

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

ALL TRAINS AND TRUCKS AND TRUCKS EVERYWHERE 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

ain What the New Tariff
 Do in the Way of
 Wiping This Out.

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

Indianapolis News Bureau,
 44 Wyott Building.

October 30—The treas-
 urer declines to make any
 estimate of the revenue-producing capac-
 ity of the new tariff law. A remarkable
 feature of the customs receipts is
 that the officials frankly admit
 that the improvement does not neces-
 sarily mean anything.

Beginning of July the customs
 receipts were about \$19,000,000 and
 at that date in the previous

VANDERBILT CUP RACE STATISTICS

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

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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 as 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 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 those 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 when 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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 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 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.....	Harraun.....	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...

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(22 laps—278.08 miles.)

No. Car.	Driver.	Mechanician.
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2. *American.....	W. Haupt..	McMichael
3. Simplex.....	L. A. Mitchell...	Casey
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—128.4 miles.)

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ST. JOHNSBURY

RS MAY DIE OF THEIR
INJURIES.

BLOCK BURNED

RY, Vt. October 20.—
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
ur injured were taken to
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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 20.—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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—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
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Charles Hanft, 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
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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 61½ 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.

no verdict had been
a consensus of opinion
all disagree.
people crowded into the
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er, of Anderson, deliver
ument in the Yarling
he former state sena-
participated little in the
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n wound itself. The ma-
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all unwound.
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work of building a ma-
h to carry a gasoline en-
a number of years was
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e engaged that he began
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Story Discredited.

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

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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.

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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, were 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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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.

The Simplex while in second position in the race in the third lap suffered a broken crank shaft and was taken out of the way. Hearne's delay at the repair



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Thrills for Spectators.

Aitken and Merz in Nationals, Chevrolet
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Atlas, electrified the crowd by sweeping
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Continued from Page One.

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derbilt trophy.

Cheers for Strang.

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[apolis News.]

er 30.—Because of
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ce Company, Alex-
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ny, Elkhart; brick
directors, Annie B.
Edward A. Boss.

Killed.

October 30.—Two
e was seriously
hen 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 Assembled.

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
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Louis Chevrolet drove h
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youngster, bundled up in
ing a pair of "sure enoug

The youngster was ins
the crowd and received
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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 artifi-

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 against 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 suffrage bill. She made that women have to bribery to be elected. Dixon (Min- utes) speech, declar- ing it allowed to vote 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 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. W. 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 financial world were A. E. H. Gary, A. G. Va. Havemeyer, Frederick Charles G. Gates and Ed

AUTO RUNS WILD;

New York Man Loses and Crashes Into Cemetery

NEW YORK, October 30.—The Vanderbilt cup race, the big automobile race, became unmanageable as it went up a steep hill in east New York into a wall of the Nation- ally 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 today, reports that 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 used 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- ing hold of them. The Callahan factions are the Sebastians are Republic- old-time feud enemies.

Car Burned.

(Napolls News.)

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Apperson led with a margin of a few minutes over Brown. Ainsworth in Class 3 the first to complete a lap was Harroun, with Columbia second. The race was decisively distanced. Seymour withdrew from the race in the fifth lap, while in fifth position of a broken steering wheel. Strang's Flat was out in the middle of a broken crank

and Aitken Out.

In two hours' absence from the track, discovered that Strang's car was due to the fact that it had been torn through his radiator, sweeping past Nicksville in the afternoon. At 10:50 Strang passed the pits on his second lap, having a broken radiator. At this time he had two laps to make up.

In his Buick in the fifth lap he was out because of a broken cylinder head in his fifth lap because of a wheel.

Apperson's car in the Vanderbilt race returned at Massapequa was hurt in the accident. Knipper took advantage of the Vanderbilt race to change to new rear tires and re-align.

In the fifth lap Knipper had in over Grant, in his Alcoa, and stopped at the end of the race for a change of

ally stiffened the arms of drivers and made it necessary for both driver and mechanic to dress as for a polar dash rather than an automobile race.

The reduction of the course from 23 miles to 12.6, coupled with the fact that during the early stages of running of the Vanderbilt cup, the 22 lap, 278.08 mile event, there was also being run the Massapequa stakes, ten laps, 126.4 miles, and the Wheatley Hill trophy, served to heighten the excitement. At every turn where the prospect of spills was greatest, the crowds were banked and it was only by the greatest efforts that the special policemen were able to hold back the throngs of morbidly curious so eager to be "in at the death" in the event of fatal mishaps that they were willing to constantly jeopardize their own lives. A distinguishing feature of the race this year, as compared with previous contests, was the number of American cars and American drivers.

