horse-power Columbia was third. The protest goes to the A. A. A. racing board.

Runabouts, One Mile—Stock cars listed at $1,000 or under—won by L. H. Elmer, 16 horse-power Rambler; Pope Manufacturing Company's 10 horse-power Pope-Hartford, R. M. Alexander, driver, second. Time, 1 minute 48 seconds.

Five Mile Pursuit Race—Between Barney Oldfield, 60 horse-power Peerless and Louis Chevrolet, 90 horse-power Fiat, Chevrolet's machine broke down at the start, and he was out of it. Referee declared no race, and case referred to the A. A. A. racing board.

One Mile—Stock cars listed from $1,000 to $2,000—Won by Knox Automobile Company's 16 horse-power Knox, driven by H. Raymond; Knox Automobile Company's 16 horse-power Knox, driven by A. E. Dennison, second; Electric Vehicle Company's 16-18 horse-power, driven by H. P. Maxim, third. Time, 1 minute 24 3-5 seconds.

Five Miles—Cars weighing 1,432 to 2,204 pounds, two started—Won by Barney Oldfield, 60 horse-power Peerless; Harry S. Houpt's 60 horse-power Thomas Flyer, driven by A. M. Roberts, second. Time, 5 minutes 26 1-5 seconds.

One Mile—Stock cars listed from $2,000 to $3,000—Won by Palace Auto Station's 40 horse-power Thomas Flyer, driven by Peter Thompson; C. S. Henshaw's 40 horse-power Thomas Flyer, second. Time, 1 minute 44 1-5 seconds.

Five Miles—Free for all Cars having record of better than one mile in 60 seconds barred—Walkover for Electric Vehicle Company's 35-40 horse-power Columbia, driven by E. C. Bald.

Five Miles, Charter Oak Handicap, open to all classes—Won by Knox Automobile Company's 16 horse-power Knox, 35 seconds, driven by H. Raymond; C. S. Henshaw's 40 horse-power Thomas Flyer, scratch, second. Time, 7 minutes 35 seconds.

Five Mile A. A. A. national championship, trophy awarded at end of season to car having highest score—Walkover by Barney Oldfield, 60 horse-power Peerless, scoring four points. Time, 5 minutes 1 2-5 seconds, the second mile being in 59 3-5 seconds.

TO CONTROL COLUMBIA Y. C.

Members of N. Y. Y. C. Plan Extensive Clubhouse on Riverside Drive.

The New York Yacht Club has a plan under way whereby they will eventually get possession of the Columbia Yacht Club property on the Hudson River at the foot of Eighty-sixth street. For the past three or four months members of the N. Y. Y. C. have been joining the Columbia Yacht Club in large numbers. It is said that their intention is to outvote the Columbia men and get control of the clubhouse, which they will demolish and erect in its place a very large and modern structure which will be three or four stories in height and will have an elevator installed and will be connected with Riverside Drive by a bridge from the upper story.

Arrangements are being made with the New York Central and Hudson River Railroad whereby the land under water extending from Seventy-ninth street to Eighty-sixth street will be filled in and a driveway built to the new clubhouse. The plans for this improvement, together with the new house, have been prepared and are now in possession of the steward of the Columbia Yacht Club.

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Another thing to ponder over is the history of "That Decauville Racer," which is now on the track for the fourth season. It is only a 40 H. P. car, but ir its class it always wins, and has done so season after season, just as sound to-day as the first day it came out of the factory. It has been used as a touring car between racing events. Think it over.

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FOG FOR HELIGOLAND RACERS.

Yachts Start From Dover in Heavy Rain—Apache Returns.

Special Cable Despatch to THE SUN.

DOVER, June 17.—The yacht race from Dover to Heligoland for the German Emperor's cup was started this morning. It was raining heavily when the start was made. The sea was calm.

The fog increased considerably after the start and several yachts anchored off the Foreland. Guns were heard in the Channel and it is believed that they were fired by the Goodwin Sands lightship.

There were only two starters in the race for auxiliary yachts, the Atlantic and the Valhalla. The Atlantic crossed the line first.

In the main race the yachts crossed the starting line in the following order: Susanne, Theresa, Clara, Navahoe, Satanita, Ailsa, Sunshine, Endymion, Formosa, Lethe, Fleur de Lys and Hildegarde. The Moonstone and Thistle did not start. The Apache returned owing to the fog.

NOTES OF THE TRADE.

What's Going On in Automobile Circles.

There is no gainsaying the fact that the challenge which Charles A. Duerr issued on behalf of his Royal has created quite a furor, but at that, although it was not taken up by any American maker of automobiles, he does not wish to be misunderstood. In the first place his object in issuing the challenge was purely in the interest of the automobile sport and with no idea of benefiting by any side bet that might have been made. In the second place (although his challenge explicitly stated that he wished to compete with any American car) having been advised that Messrs. Hollander and Tangeman desired a match race with their 24 horse-power Fiat, he readily consented. The conditions of this race were perfectly understood and there should be no haggling over the question of a side bet. It is purely a sporting affair, the winnings to go to the driver of the successful car. Apropos of the match race which was won by Harry Houpt's Thomas on June 10, at Morris Park, Duerr is not at all downcast and insists upon a return match, to be run at the next meet of the Empire City Club on June 24. At this meet he will race his 32-36 horse-power regular stock Royal against the regular 40 horse-power stock Thomas of Harry Houpt.

