

Daily per circulation for first nine months, 1909 ..... 90,686  
 Indianapolis alone ..... 47,887

TRAINS AND DELIVERY WHERE TWO CENTS (FIVE DOLLARS A YEAR.

# LOOKED FOR GRANT, IN ALCO CAR, TOMS RECEIPTS WINS VANDERBILT CUP

Officials Predict De-  
 When Present Trade  
 Treaties Expire.

Parker, Driving Fiat, Only  
 Other Contestant to Finish  
 in Long Event.

## ICIT STILL EXISTS MARMON WINS SWEEPSTAKES

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 ll. Do in the Way of  
 viping This Out.

Indianapolis Auto Captures One Short  
 Event, with Chalmers-Detroit  
 Winning Other.

Indianapolis News Bureau,  
 44 Wyatt Building.

October 30—The treas-  
 er declines to make any  
 be revenue-producing capac-  
 w tariff law. A remarkable  
 is customs receipts is  
 he officials frankly admit  
 improvement does not neces-  
 anything

inning of July the customs  
 e about \$19,000,000 ahead of  
 at that date in the previous

### VANDERBILT CUP RACE STATISTICS

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Trophy—The Vanderbilt cup.  
 Value—\$3,000.  
 Number of Cars Entered—Sixteen.  
 Scene of Race—Long Island.  
 Foreign Cars—Five.  
 American Cars—Eleven.  
 Length of Circuit—12.64 miles.  
 Total Length of Course—22 laps or 278.08

... months, 1909 ..... 90,656  
 Indianapolis alone ..... 47,857

ES (ON TRAINS AND EVERYWHERE) TWO CENTS (FIVE DOLLARS A YEAR)

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TON, October 10.—The treas-  
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 change in the revenue-producing capac-  
 ity of the tariff law. A remarkable  
 drop in customs receipts is  
 being met by the officials frankly admit  
 that improvement does not neces-  
 sarily mean anything.

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Daily rate circulation for 1909 ..... 90,658  
 monthly, 1909 ..... 2,719,744  
 Indianapolis alone ..... 47,887

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ON, October 20.—The treasury still declines to make any revenue-producing capacity tariff law. A remarkable increase in customs receipts is the officials frankly admit improvement does not necessitate anything.

During the month of July the customs receipts were about \$12,000,000 as compared with that date in the previous year when they are about \$12,000,000 receipts for the corresponding one year ago. It is well known that this spurt in receipts is due to the anticipatory business going to the customs houses, in connection with the United States trade agreements have been made which would be affected by the ratification of these agreements. It is reported today that there will be a decrease in the treasury for this month of \$2,000,000, this in spite of an increase in customs receipts.

**to Show Decrease.**

for the fiscal year as far as the treasury is concerned—that is to say, for the month of August, September and October.

about \$4,000,000 as compared with the corresponding month of the previous year. While these figures, officials say, at first glance are encouraging, they are not to be taken too seriously in view of the fact that existing trade treaties die as business becomes normal, and receipts from that source will show a marked decrease. The treasury department says that the deficit now exists at the rate of \$12,000,000 a year.

as to what the new tariff law will do in the way of wiping out the deficit is worrying the leaders in the treasury as well as the treasury officials.

**on Corporation Tax.**

away, of the committee on the treasury was about the treasury to get some definite information as to what might be expected from the new legislation, but even now the officials are reluctant to begin to produce revenue as they are very much up

# VANDERBILT CUP RACE STATISTICS

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 Scene of Race—Long Island.  
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 American Cars—Eleven.  
 Length of Circuit—12.64 miles.  
 Total Length of Course—22 laps or 278.08 miles.  
 Number of Spectators—100,000 (estimated).  
 Speed of Winner—61 1/2 miles an hour.  
 Ten cars of smaller power also raced simultaneously with the big cup cars for the Wheatley Hills trophy at 15 laps, and for the Massapequa trophy at 10 laps.  
 Indianapolis Cars—Two Nationals and one Marmon. A Marion and Marmon were also entered in the Wheatley Hills class.

