

GOLF NOTES AND COMMENT—LOCAL AUTO NOTES—SPORTS ITEMS FROM FAR AND NEAR

GOLFERS DECLARE OTHER LANDS WERE DISCOVERED ON OCTOBER 12

Unknown Hazards, Etc., Came to Light Yesterday. Women Play for Philadelphia Cricket Club Championship at St. Martin's

Is it? I mean, isn't it? Or, rather, how do you do it? There is a wide divergence of opinion and no one seems to know the exact answer. Opinions are plentiful as noses at a ball game these days. Some agree, but then again some do not. There is nothing in the rules to cover the matter. What is the proper move to make in case a player with the honor drives out of bounds? Does the honor player tee off again or does he step manfully aside and wave his opponent to the tee?

When a national champion and finalist in a match are undecided on the matter, it seems that a clause were inserted in the rules so as to have a definite understanding. It is one of the many similar cases where a hint in the rules would help along.

The consensus of opinion seems to be that the honor player driving out of bounds should tee up and drive again, as his first shot is a penalty stroke and does not affect the rotation of play. In Scotland the opposite is the case. The U. S. G. A. has handed down an opinion as in the former statement. Walter Travis, the veteran authority, also holds to this rule, as well as many other champions. But professionals are virtually unanimous that the second player should tee off after his opponent has driven out of bounds. They say that the honor player is foolish to show his opponent what he is going to do on his second shot before the other has played his first.

golfers yesterday, at the Cricket Club, came on new lands. One player steered her ball to a potato field, and others got tangled up in strange waters and primal jungles that never seem to appear until a tourney rolls around.

Mrs. Clarence H. Vanderbeek, besides being champion of America, is frequently alluded to as one of the best players at the Cricket Club, so that her decision not to play brought cheer to those that had real aspirations to the title.

Contrary to the idea of Donald Ross, champion golf links constructor, many of the players at the Cricket Club protest that the new tenth hole at the Cricket Club is not a good golf hole. They say that there should be no pits on the left, as that is the only logical place to lay a long approach shot. A ball to the left gets in all the trouble possible, and it is a necessity to go to the right.

One of those to suffer the most on this hole yesterday was Miss Marion Naylor, whose chances of winning the medal went a-tumbling there. Miss Naylor took seven shots from the first line trench to the flag over the fort. In the rest of her round, her play through the fairway was a revelation. She has all the freedom and snap to her shots that professional cultivates. She made brassie shots that had the many male golfers gasping. On the 13th she made a drive within three feet of the hole.

The fair sex entered the "Devil's kitchen" all smiles with visions of knocking off a few of the strokes taken on other holes. All had visions of 4, 3, 2 for the three holes. But most came out with a bitter frown. For said holes are very mean, so goes the tradition.

Miss Gaverly and Miss Campbell had few chances for low score toward the end and both were trying hard. Miss Campbell ran down a 15-foot putt on the 17th hole and Miss Gaverly, nearby, tried so hard to do ditto that her ball ran right up to the lip of the cup and hung over the edge before it stopped.

The deep water before the 11th hole looked so rippling and sunny that one of the fair players waded in after her ball and took a shot at it with her good niblick. She got a surprise in the way of a cloudburst of water.

Yesterday was Columbus Day, plus a holiday, and therefore not the best day in the world on which to put on a golf tourney. Trains to the golf courses looked like excursion joy-lines—feet, heads and golf sticks hung out of all the windows. The veteran snog players clustered all over the links to recruit a squad for one of Germany's Russian prison camps. But the fair sex went right ahead undismayed, and at the Cricket Club there was one of the largest entries ever had for women's club golf championship. Each contending pair was sandwiched between a couple of masculine foursores, and there were always plenty of twosome ready to cut in. This was undoubtedly one reason for the large scores, as milady's golf goes a-rattling when the masculine eye looks on.