It is becoming clear that the public need something more than ordinary motor car racing to arouse their enthusiasm. Many critics believe that long distance track competitions are needed, and the first of these will in all probability take place at the next meet of the Empire City Club as Charles Wridgway's Peerless racer is as good as matched against Harry S. Houpt's 40 horse-power Thomas for a fifty mile race for $1,000 a side. Charles Wridgway will drive his own car and M. Roberts Mr. Houpt's. Wridgway's car is the 24-30 that he made the 1,000 mile record with at Brighton, and though the 40 horse-power Thomas is reputed faster, it is only a question which can stand the gaff.

One of the earliest and biggest trade deals for 1906 has been just put through. C. A. Duerr & Co. (incorporated) have placed an order for 120 1906 Royals, a transaction approaching close on the half million dollar mark, as many of the cars will be limousines of the most approved type. This deal is an eye opener to many in the trade and a fine example of how "Great Oaks from little acorns grow." Among well known lawyers who have recently placed orders for Royal cars is W. P. Richardson, LL. D., president of the Brooklyn Law School. Mr. Richardson has ordered delivery of his car in Cleveland, where he intends to begin an extended tour, winding up in New York. Deliveries of Royals were made last week to J. W. Roosevelt, cousin of the President; Frank Creamer, ex-Sheriff of Brooklyn; T. H. Smith, Lombard Spencer, David Sullivan, Albert Krumenaker and W. J. Westbrock.

One of the most active among the younger automobile importers is I. W. England, who handles the Peugeot. He has just opened new and commodious quarters on Broadway at Forty-ninth street. Heretofore the headquarters of this French machine has been located in Jersey City, but the demand of New York admirers of the machine necessitated the move to Broadway. The Napier people had secured the building in which England has located, but were unable to take possession owing to an injunction. Mr. England is fortunate in having several 1905 Peugeots for immediate delivery.

During the past week Hollander & Tangeman delivered to Albert Lewisohn one of the handsomest Fiat cars that has ever been seen in New York. It is a 24-32 horse power model and has an extra long wheel base of 126 inches. The body, made by Demarest, seats seven persons. It has a Cape cart hood, which extends over the front seat, protecting the occupants from rain and sun. The body is finished a dark blue, with the trimmings a lighter blue.

Huss and Wyle, driving Old Scout in the Oldsmobile Portland race, reached Ontario, Ore., on Friday. They were met there by James W. Abbott, representative of the office of public roads Logley, who gave them instructions as to the route to be traveled through Oregon. The roads through this country are wild and almost unknown. Yet Huss says that he will reach Portland as per schedule.

The automobile depot on Forty first street has been designated by the Hartford Suspension Company as an excellent place to have the shock-absorber applied. Since Bird & Archer moved to their new quarters they have been busy getting things in shape, and they now have a garage second to none, with immense floor space, well lighted and equipped with a modern repair shop. They are well supplied with the suspensions and an owner of an auto can have the machine equipped in short order.

The sales of Baker Electric vehicles by C. B. Rice, the general Eastern agent already approach a figure that is remarkable, and as he handles only Bakers it is another excellent illustration of the extent to which automobiling has spread. Nor have they gone to any particular class of people, bankers, physicians, society people and owners of gasoline machines are among those who indorse the general utility qualities of this type of automobile. There are many reasons that account for the increased popularity of the electric, chief among which are the perfected facilities for charging, the nominal cost of same and the low cost of maintenance, while they have always been noted for their noiselessness and ease of control.

The big salesrooms of the Waltham Orient cars in the "Old Guard" building have been crowded since the formal announcement by the company that they were ready to make immediate deliveries of their full line, and the entire staff is kept busy giving demonstrations to prospective purchasers. The air cooled Orient does not need much introduction, as it is made by the Waltham company, a concern with so many years of successful manufacturing behind it. This company was first interested in the building of bicycles, then motor cycles and then automobiles, and they assert that this year's air-cooled Orient is their crowning achievement.

R. M. Owen, sales manager for the Reo Motor Car Company, has just returned from the Reo factory in Lansing, Mich., and reports conditions very satisfactory there. Coming East he visited several Reo agents and says that they are all pleased at the way the work is coming on and are more than enthusiastic at the wonderful doings of the Reo on the track and in hill climbing contests. Mr. Owen says that the Reo is fulfilling every expectation as regards its durability and extreme low cost of maintenance.

Protection against dust in the summer time when open cars are used has become an important problem, and the Electric Vehicle Company of Hartford has been making some scientific studies to ascertain what effect different shapes of bodies have in deflecting dust. In consequence of this research the body lines of the 35-40 Columbia for 1905 were changed so that the rear curve of the tonneau is thrown forward and instead of downward and forward. This new curve reverses the air current produced by the partial vacuum that forms behind the car in its onward rush, so that the dust is blown down and back instead of upward, over the rear of the tonneau. This fine point is characteristic of the thoroughness of the Columbia makers.