**Vanderbilt Entries.**

**—VANDERBILT CUP CLASS—**

(22 laps—278.08 miles.)

No. Car.	Driver.	Mechanician.
1. Fiat.....	Strang.....	Joe Pazzo
2. *American.....	W. Haupt.....	McMichael
3. Simplex.....	L. A. Mitchell.....	Casey
4. Fiat.....	E. A. Herve.....	J. Tower
5. Atlas.....	Elmer Knox.....	Default
6. Apperson H.....	H. N. Harding.....	Clifton
7. Chalmers "40".....	W. Knipper.....	R. Muller
8. Alco.....	H. F. Grant.....	F. W. Lee
9. Chalmers "40".....	L. B. Lorimer.....	Burns
10. National.....	J. D. Aiken.....	Wilcox
11. National.....	C. C. Merz.....	John Herr
12. Marmon.....	Stillman.....	J. Davidson
14. Fiat.....	E. H. Parker.....	Soudleart
15. Buick.....	Chevrolet.....	Joe Nelson
16. Mercedes.....	S. C. Wishart.....	Gibson
17. Isotta.....	Joe Seymour.....	Graybow

**—WHEATLEY HILLS CLASS—**

(15 laps—189.6 miles.)

21. Marion.....	Monson.....	Hollenbeck, Jr.
22. Marmon.....	Harroun.....	J. Heinmann
23. Columbia.....	R. W. Wilcox.....	Fiannery
24. Moon.....	Phillip Wells.....	Roehfort

**—MASSAPEQUA CLASS—**

(10 laps—126.4 miles.)

44 Wall Building

The treasury... to make any... producing capacity... A remarkable... receipts... adult... does not neces...

July... about \$10,000... of... that late in the previous... they are about \$23,000,000... receipts for the correspond-... one year ago... It is well... at this spurt in receipts is... the anticipatory business... to the customs houses... with which the United... agreements have been... that would be affected... of those agreements... rent today that there will... the treasury for this month... \$10,000,000, this in spite of... increase in customs receipts.

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on Corporation Tax.  
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Length of Circuit—1.64 miles.  
Total Length of Course—22 laps or 278.08 miles.  
Number of Spectators—100,000 (estimated).  
Speed of Winner—61 1/2 miles an hour.  
Ten cars of smaller power also raced simultaneously with the big cup cars for the Wheatley Hills trophy at 15 laps and for the Massapequa trophy at 10 laps.  
Indianapolis Cars—Two Nationals and one Marmion. A Marion and Marmion were also entered in the Wheatley Hills class.

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(22 laps—278.08 miles.)

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4. Fiat.....	E. A. Herne..	J. Tower
5. Atlas.....	Elmer Knox...	Default
6. Apperson H....	H. N. Harding..	Clifton
7. Chalmers "60"...	W. Knipper..	R. Muller
8. Alco.....	H. F. Grant..	F. W. Lee
9. Chalmers "60"...	L. B. Lorimer...	Burns
10. National.....	J. D. Alken....	Wilcox
11. National.....	C. C. Merz....	John Herr
12. Marmion.....	Stillman....	J. Davidson
13. Fiat.....	E. H. Parker..	Soudleart
14. Buick.....	Chevrolet....	Joe Nelson
15. Mercedes.....	E. C. Wishart...	Gibson
16. Isotta.....	Joe Seymour..	Graybow

### —WHEATLEY HILLS CLASS—

(15 laps—189.6 miles.)

17. Marion.....	Monson..	Hollenbeck, Jr.
18. Marmion.....	Harroun...	J. Heinmann
19. Columbia.....	R. W. Wilcox..	Flannery
20. Moon.....	Phillip Wells..	Rochfort

### —MASSAPEQUA CLASS—

(10 laps—126.4 miles.)

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month before he finally de-  
these certificates shall be  
a real embarrassment in  
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the \$1,400,000 app  
congress at the last ses-

# ST. JOHNSBURY

RS MAY DIE OF THEIR  
INJURIES.