In 1492 Columbus discovered some spots he never dreamed were on the map, and in the same way, in 1915, some of the

AMERICAN CARS SUPREME IN ASTOR CUP CONTEST

Double Victory of Stutz Entries Over European Rivals at Sheepshead Bay Demonstrated Sturdiness of Construction Rather Than Drivers' Skill

STURDINESS of American motorcar construction triumphed over European engineering skill at the opening of the mammoth new Sheepshead Bay speedway last Saturday, when the two Stutz cars, driven by Gil Anderson and Tom Rooney, broke the world's record, each traveling faster than 102 miles an hour. Out of the field of 29 starters only eight were able to stand the terrific pace to the end.

Of these only one was a machine of foreign manufacture, the Delage, which Carl Limberg piloted to sixth place. The remaining six European speed creations, five Peugeot and another Delage, were forced out of the running. Barney Oldfield's Delage was the first car to take the count, limping off with a broken connecting rod in the 11th lap. The others gave up the ghost at various stages of the grueling journey. Bob Burman's Peugeot being the last to withdraw. A broken transmission sent the former speed king to the pits when he had only two more laps, or four miles, to go. He was running in third place and was giving Rooney, in the Stutz, a hard battle for the second position.

Seasoned motor race devotees who witnessed this initial contest for the Astor Cup marveled not that the terrific speed was reached, but that it was so relentlessly and consistently maintained. That it was to be a test of stanch, durable and dependable construction rather than driving skill had been predicted by those who attended the elimination trials, and this prediction was borne out when one by one the famous drivers of Europe and America dropped out, while Tom Rooney, who was driving a Stutz in his first big race, kept up the terrific pace to the

end, finishing only 47 seconds behind Gil Anderson in the winning car of the same make.

After the race the Philadelphia contingent gathered around Samuel "Consistency" Blockson to congratulate him.

Before leaving town to attend the two world's series games in Boston, J. E. Gomersy announced that the Hudson Company will use a six-cylinder motor exclusively in all future models.

The Briscoe Service Company, a subsidiary company of the W. W. Longstreth Company, Inc., of Bryn Mawr, has been formed to handle the Briscoe car for Philadelphia and surrounding territory. Their headquarters are 138 North Broad street, and their service station will be at the Longstreth Company's Bryn Mawr headquarters.

The Briscoe Service Company is in charge of W. C. Grieb, formerly manager of the Ajax Tire and Rubber Company, in this city, and a son of W. C. Grieb, president of that company at Trenton. Mr. Grieb was formerly manager of the service department of the United States Motor Company of this city. He has associated with him Homer C. Rice, formerly of the Sweeten Automobile Company, the Franklin agents here, as sales manager.

The Allen Motor Car Company, handling the Allen car, has just moved into larger headquarters at 202-204 North Broad street, formerly the home of the Paige car.



Stutz

Bulldog Special

Stutz is the Synonym for CONSISTENCY

S. R. BLOCKSOM MOTOR CO.
66; N. BROAD STREET

PITTSBURGH TO BAR "FRESH" IN PENN GAMES

Glenn Warner's Team Will Abide by Rules in Contest October 23

Although Pittsburgh University, whose team plays Pennsylvania here on October 23, does not have the freshman rule, it will observe it against the Quakers when the two teams meet. When the Smoky City collegians applied for a place on the Pennsylvania schedule it was understood that they would pass a rule barring freshmen from intercollegiate sports. That has not yet been done, but

in order to get a game with Pennsylvania they agreed to observe Pennsylvania's rule on this point.

That Pittsburgh intends to cut a wide swath in intercollegiate athletics is shown by its action in applying for membership in the Intercollegiate A. A. A. A. If admitted, Coach Glenn Warner expects to have a team in the track and field championships next year. The application is now in the hands of the Executive Committee, but will be presented to the association at its annual meeting in March.