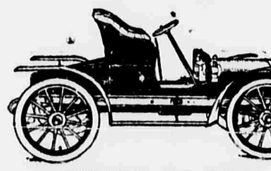
E. B. Gallaher, the general United States sales agent of the Richard Brasier, was kept busy all day yesterday receiving the congratulations of his friends on the decisive victory of the Richard-Brasier machine which finished first and second in the French eliminatory trials for the James Gordon Bennett International Automobile Cup, which took place over the Auvergne course on Friday. This is the second consecutive victory of Thery and the Richard Brasier, as he finished first in the France elimination trials last year, and afterward won the Gordon Bennett cup on German soil. The machines beaten so decisively by the Richard Brasier on Friday included three Panhards, three Renaults, one C.G.V., three Clement-Bayards, three Mercedes, one Auto Mobe, three De Dietrich, three Darracqs and one Gobron-Brille, a representative list of the greatest cars built in Europe. The cars driven by Thery and Caillois, though of 140 horse power, Mr. Gallaher says, are not racing machines. They are of similar construction to this year's model, which is being sold to the public, only of somewhat higher horse-power. M. Brasier, who designed the winning cars is now regarded as one of the greatest constructors of automobiles in the world. Another recent achievement of the Richard Brasier was the completion of a 5,180 mile tour through France, taking in all the principal towns, remarking upon which Le Matin says: "This wonderful endurance run by the 1905 model 30 horse Richard Brasier is proof positive that M. Brasier can build a touring car that is equally as creditable to him as his speedy racer."

The first of the Knox Atlas commercial trucks will arrive at the warerooms of the New York Motor Car Company on Thirty-eighth street, this week, and representatives of many commercial houses will be on hand to look it over. This vehicle is the creation of Harry Knox, but unlike the pleasure vehicle of the same name it is water cooled, the water being circulated from a tubular cooler by one of the largest pumps ever used on a gasoline machine. It is driven direct on the rear axle by large powerful spur gears, this eliminating any chance of a broken chain or a stripped gear. The axle, which is especially designed, is of great strength, and has what might be called a solid line axle, designed as it is with a tubular outer axle, which carries the full weight and strain of the load, while the close fitting inner axle drives the rear wheels. The manufacturers believe that the Atlas they have a truck that will fill a long felt want for general commercial purposes.

The expectations of the New York Motor Car Company in regard to the Reliance Touring Cars, for which they are the New York agents, have been more than realized, as they are practically selling faster than they can deliver, and yet buyers are willing to wait. Two more carloads are due on Tuesday, two machines of which will be delivered to waiting customers in Brooklyn, leaving four for immediate delivery, and from all appearances these won't last long.

The De Dietrich firm has been making a great success abroad. Their boat has won every race in which it has been entered. In December it broke the world's record for cruisers, and in March this year, it won the 125 mile race at Monte Carlo, and on June 4 made another world's record, averaging a speed of 32 kilometers an hour. In the elimination trials for the Gordon Bennett race, Duray, driving a De Dietrich came in third, one minute behind the second man, and ten minutes behind Théry, who finished first with a Richard Brasier. Duray was the first to finish of the heavy machines. These continued successes account in great measure for the big business done by the company in this country.

Waltham Orient



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FINE speedy car, BARGAIN for $450
Two Cylinder ELMORE, with top, $600
POPE-TOLEDO, two cylinder Touring Car, $350
ORIENT Side Entrance Tonneau, $1,600
Four-cylinder DARRACQ, five passenger, $1,000
FRANKLIN, four cylinder, 1904, like new, $1,000
Has STANDING top, glass front (cost $1,800.)
Two Cylinder and Four-Cylinder ROYALS.
1904, Two Cylinder, QUEEN, like new, $650
1901 WHITE (touring), top, glass front, $1,100
$2,500 SEARCHMONT Touring Car; 16 horse, $750
Three AUTOCAR Tonneaus, two cylinders, $375-$ 50 (cost $1,750 each; all in fine condition).
Nearly new QUEEN, with top, $850
1902 WINTON Touring Car, $650
1903 WINTON Touring Car, $750
STUDEBAKER General, two cylinder Tonneau, $450 (cost $1,200 last year).
Five CADILLACS, Models "A"-"B," $450-$650
$3,500 four cylinder DARRACQ, like new, $1,800
$5,500 four cylinder LOCOMOBILE, like new, $2,100
KNOX, four passenger, like new, $450
Sixteen horse DARRACQ, two cylinder Tonneau, $500
$2,500 PEERLESS Tonneau, two cylinders, $450
Sixteen Horse RAMBLER Tonneau, like new, $725
Three OLDSMOBILE Touring Cars, one like new, one with top, glass front, $800-$700
1903 and 1904 OLDSMOBILE, Runabout, NORTHERN, Cleveland, Spalding, Thomas, &c., $150 to $400 each
FRANKLIN Touring Car, four cylinder, $650
WAVERLEY Electric, with top, new batteries, $350
And 100 others; all at bargain prices.
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