## BLOCK BURNED

BURY, Vt. October 30.—  
known to have been lost  
practically destroyed the  
ge bank block here early  
sons were killed by falling  
r windows of the burning  
seven others were buried  
our injured were taken to  
ws of whom are not ex-

14. Fiat..... E. H. Parker..Soudleart
  15. Buick.....Chevrolet....Joe Nelson
  16. Mercedes.....S. C. Wishart...Gibson
  17. Isotta..... Joe Seymour..Graybow
- WHEATLEY HILLS CLASS—  
(15 laps—189.6 miles.)
11. Marion.....Monson..Hollenbeck, Jr.
  12. Marmon.....Harroun...J. Heinmann
  13. Columbia.....R. W. Wilcox..Fleannery
  14. Moon.....Phillip Wells..Roehfort
- MASSEPEQUA CLASS—  
(10 laps—126.4 miles.)
41. Chalmers "29"..... E. Brown.....J. Biker
  42. Hudson "29"..... G. Ainslee....H. Taylor
  43. Chalmers "29"..... J. Matson...J. R. Ande
  44. Maxwell.....Arthur See...E. Wright
  45. Maxwell.....T. Costello.....G. Neff
  46. Maxwell.....M. Dooly....G. Conover
- \*Did not start, owing to broken crank-  
shaft.

**GRAND STAND, MOTOR PARKWAY,**  
L. I., October 30.—Harry F. Grant, driv-  
ing a 60-horse power Alco, entered by  
the American Locomotive Company, won  
the Vanderbilt cup race today. His time  
for the 278.4 miles was 4 hours 23 minutes  
and 42 seconds, a speed of 61 1/4 miles an  
hour.

Edward H. Parker, in the Fiat, of the  
same horse power, was second, with a  
time record of 4 hours 30 minutes 58 3-5  
seconds.

The race was then called off with only  
two cars finishing. At the time the race  
was declared off, two other cars were  
still running, the Atlas, driven by Knox,  
and the Mercedes, driven by Wishart. In  
the Wheatley Hills sweepstakes, the sec-  
ond event of importance on the program,  
but one car finished, a Marmon, driven  
by Ray W. Harroun, whose time was  
3:10:21 2-5.

The third event of the program, the  
Massapequa sweepstakes, was won by  
Joe Matson, in a Chalmers-Detroit, in  
2:9:52 2-5. Martin Doorley, driving a Max-  
well, was second and Arthur See, in a  
Maxwell, was fourth.

Today's event was anything but the  
success of former years. In addition to  
a great reduction in the number of spec-  
tators, both in the grand stands and along  
various portions of the course, the man-  
agement of the event fell far short of  
what it was on previous years, and for a

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### Corporation Tax.

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- 16. Mercedes.....S. C. Wishart...Gibson
- 17. Isotta..... Joe Seymour...Graybow

### —WHEATLEY HILLS CLASS— (15 laps—189.6 miles.)

- 11. Marlon.....Monson..Hollenbeck, Jr.
- 12. Marmon.....Harroun...J. Heinmann
- 13. Columbia..... R. W. Wilcox..Flennery
- 14. Moon.....Phillip Wells..Roehfort

### —MASSAPEQUA CLASS— (10 laps—124.4 miles.)

- 11. Chalmers '20'. B. Brown.....J. Riker
- 12. Hudson '20'... G. Ainslee...H. Taylor
- 13. Chalmers '20'. J. Matson...J. R. Ange
- 14. Maxwell.....Arthur See...E. Wright
- 15. Maxwell.....T. Costello.....G. Neff
- 16. Maxwell.....M. Dooly...G. Conover

\*Did not start, owing to broken crank-  
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o of whom are not ex-  
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Charles Hanftell, J. E.  
Hines Mastey, Stephen  
Stephen Cushman, Her-  
Herbert B. Tanner, Mrs.  
anner and Mrs. May

## CASE WITH JURY.

### Orney Makes Closing Tipton Murder Case.

(The Indianapolis News.)