Hockey League to Meet
NEW YORK, Oct. 12.—The annual meeting of the American Amateur Hockey League of America will be held tomorrow night at the St. Nicholas Rink. The rink will open its 23d season of ice skating October 30.

PAWLING ANNOUNCES 1915-16 COMMITTEES

A. A. U. President Selects Men to Conduct Activities During Ensuing Year

President George F. Pawling, of the Middle Atlantic Association of the Amateur Athletic Union, announces the following appointments of committees to guide the various activities of the association during the coming year:

Championship Committee—Frederick W. Bauer, Secy. chairman; John S. Farrington, William S. Haddock, George W. Braden, Allen J. Lefroy

P. Cox, George E. Sutton, Leonard Mason, J. Harry Alcorn, William C. Schmidt, James E. Jivanski, Herman Meyer, A. L. Watanabe, Esq., and Samuel J. Dufan.

Records Committee—A. L. Watanabe, Esq., chairman; George W. Braden, G. Harry Alcorn, George E. Sutton and Charles Mendel.

Track and Field Committee—Frederick W. Bauer, Esq., chairman; Charles S. Miller, Edward J. Ryan, J. P. Jackson, William H. Kirkpatrick, Allen P. Cox, A. J. Sipes, Harry Murray, Charles H. Fritah, Frank W. Mueller, Herman Meyer, Thomas J. Burke, George E. Sutton, H. McMillan and H. C. Healy.

Cross-Country Committee—J. Harry Alcorn, chairman; H. C. Alexander, Howard L. Joyce, Edward Richter, John H. Bent, John S. Farrington, Charles E. Kelly, Samuel E. Dallas, W. Laughton, John H. Bent and Edward W. Laughton.

Swimming Committee—William C. Schmidt, chairman; Thomas Edwin, George W. Braden, J. James E. Keller, Miss Elizabeth Meenan, Miss Glen Horton, Fred A. Galy, John R. Farrington, John E. Taylor, H. W. Evans.

Rowing and Yachting Committee—James B. Jivanski, chairman; Anthony J. Dress, Edith, Harry Peter, Burke, William J. Herrmann, Daniel L. Hutchinson, Frank H. Schenk, E. E. Loughlin.

Gymnastic Committee—George W. Braden, chairman; George W. Hisey, Jr., Lefroy

Both, Louis Murels, Fred Finckley, Doug Habit, William Nicholas, Dr. M. C. O'Brien, chairman; Fred Finckley, R. Stanley Lovell, Philip Jacobus, W. D. Chambliss, Alex A. Barwick, Robert S. Jones.

Prize Committee—George E. Sutton, chairman; Charles H. Fritah, Allen P. Cox.

Factory Committee—J. J. O'Connor, H. A. Bus, Senator Joseph H. Thompson, Richard C. Charlton, C. C. Bolton.

Membership and Investigation Committee—Herman Meyer, chairman; George E. Sutton, W. R. Smith.

Finance Committee—George E. Sutton, chairman; George Himmelswright, Robert A. Deuty, Disagates at large—Frederick W. Bauer, Charles H. Fritah, George E. Sutton, Robert A. Deuty, A. L. Watanabe.

Middendorfs Take Up Rowing
CAMBRIDGE, Mass., Oct. 12.—Johnny and Harry Middendorfs, twin members of the Harvard crew which won the English Henley in 1914, deserted the gridiron for fall rowing. Both boys were candidates for the line, but had a hard fight ahead



PAIGE
The Standard of Value and Quality

You're Invited to the Paige Jubilee

WE WANT you to celebrate with us. Paige Success—overwhelming and unique in the motor car industry—has been our Success. We are grateful to our Paige Friends who have contributed to this Success. And we want to show our gratitude in a substantial way.

