Team Led by Travis Makes Almost a cican Sweep of Stagles-Pennsyl-Tournament Play on Other Links.

PRILADELPHIA, Oct. 2 .- Whatever hopes the Philadelphia golfers had of carrying of the Robert H. Lesley cup were rudely tashed when the metropolitan contingent made almost a clean sweep of the singles this morning, winning eight matches out of ten at the Huntingdon Valley Country thub. Although the match was lost before the Scotch foursomes were commenced in the afternoon, the Pennsylvanians reonly lost at the finish by the odd match in

Handicaps against bogey in two classes were played at the Yountakah Country Club yesterday, and according to the usual custom two-thirds of the medal play handicaps were allowed. W. L. Lyall gave the prize in Class A, and C. H. Bickell in the B division. In the first named J. A. Williar with a seven stroke allowance won, finishing 2 up, while F. B. Williams, handicap 1, came next, 1 down. J. E. McVaush, handicap 14, won in Class B, finishing 2 down. Lyall came next, 2 down. His handicap was fifteen strokes.

Through the courtesy of the Garden City Golf Club the followers of golf in this section will shortly have an opportunity to see Miss Dorothy Campbell and Miss Frances Teacher, two of Great Britain's leading exporients of the game. The club mentioned has offered its course for a one day tournament to the Women's Eastern Golf Association and a prize has also been provided. It is understood the tournament will be held within a fortnight.

In the semi-final round of the club championship at the Forest Hill Field Club yesterday J. J. Radel defeated Arthur Taylor by 3 up and 2 to play and Harry Christl beat Edward Pierson by 3 up and 1 to play. Christl also won the class A handicap with a card of 77, 9-68. In the B set there was a triple tie between C. A. Seely, 88, 20-68; J. H. Blue, 93, 27-68 and J. H. Honness, 91, 25-68.

At the Battusrol Golf Club yesterday C. T. Sholl won the ball sweepstakes with a card of 101, 22-79. W. E. Murdock finished second, his card reading 100, 16-84.

PLAINFIELD. N. J., Oct. 2.—in the final for the fall championship cup at the Park Golf Club to-day W. R. Faber defeated R. B. Titsworth, 2 up and 1 to play. Next Saturday Mr. Faber will meet Dr. H. K. Carroll for the club championship cup. The latter won the spring championship cup. These scores were returned for the president's golf club and Oakmont clubs:

W. R. Faber. 20, 13—26; R. B. Titsworth, 102, 14—26; C. B. Morse, 100, 12—26; S. Samuel Townsend, 102, 16—20; W. V. Byard, 103, 14—21.

These scores were posted for the fall handicap cups, classes A and B, at the Plainfield Country Club to-day:

Class A—E. P. Goodwin, 20, 14—27; Leighton Calkins, 88, A—26; R. G. Morse, 94, 13—81; S. D. Lounsbury, 21, 10—81.

Class B—D. W. Taylor, 22, 22—60; Hugh F. Forz, 22, 24—78; A. W. Kleinecker, 111, 24—77; H. D. Hibbard, 20, 23—87.

A big attendance turned out at Fox

YORK WINS LESLEY CUP NASSAUR VIN FOUR BACES. SIR WOOSTER WINS CHAMPION Honors of Hudon-Fulton Regatta Go to Loca Boat Club.

Local oarsmen lad their part in the Hudson-Fulton celebation yesterday with a rowing regatta under the auspices of the Palisade Boat Club of Yonkers. The events which 'numbered deven, included three canoe races, and they covered a course of vania Shows Up Strong in Doubles half a mile, while the course for the rowing races measured a mile and a quarter. The course was on the Hadson off Glanwood, over on the Jersey shore. A worse day could not be selected for boating. A stiff breeze made the water rough and huge swells were every now and again kicked up

On account of the entry of the Arundel Boat Club of Baltimore in the senior four barge the race was one of the most attractrieved themselves to a great extent by Atalantas, Hudson and Atlantic-backed Quoted at the surprising odds of 10 to 1. In minning all five matches, and therefore nuning all five matches, and therefore into the line and when the gun went off the spite of this heavy burden, however, Thistle-Atalantas were the first to get in motion.

