

MAN NOT TOO TO SEE SCHIFF

Banker Makes Short
to the Castle on
ower Hill.

DO NOT AGREE

Household Say No Opera-
be Performed—Guards
out the Place.

Y., August 22.—Either Ed-
man is not too ill to discuss
wishes to clean up certain
ncial matters as soon as
ee are the two divergent
ng visit made to the finan-
ountain fastness today by
Y., the New York banker.
ce attached to Mr. Schiff's
an by the fact that a
e train was stopped at the
oday to permit the banker
a was done at the request
of the Harriman estate.
re later returned with an
meet this train when it
en. Mr. Schiff stepped off
was driven off up the steep
the Harriman house. Mr.

DEATH AND INJURY AT THE AUTO RACES

One Man Killed, Six Serious-
ly Hurt and a Policeman
Crippled.

SMASHUPS AT MOTORDROME

Attempts to Break Indianapolis Rec-
ords at the Brighton Beach Twenty-
Four-Hour Contest.

NEW YORK, August 22.—The record
for the first ten hours of the twenty-
four-hour automobile race on the new
motordrome track at Brighton Beach, is
one man killed, one possibly fatally in-
jured and six others hurt. The dead:

LEONARD COLE, mechanician of
Stearns car, killed.

The injured are: Lorenzo Grosso, driver
Stearns car, may die; Cyrus Patchette,
driver Acme car; Hugh Hughes, driver
Allen Kingston car, badly burned, in hos-
pital; mechanician Acme car, name un-
known, unconscious in hospital; William
Helma, driver Lozier car, leg severely
hurt; William Giblin, mechanician Lozier
car, severely injured; Patrick Corrigan,
special man, leg and knee broken.

Fully fifteen thousand persons were
present when the fatal crash occurred.

meet this train when it
den Mr. Schiff stepped off
was driven off up the steep
to the Harriman house. Mr.
remained only a short time
declined to discuss the pur-
suit or to comment in any
Harriman and his inter-

Telephone Forbidden.

about Mr. Harriman was
closer than ever. William
superintendent of the Har-
drove to the postoffice and
and gave orders that no
en or strangers should be
the telephone. This order,
applied to the whole line.
es in Arden and Turner are
ne, which is a private one
McClellan's supervisor. The
was "that outsiders" calls
the line so busy that it was
subscribers to get the proper
ntal of Dr. Crile's presence
from the Harriman house
order went into effect. Re-
by members of the house-
absence of further confirma-
ened the belief that there
no immediate intention of
the financier.

member of Mr. Harriman's
left the house grounds today
Harriman, his youngest son.
er went automobile riding
r.

Conference Held.

ociate of Mr. Harriman in
y said today that it was not
parations were being made
on Mr. Harriman. This
d he had heard from Arden
and that Mr. Harriman was

the household at noon de-
telephone that Dr. Crile, the
m Cleveland, or other phy-
rived for a consultation or
tion was pending. No state-
Mr. Harriman's condition
ning from Dr. Lyle, the fam-

that Mr. Harriman was not
turn his mind to business
Lovett and others in close
Mr. Harriman are relieving
anxiety. The active mind

hurt; William Giblin, mechanician, Lozier
car, severely injured; Patrick Corrigan,
special man, leg and knee broken.

Fully fifteen thousand persons were
present when the fatal smash occurred
last night. During the night there were
many spills, which forced several cars to
take trips to the camps for repairs.

Nip and Tuck for Five Hours.

The Rainier and Renault racers were
more lucky than the others and they
raced each other nip and tuck for five
hours amid the cheers of spectators, un-
till they got on level terms shortly after 6
o'clock. Two hours later they still were
tied for first place.

One of the early morning accidents was
the turning over of the Lozier car, under
which driver Helma was buried, but he
was not even scratched. He had a rest of
nearly two hours before the car was put
into commission.

Between 4 and 5 o'clock a special po-
liceman, Patrick Corrigan, was badly in-
jured through the overturning of a metal
lamppost which was knocked over by
one of the racing automobiles, which
skidded while going at top speed. Cor-
rigan's right leg was broken and his left
knee dislocated. He was taken to the
hospital, where driver Grosse was being
treated for an injured spine and internal
bruises.

How Cole Lost His Life.

The accident in which Cole lost his life
happened in front of the grand stand, and
scores of women were carried fainting to
the clubhouse. Grosse was driving his 60-
horse power Stearns car. The Acme,
driven by Cyrus Patcheke, with its "sta-
ble entry," driven by Maynard, crashed
into the Stearns 150 yards from the club-
house, near the first turn. While the
Acme crew escaped serious injury both
Grosse and his mechanician were thrown
among the wreckage of the Stearns car,
which was smashed into pieces.

The accident was of a peculiar nature.
The Stearns had gone to its camp to ad-
just some trouble, and had only come
back to the track to take up the race,
when the left rear tire exploded. This
threw the car toward the inside of the
track.