All of the entrants in the Vanderbilt cup, with the exception of four Italian and one German car, were of American make. In the two lesser events, all of the cars entered were American. The course was as dry as a bone, and before the first car came to the line it was freely predicted that a new Vanderbilt cup record would be made.

Owing to his record lap over the course in 10:40, Lewis Strang, in his Flat, is one of the popular favorites, as is Chevrolet, who will pilot a Buick, and who has also done some good trial laps. The Isotta car, driven by Seymour, and Harding's Apperson were also favorably regarded in the betting.

Crowd Assembles Late.

When, shortly before 8 o'clock, the first of the racing cars chugged up to the pits in front of the grand stand there were scarcely two dozen people in the long inclosure, and even up to fifteen minutes before the scheduled starting time of the race there was only a sprinkling of people in the stands. Sir Thomas Lipton was one of the early arrivals, accompanied by a party of friends. William K. Vanderbilt, Jr., was early on the scene and took personal charge of the events. At 7:30 Louis Chevrolet drove his Buick car up before the grand stand. Seated in the mechanic's seat at his side was his pretty little French wife, who held in her

THE RA

FOR USE IN

First of Electric Used by Penn

The first of the electric locomotives to be used in the New York and Pennsylvania Railroad in Long Island City from the Pennsylvania shops for the purpose of the electrification of the Long Island railroad.

This locomotive will develop four times as much power as about three times as much as a freight locomotive, and will pull a freight train at a speed of seventy miles an hour. It is similar to two of the new huge driving wheels on the side of the steel windows, while at the long windows similar to a steamship port hole.

The cabins conceal but a view of the interior of the locomotive, which are soon to be used on one thousand trains in New York station every four electric locomotives in the New York and Pennsylvania road company's service. A single motor is used for the drivers and weighs 10,000 pounds.

TO PREVI

Assistant Attorney General

FRANKFORT, Ky. Assistant Attorney-General received a telegram from Breathitt, Hopkins, the Frankfort city attorney, once if necessary of the Frankfort with the Louisville Counsel Henry L. & Nashville, Tenn.

FRANKFORT.

John

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The first of the... be used in the New... of the Pennsylvania... in Long Island Cit... from the Pennsylv... shops for the pu... over the electrifi... Island railroad.

This locomotive... will develop four... about three times... freight locomotive... freight train at a... seventy miles an h... is similar to two... huge driving wheel... side of the steel... windows, while at... long windows sim... steamship port ho...

The cabins conce... but a view of the... lent idea of the in... which are soon... one thousand train... York station every... four electric locor... service in the New... assembled at Altoo... road company's s... single motor is... drivers and weight... pounds.

TO PREVI

Assistant Attor

tucky Orders
FRANKFORT.
Assistant Attorney-G... received a telegram... Breathitt, Hopkins... the Frankfort cit... once if necessary... of the Frankfort... with the Louisville... Counsel Henry L... & Nashville, on...

FUN OF ORATORY.

Handwritten signature or initials.

straightaway near Massapequa snapped a crank shaft and did not leave the course feeling off his fourth lap seconds, or better than an hour, had replaced

tion of the sixth lap big car division, with Mercedes second and Apperson third. Lorimer No. 9 and Grant fifth.

had moved up to second round, was reported in Louisville. While the big feeling their sixth circuit, the class 1 and 3 were barely fifth.

son led with a margin of minutes over Brown. Ainsworth Class 2 the first to complete lap was Harroon, with Columbia, second. The featureless distanced. Seymotta withdrew from the lap, while in fifth position of a broken steering Flat was out in the amount of a broken crank

and Aitken Out.

two hours' absence from discovered that Strang's was due to the fact that torn through his radiator sweeping past Nicksville p. At 10:50 Strang passed on his second lap, having broken radiator. At this laps to make up.

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car in the Vanderbilt returned at Massapequa was hurt in the accident. Knipper took advantage in the Vanderbilt race to new rear tires and re-line.

h lap Knipper had in-over Grant, in his Alco. d stopped at the end of round for a change of

ally stiffened the arms of drivers and made it necessary for both driver and mechanic to dress as for a polar dash rather than an automobile race.

The reduction of the course from 23 miles to 12.5, coupled with the fact that during the early stages of running of the Vanderbilt cup, the 12 cup, 278.95 mile event, there was also being run the Massapequa stakes, for a 12.4 miles, and the Wheatley Hills trophy, served to heighten the excitement. At every turn where the prospect of spills was greatest, the crowds were backed and it was only by the greatest efforts that the special policemen were able to hold back the throngs of morbidly curious so eager to be "in at the death" in the event of fatal mishaps that they were willing to constantly jeopardize their own lives. A distinguishing feature of the race this year, as compared with previous contests, was the number of American cars, and American drivers.