W. T. West, Country Club, and W. C. After about a dozen strokes they were in lowed close together until a jump in the boats about level. After about a quarter backstretch was reached, where St. Nick a the morphic along the dozen and beautiful backstretch was reached, where St. Nick a the morphic along the dozen and beautiful backstretch was reached, where St. Nick a the morphic along the dozen and beautiful backstretch was reached.

S. H. Disses.

[1] C. V. Perlin.

[5] A. Denniar.

[6] C. V. Perlin.

[6] A. William S. Denniar.

[7] A. Denniar.

[8] C. V. Perlin.

[9] A. William S. Denniar.

[8] C. V. Perlin.

[9] A. William S. Denniar.

[9] Total.

[9] DOURSES.

[1] A. Marcialmed S. Perlin.

[9] A. W. Tilliaghstan G. M. Perlin.

[9] A. W. Tilliaghstan G. M. Perlin.

[9] W. T. Tewers.

[9] A. W. Tilliaghstan G. M. Perlin.

[9] W. C. Fewers. I. C. and J. A. Ormition.

[1] W. C. Fewers. I. C. and J. A. Ormition.

[1] Total.

[1] Total.

[2] A. M. Tilliaghstan G. M. T. West.

[3] J. Trakis and H. W. Perlin.

[4] W. C. Fewers. I. C. and J. A. Ormition.

[5] J. Trakis and W. T. West.

[6] J. Trakis and W. T. West.

[7] J. Denniar G. M. Ward.

[6] J. Trakis and W. T. West.

[6] J. Trakis and J. W. Tilliaghstan G. A.

[7] J. Denniar G. M. Ward.

[7] J. Shangar, J. P. Shangar, J.

minutes 22 seconds. Time of second crew, 7 minutes 27 seconds.

Senior Centipede—Won by Nassau Boat Club, with A. J. Fraser, bow: E. Stettig, 2; H. H. Stivers, 3; G. B. Hayward, stroke: Metropolitan Rowing Club, second, with C. Goliner, bow: W. A. Conway, 2; F. Deering, 3; F. D. Farrington, stroke. Time, 6 minutes 17 seconds. Time of second crew, 6 minutes 17 seconds.

Intermediate Single Sculls—Won by I. J. Emery. Metropolitan Rowing Club; Richard Faruan, Seawanhaka Boat Club, second. Time, 8 minutes 2013, seconds. 291-5 seconds. Farnan's time, 8 minutes 303-5

ecconds.

Canoe Race, Tandem Single Blade—Distance, about a half mile—Won by Port Washington Canoe Club, with E. Walker and A. Van Bohlen, Ulhigh Canoe Club, second, with J. Smith and W. Anderson. Time, 3 minutes 1 second.

MOHAWK ATHLETES WIN. Sweep the Deck at Crotona Park Hudson-

Pulton Meet. The Bronx athletes celebrated the Hudson-Fulton affair yesterday with a set of games at Crotona Park and only clubs belonging to that borough were eligible. A crowd of about 5,000 persons saw the games. and when the points were tailed it was found that the Mohawk A. C. had swept the | ters:

And the second of the second o

THE DUR. DURDAL, VVA

BEATS RAMPART AND THISTLE-DALE IN STEEPLECHASE.

Olambala Gallops Off With Municipal Handicap-Dr. Barkley Scores for James E. Guffney-Admiral Seymour and English Naval Officers Present. Bir Wooster was victorious in the Cham-

pion Steeplechase at Belmont Park yesterday afternoon after an interesting race. The distance was about three miles and a by the flotilla of yachts and tuge that half, and with J. W. Colt's Thistledale added ploughed up and down all the afternoon. there were four starters. H. S. Page's there were four starters. H. S. Page's Rampart, ridden by the owner, was a slight favorite over Sir Wooster, who ran in Mr. hetland's colors, and G. R. Tompkins's St. hers of the home team to win their matches in the merning play, their opponents being lioward Gee and Fred Herreshoff. H. B. McFarland, of whom much was expected on account of his sensational golf in the remaining his match with Walter J. Travis and was defeated after an interesting match, by 3 pp and 2 to play.

