

The Morrisania Court fined David W. Bishop Jr. \$10 after he was arrested for exceeding the 15 miles per hour speed limit. This was the very reason that the endurance run committee created a maximum 15 miles per hour speed as most municipalities at that time posted 15 miles per hour speed limits, or less!



### **PASSING THROUGH THE SALT MARSHES AT SYRACUSE.**

Photo from the September 18, 1901 issue of Horseless Age magazine.

Stage One was dusty with deep and bumpy sandy ruts once the contestants departed New York City. The route was difficult to follow. In one village the speed limit was 4 miles per hour. Some hills were difficult to climb and then the downhill run the cars “frequently exceeded 25 miles per hour!”

At the closing of the Poughkeepsie control at 9:30 PM seventy-five of the eighty starters had arrived.

For stage Two the weather was good but the roads “varying from good to bad and treacherous.” Sixty-five vehicles arrived in Albany within the time limit.

Wednesday September 11 the automobiles had to “slacken their speed” due to wet roads in the morning and heavy rain in the afternoon. All the vehicles “skidded to the point of danger.” 51 vehicles reached Herkimer before 9:40, the time of closing the control.

Stage Four on Thursday September 12<sup>th</sup> was another day of rain. The “roads were mostly miserable in the morning with only a few fair stretches.” Tire and axle failure at this point of the endurance run was high. 48 vehicles arrived at the Syracuse closing of the control at 9:30 PM. The September 13<sup>th</sup> Syracuse Journal's headlines “Men and Vehicles Covered with Mud. Chauffeurs Say Roads Are a Disgrace to Empire State.”

The Syracuse Journal reported that the “New York City – Buffalo racers here tomorrow around noon. New York State Fair Commissioner Frederick C. Stevens offered a prize souvenir cup for a planned auto race around 1:00 PM, of the racers involved in the endurance run, Thursday at the New York State Fair. Some of the drivers expected were A.C. Bostwick, W.K. Vanderbilt Jr., C.A. Benjamin, J.J. Astor, Alexander Winton and D. Wolfe Bishop. Bishop will attempt to make a mile better than 1 minute and 40 seconds. A 5-mile dash will be the featured event”. Rain put an end to the New York State automobile exhibition.

Departure from Syracuse on Friday September 13, 1901 at 8:02 for Rochester for the Fifth Stage of 87.2 miles started under gray and damp skies with slippery roads. David Wolfe Bishop, C-55, driving a gasoline Panhard-Levassor was the first arrival at the Rochester control at 12:30 PM. J.W. Packard, C-23, driving a gasoline Packard was next followed by C. Arthur Benjamin, A-47, driving a steam Locomobile. 42 of 80 vehicles would reach the Rochester control.

As the New York City to Buffalo Endurance Run chugged along President McKinley had a second operation on Tuesday September 10<sup>th</sup>. Thursday the medical reports were that the President “continues to improve.”

On Friday morning September 13<sup>th</sup> a telegraph message was sent to the North Creek, NY train station that the condition of the President was worse, from there a telephone call was made to the Tahawus Club 35 miles away.

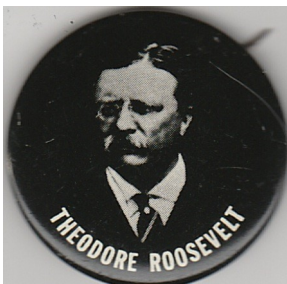
Vice President Roosevelt and a group of friends departed from the upper Tahawus Club house on route to the Mount Marcy area for a hunting trip at 6:00 AM Friday morning. The Vice President has been gone for over 5 hours when the telegraph to North Creek was received. A search party was sent to Mount Marcy, 10 miles away, to find Vice President Roosevelt with the news that President McKinley was in serious condition. At 5:45 PM the hunting party was found at the top of Mount Marcy.

From there it was a rushed walk ten miles back to the upper Tahawus Club house where Roosevelt could continue his travels by horse and wagon. At midnight Roosevelt arrived at the lower Tahawus Club house where he boarded a new wagon. At 5:22 AM Saturday morning the buckboard arrived at the North Creek train station and the Vice President departed for Buffalo on a special train. It was at the North Creek station that Roosevelt learned of the death of President McKinley.

Friday's headlines of the Buffalo Courier were “The President is Dying.” At 2:15 AM Saturday morning September 14, 1901 the President of the United States died!

At 7:56 the train carrying Roosevelt arrived in Albany where the Vice President changed trains and departed at 8:02 AM. At Syracuse they changed engines and continued to Buffalo. At 1:40 PM Saturday September 14, 1901 Roosevelt reached Buffalo and was met by Ansley Wilcox. From the train station they traveled to the Wilcox house and then to the Milburn house where President McKinley was laid out.

From there Vice President Roosevelt traveled back to the Wilcox house and at 3:31 PM Saturday September 14, 1901 Roosevelt took the oath of office as the President of the United States of America.



Button from the Ken Parrotte collection.

President Theodore Roosevelt was born October 27, 1858 and died January 6, 1919 at age 60. He was the 26<sup>th</sup> President of the United States. Roosevelt was the 33<sup>rd</sup> Governor of New York State.

Theodore Roosevelt was a Colonel in the 1<sup>st</sup> United States Volunteer Cavalry “Rough Riders” in the Spanish – American War and fought in the July 18, 1898 San Juan Hill battle in Cuba.

Theodore Roosevelt's youngest child, Quentin Roosevelt, was killed in aerial combat over Chamery, France during WWI flying for the 95<sup>th</sup> Aero Squadron July 14, 1918. Roosevelt's oldest son, Theodore Roosevelt, Jr., was the only General on D-Day to land with the first wave at Utah Beach June 6, 1944. He died of a heart attack July 12, 1944 in France.