What We Are Celebrating

This is the anniversary of the Paige entrée in the field of six-cylinder motor cars. Think of that—only a year ago! In twelve months Paige Sixes—on sheer merit of the cars, on their sheer quality—on their sheer value—have utterly swept and dominated the six-cylinder field—have won universal recognition as the unchallenged leaders of the Sixes. It is vastly more than a dollars-and-cents Success. It is the victory of an economic principle and a sound American idea. A year ago we staked our huge investment on our belief that the American people would be quick to see in these Paige Sixes Supreme Quality at the lowest possible price for such quality. And the overwhelming endorsement of the American people has been our reward.

Now Many More Paige Sixes

Overwhelming and gratifying as the Year's Success has been, there is a still greater event, a still more important step in Paige Progress that we are celebrating in this Paige Jubilee.

That is the opening of the huge four-story concrete annex to the already enormous Paige factory. To say that thousands and thousands of square feet of floor space has been added to Paige manufacturing facilities perhaps means little. But to say that

Paige Production is Now Doubled

means a very great deal—both to us and to you. Although the huge Paige plant has been operated night and day since last January, we have never caught up with orders for Paige Sixes. Until now we have never caught up with this tidal-wave of demand. Thousands of Paige Purchasers have been disappointed and we couldn't avoid it.

Now—for the first time—with the enormous factory addition, with our doubled production, with ample deliveries of Paige materials, we can promise you your Paige Six. We can now give the thousands of Paige Enthusiasts, whom for nine months we have been forced to disappoint, the car of their choice. Whether it be the improved seven-passenger

Fairfield "Six-46" \$1295
Seven Passenger
Hollywood "Six-36" \$1095
Five Passenger

You can equip the Fairfield with a most luxurious Winter-Top—permanent roof, removable windows. It is really a touring limousine. Price \$295

Cabriolet.....\$1600
Sedan.....\$1900
Town Car.....\$2250
Closed cars on "Six-46" Chassis

PAIGE-DETROIT MOTOR CAR CO. DETROIT

BIGELOW-WILLEY MOTOR COMPANY, Distributors
304 North Broad Street
Bell Phone—Spruce 6410 Keystone—Race 1362

Fairfield "Six-46"—or the new five-passenger Hollywood Light "Six-36".

Paige is making Immediate Deliveries. Other motor car manufacturers are crippled for materials or because of manufacturing difficulties or for lack of mechanical equipment. The Paige is prepared—prepared now to keep every promise—to sell you one of the country's two most popular Sixes at \$1295 or \$1095—and

Deliver It To You NOW.

That is the reason we are jubilant—why Paige Success is being celebrated across the Continent.

You Can't Afford To Miss This

We are keeping "open house" to our friends. We have a special exhibit of Paige Sixes. You will find a striking scheme of decorations. You will find a special corps of trained Paige demonstrators who will give you valuable information in the designing, construction and operation of motor cars which you can't afford to miss. You will learn scientifically why Paige Sixes are the fastest selling Sixes on the market.

There is no obligation of any kind. You will be our guest. You will be given a hearty welcome. And, we believe, you will be entertained and interested at our Paige Jubilee.

Why A Paige Six Is Supreme?

You will answer that question for yourself after you have seen the world famous seven-passenger "Six-46," and ridden in it, as we shall want you to do. You will marvel at the beauty and distinction of its lines, the harmony of its colors and red-trimmed running gear. You will marvel at the comfort of the easy-riding; of the genuine French glaze, hand-buffed leather and full hair upholstery; of the disappearing chairs in the tonneau. You will marvel at the amazing power and flexibility and silence of the Paige six-cylinder motor. You will marvel at the supreme luxury and smartness and charm of this splendid vehicle—and at the price \$1295.

But we want you to see for yourself. That's why we invite you.

And The Light Six

In the exquisite five-passenger Hollywood—the Paige Light "Six-36"—you will be equally interested—the car that took the American motoring public by storm when it was introduced last June. It is in every detail, every essential, Paige Quality, Paige Elegance, Paige Value, and the price is \$1095. So, come to the Paige Jubilee.