

WORLD'S BILLIARD TITLE FOR DEMAREST

Chicago A. C. Player Defeats Re Rolle in Final Game of Amateur Tourney.

BRILLIANT RUN AT FINISH

Champion Scores 145 Points in Last Inning and Wins by a Score of 400 to 216—Two Ties.

With an unfinished run of 145 points, Calvin W. Demarest, Chicago Athletic Club, defeated Lucien Re Rolle, Amateur Billiard Club, Toulouse, France, last night at the Liederkrantz Club by the score of 400 to 216, and won the amateur billiard championship of the world. The victory was a popular one and the result of the best game of the tournament. Demarest, in addition to winning the championship, captured the prize for the highest run with 151, and also the trophy for the best average, which was 28 8-14.

Re Rolle is tied with C. F. Conklin, Chicago Athletic Club, for second place, and J. Ferdinand Poggenburg and E. W. Gardner are on even terms for the fourth prize. Both games will be played to-day to decide the ties.

Demarest gave a brilliant exhibition of balk-line billiards. He showed complete control of the spheres, and his nursing and position plays were both masterly and fascinating. Re Rolle was not consistent. In the early stages of the game he led his youthful opponent, but failed to sustain the pace, and after Demarest assumed the lead the Frenchman quickly dropped behind. The world's champion made a high run of 145 and averaged 28 8-14. Re Rolle's average was 16 8-13, and his best run 46. The score:

Demarest—16 16 0 20 61 5 2 1 68 55 4 3 4
145. Total, 400. Average, 28 8-14; high runs, 145, 68, 61, 55.
Rerolle—32 9 19 48 30 3 0 10 4 4 11 3 44.
Total, 216. Average, 16 8-13; high runs, 46, 44, 33 30.

Standing of the Players.

	W.	L.	P.C.	Hl.run.	Best av.
Demarest	4	0	1.000	151	28 8-14
Rerolle	2	2	.500	103	16 8-11
Conklin	2	2	.500	59	13 23-29
Poggenburg	1	3	.250	55	13 4-18
Gardner	1	3	.250	62	10 20-38

Two games will be played to-day. This afternoon, J. Ferdinand Poggenburg and E. W. Gardner will cross cues for the fourth prize, and the evening game between Lucien Rerolle and C. F. Conklin will determine the winner of the second prize.

WARNING TO AUTOISTS.

They Must Obey Law in Ferrying Cars Across East River.

Several wealthy owners of automobiles, including William K. Vanderbilt, Jr., are using the Williamsburg Bridge in getting to Long Island in the motorcars these days instead of crossing in the Long Island Railroad ferryboats. And they are not doing so from choice. The fact is Mr. Vanderbilt and a number of other automobile owners, some of them members of the Automobile Club of America, are on the blacklist of the Long Island Railroad, and the road is exercising its right to discriminate against the owners of motorcars who violate the rules and regulations of the company. Railroad officials say that Mr. Vanderbilt and the others whose machines have been excluded from the ferries will be allowed to use the boats for the machines some time in the future, provided they promise to "be good" and to adhere to the letter of the company's rules.

Posted on the bulletin board of the railroad's terminal in Long Island City are the numbers of eleven automobiles which are debarred from the use of the ferryboats. Employees of the ferryboats have been instructed not to allow a machine bearing one of the eleven numbers on board a boat until further notice.

Those who own the blacklisted machines are William K. Vanderbilt, Jr., William D. Sloane, Lawrence Gourlie, Dr. Calvin Thayer Adams, M. Untermyer, Alden L. McNutty, Frederick H. Tucker, Jr., H. A. Pharmsen, Thomas F. Smith, the Night Service Company, and the Lozier Motor Company.

This posting of the numbers of motor cars whose chauffeurs refused to comply with the law has been going on for a year. The numbers remain on the bulletin boards for several weeks and are then removed to give place to other and more recent violators. The system of blacklisting is termed by the railroad men "public education," and is an object lesson to the owners of other automobiles who patronize the ferries.

H. L. Des Anges, Superintendent of the floating equipment of the Long Island Railroad, said yesterday that the railroad did not wish to be placed in the light of discriminating unjustly against any owner of an automobile, but had to protect itself against the possibility of being fined for violations of the law. He said that the posting of the numbers of the blacklisted cars did not mean that they had been ruled off the ferryboats for all time, and that as soon as the railroad

was assured that the offenders would comply with the regulations, they would be again allowed to use the ferries.

Ralph Peters, President of the Long Island Railroad, had this to say:

"The law requires that motors must be stopped immediately the vehicle is located and not started again until the ferryboat is fast in its slip again after the trip. Chauffeurs have proved obstinate and refused to obey that law, preferring to let their engines chug away while the ferryboat is making the trip. We will not stand for that any longer. Last Fall a car on which the engine had not been stopped suddenly shot ahead and knocked three or four persons into the river. There is also more danger of an explosion while the motor engine is running. We are determined to break up this practice of allowing the motors to remain running after the machine is on board the ferryboat."

William W. Niles, counsel for the Automobile Club of America, said yesterday that the railroad company was acting entirely in its rights in refusing to allow machines to use the ferries when they would not comply with the law.

"The law is quite plain on that head, and the railroad officials are allowed to protect themselves by blacklisting the machines which have offended in the past," he said.

GOOD ROADS MEN MEET.

Plan for Big Convention to be Held at Buffalo on July 7 and 8.

The committee from the American Automobile Association which has in charge the arrangements for the Legislative and Good Roads Convention to be held in Buffalo on July 7 and 8 held a meeting at the A. A. A. headquarters yesterday morning, the following members being present: Robert P. Hooper of Philadelphia, Chairman; Charles Thaddeus Torry of New York, George C. Diehl of Buffalo, Alfred Reeves of New York, Paul C. Wolff of Pittsburg, Penn., and Frederick H. Elliott, Secretary.

Reports from Chairmen of the subcommittees were presented showing that splendid progress had been made, and requests received indicated a widespread interest by many of the A. A. A. clubs in the convention plans. The Publicity Committee then appointed Alfred Reeves of New York as Chairman, and George C. Diehl of Buffalo was named as Chairman of the Committee on Practical Demonstrations on Roads.

It is expected that Gov. Hughes of New York, Gov. Stuart of Pennsylvania, and Gov. Harris of Ohio will address the delegates at the banquet to be given on Wednesday evening, July 8. Among the speakers of National reputation who will address the delegates in attendance at the good roads meeting are Joseph W. Hunter, State Highway Commissioner of Pennsylvania; W. E. McClintock, State Highway Commissioner of Massachusetts, and Frederick Skene, State Engineer of New York.