THE RACETRACK.

HENRY'S NARROW ESCAPE—ELECTION DAY RACES FOR SMALL PURSES.

The regular Election Day crowd gathered at the Aqueduct races yesterday. It was perhaps not as numerous as on previous election days, on account of the number of politicans that were absent, both Republican and Democratic. Tammany braves were as scarce as flies in winter, and as they usually help to swell the crowd in goodly numbers their absence was conspicuous. They were also missed by the bookmakers, with whom they always do a prolific business. The weather was clear, but a little cool, and the track was as fast as that track ever is. Henry had a narrow escape from a serious injury. He was thrown from Millstream just after the start. By great presence of mind he clung to the reins with his right hand and broke the force of the fall and probably saved himself from a season in the hospital. As it was, he fell on his shoulder and head, stunning him, but no bones were broken, and after a while he was able to walk to the jockeys' room. He did not ride again during the afternoon.

The stewards were not pleased with Mitchell's ride on McMeekin on Monday. An investigation was made, and the decision will be handed down to-day. It is said that Mitchell is in much danger of a severe punishment.

While the starting yesterday was an improvement on that of the opening day, it was a long way from being first class. The barrier used on this track is an abomination. Every time the horses go to the post cold chills seize the spectators. They feel every second as if some boy was about to be snatched out of the saddle and sent into the air like a rocket. The fourth race was the gem of the day for delay and disorder. Seven very poor platers faced the starter, and before they were off they played all the tricks known to horsekind, and they are numerous. They broke away no less than a dozen times before the starter dropped his flag. Henry was on the favorite, Millstream, who crossed his legs and stumbled, throwing Henry, as already told. Excelsis rushed out in front and won ridden out, Rare Perfume and Double Dummy chasing him in. Millstream ran twice around the track before he was caught. Belle of Orleans was at 3 to 5 in the betting, and resented such liberties by finishing second. Borough, at 4 to 1, passed her when he wanted to, and won in a hard drive by a head. Many thought Shaw's ride weak, but the Belle has long had a reputation for quitting when challenged. Maribert and Mitchell won the first race, with Gold Lace second and Huitzilopochtli, who closed strong, third. Katherine, owned by Littlefield, and Candle, trained by Littlefield, were first and second choices in the second race for two-year-old fillies. Henry got a flying start with Candle, and won the race in an easy fashion. Edna Brown, at 60 to 1 in the books, beat Katherine, who ran her race for place money. McCafferty's McAddie, with R. Williams up, was a strong favorite for the fifth race. People thought that McCafferty would hardly have two short priced horses from his stable beaten in succession. They took whatever was offered on the Eureka colt. The start was not good, but McAddie was so far superior to the rest that he took a good position early and came away in the stretch in true racehorse style. Little Daisy was second, and Billionaire beat Mesaba for third place. Withers, with only 108 pounds on his back, won the last race from start to finish. There was a tip well distributed on Greyfeld, and he ran well for seven furlongs. Old Kinnikinic lasted the best and was second, several lengths before Pincher, third.

The Metropolitan Turf Association have re-elected E. N. Marks treasurer for the next year. Wheelock, Burke, Hackeburg and Lichenstein were named for the Governing Committee.

Following are the summaries:

FIRST RACE—For three-year-olds and upward; handicap; $500 added. Five and a half furlongs.

		Betting. St.	Betting. Pl.
L. H. Franchi's b. c. Maribert, 8 yrs., by Albert—Miss Mary, 104 lb.	(Mitchell) 1	6—1	2—1
F. M. Taylor's b. g. Gold Lace, 104	(Henry) 2	5—1	2—1
M. F. Stephenson's ch. g. Huitzetopochtli, 103	(T. Walsh) 3	12—1	4—1
His Royal Highness, 111	(Shaw) 0	7—1	3—1
Godfrey, 119	(R. Williams) 0	4—1	8—5
Ralston, 108	(Burns) 0	5—1	2—1
Ringleader, 105	(McCue) 0	20—1	8—1
Shoreham, 100	(O'Connor) 0	7—2	1—1
Windemere, 119	(Corbley) 0	100—1	40—1

Time—1:08⅘.