All of the entrants in the Vanderbilt cup, with the exception of four Italian and one German car, were of American make. In the two lesser events, all of the cars entered were American. The course was as dry as a bone, and before the first car came to the line it was freely predicted that a new Vanderbilt cup record would be made.

Owing to his record lap over the course in 1940, Lewis Strang, in his Flat, is one of the popular favorites, as is Chevrolet, who will pilot a Buick, and who has also done some good trial laps. The Isotta car, driven by Seymour, and Harding's Apperson were also favorably regarded in the betting.

Crowd Assembles Late.

When, shortly before 8 o'clock, the first of the racing cars chugged up to the pits in front of the grand stand there were scarcely two dozen people in the long inclosure, and even up to fifteen minutes before the scheduled starting time of the race there was only a sprinkling of people in the stands. Sir Thomas Lipton was one of the early arrivals, accompanied by a party of friends. William K. Vanderbilt, Jr., was early on the scene and took personal charge of the events. At 7:30 Louis Chevrolet drove his Buick car up before the grand stand. Seated in the mechanician's seat at his side was his pretty little French wife, who held in her

THE RA

FOR USE IN

First of Electric Used by Penn

The first of the be used in the New of the Pennsylvania in Long Island City from the Pennsylvania shops for the pu over the electrifed Island railroad.

This locomotive will develop four about three times freight locomotive, freight train at a seventy miles an h is similar to two huge driving wheel side of the steel windows, while at long windows sin steamship port hol

The cabins con but a view of the lent idea of the in which are soon one thousand train York station every four electric locor service in the New assembled at Altoo road company's s single motor is drivers and weigh pounds.

TO PREVI

Assistant Attor tucky Ordere

FRANKFORT. sistant Attorney-C ceived a telegram Breathitt, Hopkins the Frankfort cit once if necessary of the Frankfort with the Louisville Counsel Henry L. & Nashville con

PUN OF ORATORY.

Hubbard

straightaway near Massapequa snapped a crank shaft and did not leave the course, reeling off his fourth lap in 12.6 seconds, or better than an hour, had replaced

position of the sixth lap in the big car division, with Mercedes second and Apperson third. Lorimer No. 9 and Grant fifth. had moved up to second in the second round, was reported in Nicksville. While the big fellows were running their sixth circuit, the Class 4 and 3 were barely in the race.

Apperson led with a margin of a few minutes over Brown. Ainsworth in Class 3 the first to complete a lap was Harroun, with Columbia, second. The latter was decisively distanced. Seymour withdrew from the race in the fifth lap, while in fifth position of a broken steering wheel. Lewis's Flat was out in the middle of a broken crank

and Aitken Out.

In two hours' absence from the track, it was discovered that Strang's car was due to the fact that it had been torn through his radiator, sweeping past Nicksville in the fifth lap. At 10:50 Strang passed the grandstand on his second lap, having a broken radiator. At this time he had two laps to make up.

In his Buick in the fifth lap he was out in his fifth lap because of a broken cylinder head and a wheel.

Apperson's car in the Vanderbilt race turned at Massapequa and was hurt in the accident. Knipper took advantage of the Vanderbilt race to install new rear tires and re-align the axle.

In the fifth lap Knipper had in over Grant, in his Alco, and stopped at the end of the race for a change of

ally stiffened the arms of drivers and made it necessary for both driver and mechanic to dress as for a polar dash rather than an automobile race.

The reduction of the course from 23 miles to 12.6, coupled with the fact that during the early stages of running of the Vanderbilt cup, the 22 lap, 278.08 mile event, there was also being run the Massapequa stakes, ten laps, 126.4 miles, and the Wheatley Hill trophy, served to heighten the excitement. At every turn where the prospect of spills was greatest, the crowds were banked and it was only by the greatest efforts that the special policemen were able to hold back the throngs of morbidly curious so eager to be "in at the death" in the event of fatal mishaps that they were willing to constantly jeopardize their own lives. A distinguishing feature of the race this year, as compared with previous contests, was the number of American cars and American drivers.

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Owing to his record lap over the course in 10:40, Lewis Strang, in his Flat, is one of the popular favorites, as is Chevrolet, who will pilot a Buick, and who has also done some good trial laps. The Isotta car, driven by Seymour, and Harding's Apperson were also favorably regarded in the betting.