North Creek Depot Museum in North Creek, NY in the Adirondack Mountains. Ken Parrotte photo.

With the news of the death of President McKinley the New York City the Buffalo Endurance Run committee abandoned the Sixth Stage, Saturday September 14, 1901, from Rochester to Buffalo.

In Horseless Age's September 18, 1901 edition "The highest average speed from start to finish was maintained by David Wolfe Bishop in his Panhard."

The New York City to Buffalo Endurance Run committee issued a final report which was published in Horseless Age October 16, 1901. Part of the report is found below.

The following vehicles completed the contest from New York to Rochester within the prescribed limits, and are entitled to certificates as follows:

### FIRST CLASS CERTIFICATE.

(Average speed from 12 to 15 miles per hour.)

Official No.	Description.	Entered by	Average Miles Per Hour.
C-55 30	H. P. Panhard.....	David Wolfe Bishop.....	15
B- 5 8	H. P. Haynes-Apperson...	Elmer Apperson.....	14.18
B- 4 8½	H. P. Haynes-Apperson...	Haynes-Apperson Co.....	13.78
C-24 12	H. P. Packard.....	Ohio Automobile Co.....	13.70
B-14 6	H. P. White.....	White Sewing Machine Co....	13.68
C- 1 16	H. P. Robinson.....	J. R. Robinson, Jr.....	13.63
B-12 6	H. P. White.....	White Sewing Machine Co....	13.55
B-13 6	H. P. White.....	White Sewing Machine Co....	13.48
B-70 6	H. P. Foster.....	Foster Automobile Mfg. Co.:	13.19
A-11 6	H. P. White.....	White Sewing Machine Co....	13.07
C- 2 12	H. P. Panhard.....	A. R. Shattuck.....	13.05
C-31 9	H. P. Gasmobile.....	Albert T. Otto.....	12.91
C-56 14	H. P. Packard.....	A. L. McMurtry.....	12.83
C-23 12	H. P. Packard.....	Ohio Automobile Co.....	12.79
A-72 5	H. P. Motorette.....	De Dion-Bouton Motorette Co.	12.64
B-86 6	H. P. Hydrocar.....	American Bicycle Co.....	12.60
A-47 3½	H. P. Locomobile.....	C. Arthur Benjamin.....	12.58
C-79 16	H. P. Packard.....	Truman J. Martin and Ellicott Evans .....	12.57
B-28 9	H. P. Lane Surrey.....	Lane Motor Vehicle Co.....	12.25
C-77 9	H. P. Gasmobile.....	Alexander Fischer.....	12

### SECOND CLASS CERTIFICATE.

(Average speed from 10 to 12 miles per hour.)

Official No.	Description.	Entered by	Average Miles Per Hour.
B-78 4½	H. P. Columbia.....	Jefferson Seligman.....	11.92
B-32 8	H. P. Winton.....	Percy Owen.....	11.82
B-80 4½	H. P. Columbia.....	George B. Pettengill.....	11.69
B-35 6	H. P. Foster.....	Foster Automobile Mfg. Co....	11.68
A-37 3½	H. P. Locomobile.....	Locomobile Co. of America...	11.62
B-81 7	H. P. Long Distance....	F. E. Lewis, 2d.....	10.91
A- 8 2¾	H. P. Pierce.....	G. N. Pierce Co.....	10.69
A-75 5	H. P. De Dion Motorette.	C. J. Field.....	10.38
B-34 7	H. P. St. Louis.....	St. Louis Motor Carriage Co..	10.17
C-61 12	H. P. Packard.....	John M. Satterfield.....	10.11

### THIRD CLASS CERTIFICATE.

(Average speed from 8 to 10 miles per hour.)

Official No.	Description.	Entered by	Average Miles Per Hour.
B-22 12	H. P. Winton.....	Alexander Dow.....	9.99
C-59 12	H. P. Gasmobile.....	John Jacob Astor.....	9.78
B-27 8½	H. P. Autocar.....	Louis S. Clarke.....	9.69
C-30 9	H. P. Gasmobile.....	Sidney Dillon Ripley.....	9.64
A-38 3½	H. P. Locomobile.....	Locomobile Co. of America..	9.47
A-63 8	H. P. Duryea.....	Duryea Power Co.....	8.71
A-82 4	H. P. Knox.....	Knox Automobile Co.....	8.50

The following vehicles finished at Rochester, but averaged for the whole distance less than 8 miles per hour:

C-18 9	H. P. Holyoke.....	C. R. Greuter.....	7.65
B-39 4½	H. P. Locomobile.....	Locomobile Co. of America...	7.62
A-45	Stanhope.....	Grout Bros.....	7.21



Assassination site of President William McKinley Friday September 6, 1901 at the Buffalo Pan-American Exposition. This was the site of the Pan-American Temple of Music. Ken Parrotte photo.

William McKinley, 25<sup>th</sup> president of the United States, was born January 29, 1843 in Niles, Ohio and died in Buffalo, New York September 14, 1901 at the age of 58.

McKinley was the 39<sup>th</sup> Governor of Ohio. McKinley is buried in Canton, Ohio.

William McKinley was a Brevet Major in the United States Army 1861 – 1865 during the Civil War and fought at Antietam with the 23<sup>rd</sup> Ohio Infantry. There is a large McKinley monument at the Antietam battle site.

Monument located in downtown Buffalo, New York “in memory of William McKinley.