Start fair. Won in hard drive by a length; half a length between second and third.

SECOND RACE—For two-year-old fillies; $400 added. Five furlongs.

W. L. Powers's b. f. Candle, by Candlemas—Carina, 109 lb.	(Henry) 1	3—1	1—1
R. A. Smith's b. f. Edna Brown, 99	(Dangman) 2	40—1	10—1
C. Littlefield, jr.'s ch. f. Katherina, 109	(Littlefield) 3	5—2	1—1
Cherries, 109	(Shaw) 0	5—1	2—1
Pleasant Sail, 109	(J. Slack) 0	7—1	3—1
Mary McCoy, 109	(O'Connor) 0	6—1	2—1
Petra II, 109	(Hothershall) 0	20—1	8—1
Barbette, 99	(T. Walsh) 0	12—1	5—1
Novelty, 99	(G. Thompson) 0	40—1	15—1
Miss Lazzerone, 99	(Miles) 0	60—1	20—1
Gracious, 109	(Booker) 0	40—1	15—1

Time—1:02⅘.

Start fair. Won cleverly by two lengths; same distance between second and third.

THE TRIBUNE EXHIBIT AT THE AUTOMOBILE SHOW AT MADISON SQUARE GARDEN.

THIRD RACE—Selling; $400 added. One mile and a sixteenth.

H. I. Griffin's b. g. Excelsis, 4 yrs., by Free Knight—Emma Manley, 96 lb.	(Wilkinson) 1	15—1	6—1
J. Underwood & Co.'s b. c. Rare Perfume, 104	(O'Connor) 2	11—5	4—5
F. Frisbie's b. g. Double Dummy, 106	(Mitchell) 3	3—1	1—1
Tyrshena, 104	(McCue) 0	4—1	8—5
Charles Estes, 97	(Booker) 0	60—1	20—1
Osceola, 101	(Minden) 0	50—1	20—1
Millstream, 106	(Henry) 0	2—1	4—5

Time—1:51.

Fair start. Won ridden out by a length; two lengths between second and third.

FOURTH RACE—Selling; for three-year-olds; $400 added. One mile and seventy yards.

Mrs. R. Roche's b. g. Borough, by Brambler—Semper Cera, 105 lb.	(McCue) 1	4—1	1—1
J. J. McCafferty's b. f. Belle of Orleans, 101	(Shaw) 2	3—5	out
Frisbie & Co.'s ch. c. Sir Fitzhugh, 100	(Booker) 3	12—1	4—1
McGrathiana Prince, 104	(Mitchell) 0	6—1	2—1
Magic Light, 97	(Miles) 0	30—1	10—1
Fairy Tale, 92	(Mihlholland) 0	20—1	5—1
Unsightly, 96	(Brennan) 0	15—1	5—1

Time—1:47¾.

Start fair. Won all out by a length; three lengths between second and third.

FIFTH RACE—For two-year-olds; $400 added. Five and a half furlongs.

J. J. McCafferty's ch. c. McAddie, by Eureka—Maddie Mc., 107 lb.	(R. Williams) 1	1—2	out
L. M. Meyers's ch. f. Little Daisy, 104	(J. Slack) 2	12—1	4—1
J. H. Carr's ch. c. Billionaire, 107	(Burns) 3	7—1	2—1
Mesaba, 114	(Littlefield) 0	6—1	2—1
Monad, 102	(Richard) 0	20—1	8—1
Timothy Foley,	(Mitchell) 0	8—1	3—1
Curtsey, 99	(Booker) 0	100—1	40—1
Sen De Leas, 102	(Brennan) 0	100—1	40—1
Twilight, 102	(O'Connor) 0	25—1	10—1
Relish, 102	(Hamilton) 0	100—1	40—1

Time—1:09.

Start straggling. Won in mild drive by one length; half a length between second and third.

SIXTH RACE—For two-year-olds and upward; $400 added. One mile and seventy yards.