October 18.—The jury  
case went to the jury  
lock last night, and up  
no verdict had been  
he consensus of opinion  
will disagree.

people crowded into the  
om last night to hear  
er, of Anderson, deliver  
rument in the Yarding  
The former state sena-  
articipated little in the  
ling a severe arraign-  
aded that he be found  
r in the first degree and  
ty be imposed.

who sat near her hus-  
eously and twice it ap-  
e would have to be re-  
e courtroom. She re-  
ver, until the court  
y and her husband was  
(all)

## HT SUCCESSFUL.

### Ship Built by Frankfort imitates a Bird.

(The Indianapolis News.)

nd, October 20.—Carl La-  
completed a model for  
its first trial the dimini-  
about one hundred feet  
ad grace of a bird. The  
feet in length and seven  
account of the ship be-

in a Chalmers-Detroit, in  
2:52 2-4. Martin Doorley, driving a Max-  
well, was second and Arthur Bee, in a  
Maxwell, was fourth.

Today's event was anything but the  
success of former years. In addition to  
a great reduction in the number of spec-  
tators, both in the grand stands and along  
various portions of the course, the man-  
agement of the event fell far short of  
what it was on previous years, and for a  
few minutes during the final lap of the  
Vanderbilt cup race the main event  
threatened to result in a fiasco, owing to  
a mixup of the official scorers, who had  
failed to credit the Alco car with one of  
the laps negotiated. A protest was lodged  
and just before the Alco car crossed the  
line for the final time the protest on its  
entrants was allowed.

### Not One Serious Accident.

The events today were run off without  
a single serious accident, owing largely  
to the reduction in the number of specta-  
tors who, according to reliable estimates,  
did not exceed 75,000 or 100,000, as against  
200,000 who have witnessed the race in  
past years.

The best single lap negotiated during  
the race was made by Chevrolet, when  
he completed his fourth round in 2:57.  
The rate of 61¼ miles an hour falls con-  
siderably short of the records of the old  
Vanderbilt. From the fifth round to the  
twentieth, Knipper, in the Chalmers-  
Detroit, appeared a likely contender, hav-  
ing led by a splendid margin. In this  
round, however, his car was put out of  
commission and he failed to finish.

No explanation was offered for the fact  
that only one of the cars entered in the  
Wheatley Hill sweepstakes finished the  
race.

Just before the finish of the last lap  
a dispute arose which threatened to  
cause the contest to end in an ugly row.  
The scorers of the Alco car claimed that  
the official scorers had made a mistake  
and subtracted one lap from their car's  
record. The protest was made to referee  
Vanderbilt and an inspection of the score  
sheets showed that the claim of the Alco  
people was correct. This adding of one  
lap to the record of the Alco car placed  
the Flat, driven by Parker, in second  
place.

### Cars Away on Time.

At the tick of 3 No. 41, Brown's Chal-  
mers-Detroit, was off, and the fifth Van-  
derbilt cup race was on. A great shout  
went up as the little blue car disap-  
peared from the course.



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a consensus of opinion  
all disagree.  
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er, of Anderson, deliver  
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participated little in the  
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f rubber which propelled  
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me to the ground until  
all unwound.  
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work of building a ma-  
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hip that will fly.

## Story Discredited.

October 30.—Officials of  
man Lloyd Steamship  
hit the unconfirmed ru-  
rom Paris that life belts  
Crown Princess Cecilie  
t line, have been found  
ormandy.

past years.

The best single lap negotiated during the race was made by Chevrolet, when he completed his fourth round in 2:57. The rate of 51 1/4 miles an hour falls considerably short of the records of the old Vanderbilt. From the fifth round to the twentieth, Knipper, in the Chalmers-Detroit, appeared a likely contender, having led by a splendid margin. In this round, however, his car was put out of commission and he failed to finish.

No explanation was offered for the fact that only one of the cars entered in the Wheatley Hill sweepstakes finished the race.

Just before the finish of the last lap a dispute arose which threatened to cause the contest to end in an ugly row. The scorers of the Alco car claimed that the official scorers had made a mistake and subtracted one lap from their car's record. The protest was made to referee Vanderbilt and an inspection of the score sheets showed that the claim of the Alco people was correct. This adding of one lap to the record of the Alco car placed the Fiat, driven by Parker, in second place.