Crushed in the Wreckage.

The Acme, which had in the first
hour equaled the world's record with
55 miles, was just behind. Patcheke was
unable to avoid the collision. His right

ation was pending. No state-
to Mr. Harriman's condition
coming from Dr. Lyle, the fam-

that Mr. Harriman was not
turn his mind to business
Lovett and others in close
Mr. Harriman are relieving
uch anxiety. The active mind
eler rebels against this in-
Mr. Harriman is turning
to his pet hobby, the com-
s magnificent summer home.
e of the various departments
on work said today that
an frequently called them
and conferred with them in
e work being done and new
own.

Kept Reporters Back.

made last night to pierce the
armed guards and obtain an
statement from the Harri-
as met with a rebuff on the
armed men, who seemed
send a charge of buckshot
zealous seeker after informa-

of Harriman's illness has
stated no malignant can-
each trouble and a spinal
whatever it may be, it is un-
t an operation has been ad-
Harriman's examination by
l. in Vienna, Harriman. It is
against an operation and
that he be brought back to
ore he would even consider
His weakened physical con-
has rendered an operation
nd it was hoped to build up
by a few weeks' rest at
submitting him to the sur-

After Sees Harriman.

satisfactory first-hand report
Harriman's condition that has
r from any one outside the
as obtained from the Rev.
anus, rector of the Episco-
at Chester. Mr. McQuinnus
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Harriman's home," said the
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Crushed in the Wreckage.

The Acme, which had in the first
hour equaled the world's record with
55 miles, was just behind. Patcheke was
unable to avoid the collision. His right
front wheel caught the Stearns's left.

The speed of the Acme was so great
that it simply shot straight under the
Stearns. The latter car was thrown five
feet into the air, and the crew fell among
the wreckage. For a while it looked as
if all the cars would be implicated in the
catastrophe. The field was well bunched
behind the Acme, and several cars barely
managed to clear the wreckage or the
mangled men. They finally were stopped
until the debris was cleared and the in-
jured removed.

Enveloped in Flames.

It was the second serious accident of
the night. About two minutes before the
Acme collided with the Stearns Hugh
Hughes, the pilot of the Allen Kingston,
came within an eyelash of being burned
to death. At the stretch turn a rear tire
of the Allen Kingston exploded and the
car swerved into the Flat. The latter car
bumped the Allen Kingston so severely
that it broke the gasoline tank. A sheet of
flaming gasoline enveloped Hughes and
his gasoline-saturated clothes took fire.
Fortunately the accident took place near
one of the ambulance wagons and the
flames were smothered before Hughes
was fatally injured. The Flat was put out
of commission with two broken front
axles.

At the hospital today the doctors said
that driver Laureats Grosse had a chance
for recovery, though his spine was frac-
tured. Grosse will undergo an operation.

RENAULT HOLDS LEAD.

Six of Original Ten Starters in Race at End of Sixteenth Hour.

The excitement experienced by the peo-
ple who sat waiting for thrillers at the
automobile race at the Brighton Beach
motordrome all through last night and
the early morning hours should certainly
have satisfied them. There was an ex-
citing time this forenoon when the

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early I found him looking
than I had expected. His
was firm and to me he looked
when he went to Europe."

RB AFFECT MARKET.

and Other Stocks Slump
Under Fresh Selling.

Aug. 23. The conflict
concerning the health of Mr.
and their reflection in a very
selling of the stock market.
Harriman stocks were the
most feature with a loss of
Union Pacific and 1 in South-
losses in other active in-
mally points. Soon after
Union Pacific made a fur-
cal decline, placing it below
of last Thursday. There
pressure upon United States
but market movements
were rather confusing. Some
was manifest today to shake
Harriman's
to consider rather the com-
properties.

The first hour a fresh selling
appeared in the Harriman
and Union Pacific down to
below yesterday's closing.
Pacific down to 12, a loss
ding was off 7 points. New
and Northern Pacific as
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The general list sold off. In
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outheld and driver Helna and his as-
sistant were seen to lurch from the
racer.

A shout went up from the occupants of
the grand stand as they were sure an-
other tragedy had taken place, but they
were quickly reassured by the official
announcer, who said no one was in-
jured.

The field in the afternoon consisted of
six cars, with the Renault holding a
good safe lead. The Rainier was a close
second until an accident to the latter
forced her to stay out for repairs for
over an hour. Acme No. 4 then took sec-
ond place, but as soon as Disbrow got
the Rainier moving again he went after
second place and won it back in an
hour.

Acme Meets with Accident.

An accident to the Acme No. 4 put that
racer further back. This seemed to leave
the finish between Renault and Rainier,
which battled so hard all night, with the
odds in favor of the Renault, as it has
been going smoothly almost every minute
since the start. There is no chance of a
new record for this event, as the track
has become so rough after the continuous
use since yesterday morning that speed-
ing is out of the question.