The summa ries:

McFrepolitian G. A. | Pennsylrania A. G. W. J. Travis. | 1 H. B. Marfarland. | 5 C. M. C. Fownes. J. T. S. Douglas. | 1 Norman MacBeth. | 6 C. A. Dounling. | 1 H. W. P. Smith. | 5 C. A. Crump. | 5 C. A

J. A. Hughes, 5; E. G. Britz, 6; J. P. Kemp. 7; W. A. Nial, stroke, and George W. Hayden, coxswain. No time taken.

Senior Single Sculls—Won by F. Fuessel, Harlem R. C., second: George Korwan, Pavenswood Boat Club, third: Time, 7 minutes 20 seconds.

Juntor Double Gig—Woa by Nassau Boat Club, with C. Stetug, bow: R. F. Conking, stroke; Hudson Boat Club, second, with G. Heims, bow: R. Bruce, stroke; Palisade Eoat Club, third, with H. Wilke, bow: W. T. Russell, stroke. Time, 7 minutes 22 seconds.

The summaries;

minutes 22 seconds.

Boo's Bools. 2. 112. E. Dugan. 7-1 2-1 7
Sager, Y. 112. McIntyre. 25-1 8-1 8
Time, 1:13 2-5.
Good start: won easily: Sandrian, ch. g., 2.
by Hamburg-Sandris: owned by the Quincy
Stable: trained by George Corpnell. BECOND BACK

Selling: for three-year-olds and upward; \$400 added; apprentice riders; one mile:

Horse and Age. Wt. Jockey. Betting. Fig.
Imitator, 4. 99 Hyland... 11-3 3-5 12
Bea Trovato, 5. 107. Carter... 7-10 1-4 22
Seymour Beutler, 4.105. Mooney... 10-1 3-1 34
Klittlecrankie, 5... 90. Wrispen... 20-1 5-1 4
Bockstone, 5... 104. Valentine... 6-1 7-5 5
Time... 130 1-3.
Good start: woo easily: Imitator... b. f. 4. by

Good start; won easily; Imitator, b. f., 6, by Mimic-Graziosa; owned by J. C. F. Jacoby; trained by John Hypes. THIRD RACE. The Municipal Handicap of \$1,500; for three year-olds and upward; one mile and three-quar

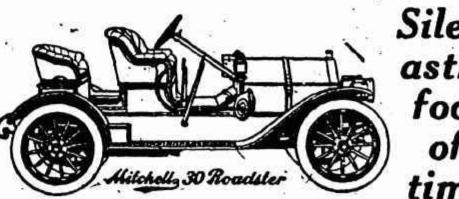
Good start; won easily: Olambala, ch. e., 3, by Ormus-Blue and White; owned by the Montpeller Stable; trained by T. J. Healey. POURTH RACE. Champion Steeplechase; for four-year-olds and upward; \$3,000 added; about three and a balf

AUTOMOBILES.

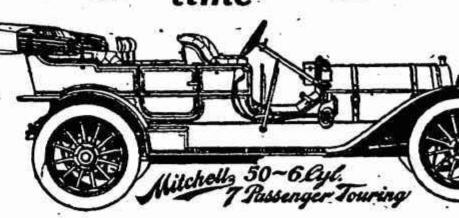
AUTOYOBILES.

AUTOMOBILES.

Climax to Six Years of Unexampled Accomplishment



toot time



The only highclass six-cylinder touring car that sells for as little \$2,000.00

Sensational Features for 1910

Three Magnificent Models

The car you

ought to have

at the price

you ought to

Mitchell Roadster, 4 cylinders, 30-35 horse power, \$1,100 Mitchell five passenger touring car, 4 cylinders, \$1,350

Mitchell 6-cylinder touring car, seven passengers, 50- \$2,000 horse power, 130-inch wheel base.....

RACINE

Absolute elimination of all noise, so that all the Mitchells will run as silently as the most silent

Complete transformation of the Mitchell style and wonderful development from the mediocre

Complete change inspring suspension which promotes ten fold the easy riding qualities of the car. Standardization and interchangeability of the cylinders in all models as well as all parts above the crank case.