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THE RA

FOR USE IN

First of Electric Used by Penn

The first of the electric locomotives to be used in the New York Central system of the Pennsylvania Railroad in Long Island City, N. Y., was used for the first time from the Pennsylvania shops for the purpose of pulling the electric Island railroad.

This locomotive will develop four times as much power as about three times as much as a freight locomotive, and will pull a freight train at a speed of seventy miles an hour. It is similar to two of the new huge driving wheels on the side of the steel windows, while at long windows similar to steamship port holes.

The cabins conceal a view of the interior of the locomotive, which are soon to be used on one thousand trains in New York station every day. Four electric locomotives are in service in the New York Central road company's system. Each single motor is capable of pulling 100,000 pounds.

TO PREVI

Assistant Attorney General

Order

FRANKFORT,

Assistant Attorney-General received a telegram from Breathitt, Hopkins, the Frankfort city attorney, once if necessary of the Frankfort with the Louisville Counsel Henry L. & Nashville

...due to the fact that
 torn through his radi-
 weeping past Nicksville
 At 10:50 Strang passed
 on his second lap, hav-
 broken radiator. At this
 laps to make up.
 his Buick in the fifth
 cause of a broken cylin-
 out in his fifth lap be-
 of a wheel.
 car in the Vanderbilt
 turned at Massapequa
 was hurt in the accident.
 Knipper took advantage
 in the Vanderbilt race to
 new rear tires and re-
 line.
 lap Knipper had in-
 over Grant, in his Alco,
 d stopped at the end of
 ound for a change of
 as off again in a minute.
 ned his attempt to re-
 ng the survivors, and the
 clusion of the thirteenth
 to seven cars. The time
 was a shade better than
 our. The casualties in the
 asses were not so great.
 arters in the Massapequa
 lishing the ten laps
 is burst of speed Edward
 ht his Fiat into the lead
 lap, with the Chalmers-
 and the Alco third at that
 increased its lead on the
 The Alco was then
 Chalmers-Detroit third.

CONDITIONS FOR RACE.

**Preference for the
 erous Turns.**

...KWAY, Mineola, L. I.,
 fifth Vanderbilt cup au-
 duced to the level of an
 ear contest, was started
 m. today in conjunction
 ey Hills sweepstakes and
 sweepstakes, two short-
 r small cars. The weath-
 re ideal.
 e cars entered in the
 sent away in three de-
 first of these consisted
 ng from 20 to 25-horse
 ppeting for the Massa-
 The entrants for the
 sweepstakes, four in
 next, in a class of their
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 made up the third di-

Crowd Assembly Late.
 When, shortly before 8 o'clock, the first
 of the racing cars chugged up to the pits
 in front of the grand stand there were
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 bilt, Jr., was early on the scene and took
 personal charge of the events. At 7:30
 Louis Chevrolet drove his Buick car up
 before the grand stand. Seated in the
 mechanician's seat at his side was his
 pretty little French wife, who held in her
 arms their son, a chubby three-year-old
 youngster, bundled up in furs and sport-
 ing a pair of "sure enough" goggles.

The youngster was instantly the hit of
 the crowd and received a round of ap-
 plause as he punched the goggles aside
 from his father's face to kiss the latter
 good-by before being taken to a box in
 the grandstand.

With W. K. Vanderbilt, Jr., donor of
 the cup and referee of the race, were
 the three judges of the course, S. M.
 Butler, Harry Payne Whitney, Henry
 Sanderson, Fred J. Wagner, starter of
 the race, and A. R. Partington, director
 of the contest. By 8:30 o'clock the grand-
 stand had filled comfortably, only a few
 of the boxes remaining unoccupied.
 Among the leaders of the social and
 financial world were August Belmont,
 E. H. Gary, A. G. Vanderbilt, F. C.
 Havemeyer, Frederick G. Bourne,
 Charles G. Gates and Edwin Gould.

AUTO RUNS WILD; ONE KILLED.

**New York Man Loses Life When Car
 Crashes Into Cemetery Fence.**

NEW YORK, October 30.—Speeding to
 the Vanderbilt cup race early today a
 big automobile became uncontrollable on
 a steep hill in east New York and crashed
 into a wall of the National cemetery, in-
 stantly killing William Burnett, of this
 city, and injuring two other occupants of
 the car. The injured are not expected to
 live.

IN BLOODY BREATHITT.

Old-Time Feudists Are Lining Up for

drivers and weigh
 pounds.

TO PREVE

**Assistant Attorn
 tucky Order**

FRANKFORT,
 Assistant Attorney-G
 ceived a telegram
 Breathitt, Hopkins
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 Counsel Henry L.
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