Fifteenth Hour Score—Renault,
Rainier, 621; Acme No. 4, 615; Acme No.
2, 587; Palmer-Singer, 549; Allen-King-
ston, 506. Fifteen-hour record, 761 miles.

Sixteenth Hour Score—Renault,
Rainier, 668; Acme No. 4, 626; Acme No. 2,
626; Palmer-Singer, 593; Allen-Kingston,
546. Sixteen-hour record is 819 miles.

The contestants left the post at 10:01
o'clock last night in the following order:

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The first hour a fresh selling
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new record for this event, as the track
has become so rough after the continuous
use since yesterday morning that speed
is out of the question.

Fifteenth Hour Score—Renault, 743;
Rainier, 621; Acme No. 4, 615; Acme No.
2, 567; Palmer-Singer, 549; Allen-King-
ston, 500. Fifteen-hour record, 761 miles.

Sixteenth Hour Score—Renault, 743;
Rainier, 621; Acme No. 4, 615; Acme No. 2,
567; Palmer-Singer, 503; Allen-Kingston,
500. Sixteen-hour record is 816 miles.

The contestants left the post at 10:01
last night in the following order:

RIA, August 28.—The conflict concerning the health of Mr. Harriman and their reflection in a very opening of the stock market. Harriman stocks were the conspicuous features, with a loss of Union Pacific and 1 in South-

Losses in other active issues from 1 to 1½ points. Soon after Union Pacific made a further decline, placing it below the level of last Thursday. There was pressure upon United States Steel, but market movements were rather confusing. Some was manifest today to shake the influence of Mr. Harriman's to consider rather the company's properties.

In the first hour a fresh selling appeared in the Harriman which sent Union Pacific down to its lowest yesterday's closing. Union Pacific down to 125, a loss of 2 points; New York Central and Northern Pacific as well, and United States Steel.

The general list sold off, in and the selling movement was suggestive of wholesale liquidation.

The forward course of the stock market arrested in the second hour, official statements were issued in reports that Mr. Harriman would undergo a surgical operation. The first hour aggregated 250,000, over 90 per cent. of which was in stocks, namely, Union Pacific, Central, U. S. Steel and Reading. It displayed a much quieter tone after the first hour.

Out of the early scare was a constantly broadening and active market, which reached its close. Union Pacific was up and the scramble for the stock up over 3 points from the low where it ended. Full recovery scored at some other pits.

Reading and U. S. Steel, the latter being heavily absorbed around 100, increased in rapid fashion and began to climb and the hour was very active and strong at

announcer, who said no one was injured.

The field in the afternoon consisted of six cars, with the Renault holding a good safe lead. The Rainier was a close second until an accident to the latter forced her to stay out for repairs for over an hour. Acme No. 4 then took second place, but as soon as Disbrow got the Rainier moving again he went after second place and won it back in an hour.

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Sixteenth Hour Score—Renault, 743; Rainier, 625; Acme No. 4, 626; Acme No. 2, 626; Palmer-Singer, 553; Allen-Kingston, 540. Sixteen-hour record is 819 miles.

The contestants left the post at 10:01 o'clock last night in the following order:

- No. 1—Renault, Basle and Raffalovich.
- No. 2—Palmer-Singer, Lescault and Howard.
- No. 3—Acme, Patcheke and Maynard.
- No. 4—Acme, Vantine and Kayeuh.
- No. 5—Lozier, Heina and Cole.
- No. 6—Stearns, Grosse and Mulford.
- No. 7—Haupt, Robertson and Poole.
- No. 8—Allen-Kingston, Hughes and Eschell.

- No. 9—Fiat, DePalma and Parker.
- No. 10—Rainier, Disbrow and Lund.

Preliminary events yesterday afternoon included a one-hour motorcycle race, won easily by Walter Goerke, who covered 54½ miles; and a six-hour race for low-priced cars, won by the Hupmobile after the S. P. O. No. 1 had been disqualified. In one-mile time trials De Palma, in the Fiat Cyclone, circled the track in 1:55 1-4 and Christie in his new 110-horse power

August 28.—The conflict concerning the health of Mr. Harriman and their reflection in a very opening of the stock market. Harriman stocks were the conspicuous features, with a loss of Union Pacific and 1 in South. Losses in other active issues from 1 to 14 points. Soon after Union Pacific made a further decline, placing it below the level of last Thursday. There was pressure upon United States Steel, but market movements were rather confusing. Some was manifest today to shake the influence of Mr. Harriman's properties to consider rather the company's properties.

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Fifteenth Hour Score—Renault, 621; Rainier, 621; Acme No. 4, 613; Acme No. 2, 567; Palmer-Singer, 549; Allen-Kingston, 500. Fifteen-hour record, 761 miles.

Sixteenth Hour Score—Renault, 743; Rainier, 683; Acme No. 4, 628; Acme No. 2, 626; Palmer-Singer, 563; Allen-Kingston, 540. Sixteen-hour record is 819 miles.

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