## Cars Away on Time.

At the tick of 2 No. 41, Brown's Chalmers-Detroit, was off, and the fifth Vanderbilt cup race was on. A great shout went up as the little blue car disappeared down the course.

Fifteen seconds later No. 42, Ainslie's Hudson, was off. In the place left vacant by these, Matson and See, driving the No. 43 Chalmers and No. 44 Maxwell, were moved to the tape and one after the other sent off. No. 45, the Maxwell of Costello, balked at the line for the fraction of a second, but quickly recovered itself and followed the others down the course. The No. 46, Maxwell, the last of the Class 4 cars to get away, tore across the tape at 2:01:15.

There was an interval of forty-five seconds to mark the separation between the cars of Class 4 and those of Class 3. Then Al Munson, driving the No. 31 Marion, threw in his clutch and was off.

Punctually to the second the other three cars of this class flashed away, and another interval, this time of one minute, was counted off to mark the distinction between the Class 3 racers and

Continued on Page Four.

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### ASSEMBLY.

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napolis News.]  
October 30.—The  
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ig, is pract'cally  
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ific coast and as  
A number of for-  
arrive next week  
and enjoy their

### BROWN DEAD.

# GRANT, IN ALCO CAR, WINS VANDERBILT CUP

Continued from Page One.

the fifteen real contestants of the day, the high-powered contenders for the Vanderbilt trophy.

### Cheers for Strang.

At 9:03 Lewis Strang started away, cheered to the echo. Quickly his Fiat became a sliding dot on the horizon, and No. 3, Mitchell's Simplex, set out after him. The others followed, fifteen seconds apart, Chevrolet in the Bulek receiving a personal ovation.

E. A. Hearne, the young amateur racer from Chicago, crept around to the grandstand on the first round, and stopped at the repair pit. Something had gone wrong with his Fiat. The Marion in the Wheatley Hills sweepstake caught fire on the second round and was stopped at the repair pit.

The last car was barely out of sight when the bugles announced the coming of the first car to complete the round. This proved to be Joe Matson's Chalmers, which had passed both Brown and Ainslee. The first of Class 3 to come was No. 32, Marmon, which had passed J. Munson's Marion, at Westbury. Of the Vanderbilt entries, Mitchell's Simplex was the first to finish the circuit. His time was 12:31 1-5, equal to sixty miles an hour.

On the second round Matson held the lead in the small car class, while Harroun held first position in the Class 3 event. In the Vanderbilt, Knipper, in the No. 7 Chalmers-Detroit, led, followed closely by Mitchell in the Simplex and Harding in the Apperson.

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ken to New Car-  
s state, for burial.

### in Cornfields.

[apolis News.]

er 30.—Because of  
and boys in and  
force of police has  
further damage to  
armers report great  
raunders to use in  
celebrations in the  
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ack, carrying shot-  
ushels of corn the

### orporation.

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of state for the

ce Company, Alex-  
00; dealers, incor-  
L. Torrence and

ny, Elkhart; brick  
directors, Annie B.  
Edward A. Boss.

### Killed.

October 30.—Two  
e was seriously  
when a double-  
he Pennsylvania  
pen switch near  
lead are Arthur  
John S. Pershing,

### in Car Burned.

[apolis News.]

speeding on the straightaway near Mas-  
sapequa. The car snapped a crank shaft  
but fortunately did not leave the course.

Chevrolet, by reeling off his fourth lap  
in 9 minutes 57 seconds, or better than  
seventy miles an hour, had replaced  
Strang.

At the conclusion of the sixth lap  
Knipper led the big car division, with  
Wishart in the Mercedes second and  
Harding in the Apperson third. Lorimer  
was fourth with No. 9 and Grant fifth.

Chevrolet, who had moved up to second  
place in the fourth round, was reported in  
trouble at Hicksville. While the big fel-  
lows were finishing their sixth circuit, the  
smaller fry, in Class 4 and 3 were barely  
entering their fifth.