More interchangeable parts in the Mitchell line than in any other line of motor cars made. Surprising development of the Mitchell five-passenger touring car, which is greater at its new price of \$1,350 than it was at its old price of \$1,500.

Creation of the Mitchell Big Six-Cylinder car of 50-horse power, seven passengers and 130-inch wheel base at the same price as the big touring car of 1909—\$2,000. Wheel sizes increased-32-inch wheel for the Roadster, 34 inches for five-passenger touring car, and 36-inch wheels for the Mitchell Six.

Double the output of 1909, or 6,012 cars, all of which have been contracted for by our agents within the last 30 days. MAGNETO EQUIPMENT WITHOUT EXTRA CHARGE

Wouldn't you like to know why we can-and do-make a SO WE HAVEN'T INCREASED THE PRICES. In the instance better car for less money than any other maker on earth?

And how we are able to produce a better car this year than last for the same price-AND EVEN LESS?

Taking the Consumer Into Our Confidence

Every Part

Now Made

in Our Own

You are entitled to the information. YOU ARE THE MAN WHO PAYS THE PRICE and we are going to take you into our confidence, even though we reveal what some makers regard as trade secrets. We have NO TRADE SECRETS. We are willing to tell THE WHOLE

FIRST AND FOREMOST—we make EVERY SOLITARY PART that goes into a Mitchell car. We don't assemble from all points of the compars. We have just completed the largest automobile works in the United States. They are absolutely complete and wonderfully equipped. Our factory organization is made up of men who have grown up in the business, headed by Designer John W. Bate, acknowledged to be the best designer and producer of motor cars in the world. And having

been successful ourselves we have permitted these men to share in our success. This means that they put their best thought and effort into every part they handle. AND THE BETTER WORK

Factory THEY DO FOR US THE MORE THEY PROFIT THEMSELVES. Our average wages are the highest paid by any automobile factory.

We buy our materials in vast quantities. And while we buy the BEST, the very same used in the highest priced cars, we buy MORE than anybody else and get the benefit of better prices than any other maker of motor cars. We do all the work of shaping from the rough to the finished article. SO THAT WE KNOW BEYOND THE SHADOW OF QUESTION THE CHARACTER AND QUALITY OF EVERY PART THAT EN-TERS INTO A MITCHELL CAR.

Before we built this new factory we couldn't do all these things as we desired. Yet we produced a splendid car. THE NAME OF MITCHELL IS KNOWN EVERYWHERE FOR

of one car we have lowered the price simply because our improved facilities have made it possible.

Changes for the Better, but the Same Engine Principle

Changes are numerous. They are, of course, all for the better. You won't recognize the car because of them. Most everything is changed but the engine principle. It wasn't necessary to change that. IT WAS A MASTERPIECE IN THE FIRST PLACE.

The radiator and hood design have been changed from the mediocre to the beautiful. That was in response to public request. Quite a few people didn't like the broad, ungraceful-looking front. THE 1910 DESIGN WILL PLEASE THE MOST FASTIDIOUS.

AND THE NOISE IS GONE—the rattling, clicking sound which was caused by the valves. The 1910 model is SILENT AS THE FOOT OF TIME. There isn't a car in the world that runs more silently. Silent This, too, was in deference to the wishes

as the Foot of Time

nothing better.

of the people. The spring suspension, too, has been changed. Not that the car ever rode uncomfortably, but because we wanted it to be so comfortable that nabobs could ask for

The style of the bodies has been beautified. The lines are more graceful. And when the 1910 model appears upon the boulevards you will admit that there isn't anything more aristocratic in the whole gamut of motor cars, NO MATTER WHAT YOU PAY.

Creation of the Mitchell Six-Cylinder at \$2,000

One innovation that will create a sensation-and justly so- is the development of last year's four-cylinder 40-horse power touring car into a SIX-CYLINDER 50-HORSE POWER TOURING CAR without adding a penny to the price. Last year the four-cylinder was \$2,000. The SIX is likewise \$2,000 and a greater, roomier and more powerful car. SO