In Class 4 Matson led with a margin  
of nearly six minutes over Brown. Ains-  
lee was third. In Class 3 the first to com-  
plete the fifth lap was Harroun, with  
Wilcox in the Columbia, second. The  
others were hopelessly distanced. Sey-  
mour in his Isotta withdrew from the  
race in the fifth lap, while in fifth posi-  
tion, because of a broken steering  
knuckle. Hearne's Flat was out in the  
fifth lap on account of a broken crank  
shaft case.

### Chevrolet and Aitken Out.

After nearly two hours' absence from  
the race it was discovered that Strang's  
disappearance was due to the fact that  
a large rock had torn through his radi-  
ator as he was sweeping past Nicksville  
on his second lap. At 10:50 Strang passed  
the grand stand on his second lap, hav-  
ing repaired the broken radiator. At this  
time he had six laps to make up.

Chevrolet, with his Buick in the fifth  
lap was out, because of a broken cylin-  
der. Aitken was out in his fifth lap be-  
cause of the loss of a wheel.

The Apperson car in the Vanderbilt  
race was overturned at Massapequa  
lodge. No one was hurt in the accident.

At 11:16 a. m. Knipper took advantage  
of his safe lead in the Vanderbilt race to  
stop and put on new rear tires and re-  
plenish his gasoline.

In the fifteenth lap Knipper had in-  
creased his lead over Grant, in his Alco,  
to a full lap and stopped at the end of  
the fifteenth round for a change of  
front tires and was off again in a minute.

Strang abandoned his attempt to re-  
gain a place among the survivors, and the  
field at the conclusion of the thirteenth  
lap was reduced to seven cars. The time  
then maintained was a shade better than  
sixty miles an hour. The casualties in the  
two small car classes were not so great,  
four of the six starters in the Massapequa  
sweepstakes finishing the ten laps

during the early stages  
the Vanderbilt cup, the  
mile event, there was also  
Massapequa stakes, ten  
and the Wheatley Hill t  
heighten the excitement.  
where the prospect of s  
est, the crowds were  
was only by the greatest  
special policemen were at  
the throngs of morbidly  
to be "in at the death,"  
fatal mishaps that they  
constantly jeopardize the  
distinguishing feature o  
year, as compared with p  
was the number of Am  
American drivers.

All of the entrants in  
cup, with the exception  
and one German car, we  
make. In the two lesser  
cars entered were Americ  
was as dry as a bone, and  
car came to the line it  
dicted that a new Vande  
would be made.

Owing to his record lap  
in 10:40, Lewis Strang, in  
of the popular favorites,  
who will pilot a Buick, a  
done some good trial laps  
driven by Seymour, and I  
son were also favorably  
betting.

### Crowd Assembl

When, shortly before 8  
of the racing cars chugg  
in front of the grand s  
scarcely two dozen peopl  
closure, and even up to  
before the scheduled star  
race there was only a spr  
in the stands. Sir Tho  
one of the early arrivals,  
a party of friends. Will  
bilt, Jr., was early on th  
personal charge of the  
Louis Chevrolet drove h  
before the grand stand,  
mechanician's seat at h  
pretty little French wife,  
arms their son, a chub  
youngster, bundled up in  
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The youngster was ins  
the crowd and received  
plause as he punched t  
from his father's face t  
good-by before being ta  
the grandstand.

## Car Burned.

(Napolls News.)

October 30.—Fire at night destroyed Pullman car in Ansville & Terre city. The loss is insurance.

## School Notes.

Shortridge high Hammond's park

Department of Short-making a success

Mr. Wood, who is a teacher in the school with his aid makes progress for his own work entirely by his material used. The work is also popular. The boys and copper arts they are also learn- ing to make metal arti-

school senate held yesterday afternoon a vote on a bill to limit hours of employes was read and a suffrage bill was discussed. Senator Nelson spoke vigorously for that woman has high influence over the sphere of this in- dustry. Senator Nelson. His argument was "The government is the government its burdens." Sen- ator Nelson made the arguments of the suffrage bill. She spoke last meeting. She has enough in- fluence to get her bill but was overruled. An exciting debate which the chair de- clared out of order, but was overruled. Sen- ator Nelson then discussed the bill that women should be allowed to vote. Dixon (Minne- sota) speech, declar- ing it or ill per-

lap was reduced to seven cars. The time then maintained was a shade better than sixty miles an hour. The casualties in the two small car classes were not so great. four of the six starters in the Massapequa sweepstakes finishing the ten laps called for.

By a tremendous burst of speed Edward H. Parker brought his Fiat into the lead in the twentieth lap, with the Chalmers-Detroit second and the Alco third at that time. The Fiat increased its lead on the twenty-first lap. The Alco was then second and the Chalmers-Detroit third.

## IDEAL CONDITIONS FOR RACE.

### Spectators Show Preference for the Dangerous Turns.

MOTOR PARKWAY, Mineola, L. I., October 30.—The fifth Vanderbilt cup automobile race, reduced to the level of an ordinary stock car contest, was started promptly at 9 a. m. today in conjunction with the Wheatley Hills sweepstakes and the Massapequa sweepstakes, two short-distance races for small cars. The weather conditions were ideal.

The twenty-five cars entered in the three races were sent away in three detachments. The first of these consisted of six cars ranging from 20 to 25-horse power, and competing for the Massapequa trophy. The entrants for the Wheatley Hills sweepstakes, four in number, followed next, in a class of their own. The fifteen contestants for the Vanderbilt cup made up the third division.

As the time for the start approached the scene at the grandstand and in the sunken supply pits immediately fronting it took on the aspect of activity. One by one the contesting cars were trundled up to the starting line and ranged two abreast. The low-powered entries in Class 4 for the Massapequa trophy were to get away first and were given the head of the line. Immediately following came the medium-powered contestants for the Wheatley Hills trophy, and bring- ing up the rear the cars participating in the race for the Vanderbilt cup.

### Cold Wind and Bright Sun.

A brilliant sun and a cloudless day favored the spectators, but a cold wind which swept across the Jamaica plains caused spectators to dance at a lively rate about huge camp fires, and incident-

the crowd and received the plause as he punched the from his father's face to good-by before being taken to the grandstand.

With W. K. Vanderbilt the cup and referee of the three judges of the race, Harry Payne V. Butler, Harry Payne V. Sanderson, Fred J. Ward, the race, and A. R. Par- of the contest. By 8:30 o'clock stand had filled comfortably of the boxes remained. Among the leaders of the financial world were A. E. H. Gary, A. G. Van Havenmeyer, Frederick Charles G. Gates and Ed-

## AUTO RUNS WILD;

### New York Man Loses Life Crashes Into Cemetery

NEW YORK, October 30.—The Vanderbilt cup race big automobile became un- a steep hill in east New York into a wall of the Nation- stantly killing William J. city, and injuring two other the car. The injured are five.

## IN BLOODY BRE

### Old-Time Feudists Are Trouble on Elect

LOUISVILLE, October 30. Jackson, received at noon to- cerats, or the Callahan-Red in possession of the courtho- ber of armed men were seen ing going into the Crawford ings nearby. Trouble is f day.

In a statement made county, Clerk S. H. Hurst took the ballots to be use day's election by force and Sebastian and a band of Hurst said he gave the ballo deputy sheriff, to take to precinct to prevent the Call- ting hold of them. The Callahan factions are the Sebastians are Republic- old-time feud enemies.

## Car Burned.

(Napolls News.)  
October 30.—Fire  
at night destroyed  
Pullman car in  
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## School Notes.

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Hammond's park

partment of Short-  
making a success

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also popular. The  
a and copper arts  
ey are also learn-  
ght metal artifi-

school senate held  
esterday afternoon  
rage bill was dis-  
bill to limit hours  
mployes was read  
n suffrage bill was  
discussion. Senator  
spoke vigorously  
that woman has  
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ne. Senator Nel-  
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poke last meeting.  
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which the chair de-  
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In a statement made t  
county, Clerk E. H. Hurst  
took the ballots to be use  
day's election by force and  
Sebastian and a band of  
Hurst said he gave the ballo  
deputy sheriff, to take to  
precinct to prevent the Call  
ting hold of them.  
The Callahan factions are  
the Sebastians are Republic  
old-time feud enemies.