P. J. Dwyer's ch. c. Withers, 3 yrs., by Hanover—Dilemma, 108	(Burns) 1	6—5	1—4
T. J. Healey's b. g. Kinnikinic, 113	(McCue) 2	8—5	1—4
F. M. Ware's blk. c. Pincher, 108	(O'Connor) 3	20—1	5—1
Greyfeld, 116	(Rutter) 0	4—1	7—10
Frank Webb, 98	(Leland) 0	100—1	20—1
Tension, 106	(Hamilton) 0	100—1	20—1

Time—1:47⅘.

Start fair. Won cleverly by a length; two lengths between second and third.

ENTRIES FOR TO-DAY.

FIRST RACE—For four-year-olds and over; selling; $400 added. Five and a half furlongs.

Marblehead	110	Disturber	107
Blarneystone	110	Ellen B.	107
Judge Tarvin	110	Ordeal	102
Impartial	110	Spurs	102
Islington	107	Dye	102
Harry Reed	107	Miss Mitchell	102

SECOND RACE—Handicap, for two-year-olds; $400 added. Five and a half furlongs.

McAddie	126	Glade Run	108
The Rhymer	121	Isla	106
Annie Thompson	112	Kid	104
Sweet Tooth	112	Shark	104
Termless	109		

THIRD RACE—For three-year-olds and over; selling; $400 added. Mile and seventy yards.

The Chamberlain	110	Fonsolee	100
Protus	102	Olea	99
Sir Florian	107	Charles Estes	97
Prestidigitator	105	Lancewood	97
Oliver Mc	103	Harry Lucesco	95
Dan Cupid	103	West Baden	95
Harry McCoun	100		

FOURTH RACE—Handicap, for all ages; $500 added. Mile and a sixteenth.

Clarentus	111	Warrenton	104
Belle of Troy	111	Alstke	98
First Whip	110	Maribert	90
Compensation	109	Beau Ormonde	90
Herbert	108		

FIFTH RACE—For two-year-olds; selling; $400 added. Six furlongs.

The Golden Prince	110	Hija	101
Maiden	107	Leone	98
Billionaire	107	Obey	98
Edgefield	104	Ziegfeld	96
Egotism	104	Rubens	93
Schoolmaster	101	Queen Carnival	93

SIXTH RACE—For two-year-olds; selling; $400 added. Six furlongs.

Celera	110	Graylette	101
Politician	107	Yorkshire Boy	101
Golden Bay	107	Governor Marcy	101
Animosity	104	Ginki	99
Glade Run	101	The Brother	96
Talcose	101	Piederich	93

CROSS COUNTRY RUN RIDER HURT.

Elizabeth, N. J., Nov. 6 (Special).—The Union County Hunt Club had its annual Election Day cross country run this morning, starting at 10:30 o'clock. The drag was laid through the townships of Linden, Roselle and Union, and was a difficult one for the riders to follow. Louis Batjer was master of hounds. W. R. Bennett, Vaughn M. Coyne, Leon Alexander, Morris Kellogg, George W. Coyne, Louis Batjer and half a dozen women took part. Louis Batjer received a bad fall while taking a five rail fence and a ditch. He was severely bruised, but remounted and was in at the finish.

CHICAGO STOCK BROKERS KEEP OPEN.

Chicago, Nov. 6.—Chicago stock brokers will follow the example of New-York speculators and keep their doors open all night, ready to take advantage of the result of the election by making deals at the opening of the London Stock Exchange, at 4 a. m., Chicago time. This will give them five hours before the opening of the New-York Exchange.

WHAT AUTOMOBILES MAY DO.

SCIENCE OF HANDLING THE MACHINES AT THE SHOW IN THE GARDEN.

While the election enthusiasm was rampant throughout the Nation yesterday those interested in the automobile continued to throng Madison Square Garden in the afternoon and evening. Thousands marvelled at the wonderful exhibition of hill climbing seen on the roof of the Garden, and countless hundreds stood in open mouthed wonder and speculated on the dexterity of those who handled the machines with such wonderful precision in the actual contests on the track in the evening.

The daring and skilful operators were loudly applauded by the spectators for their brake testing, speed and quick stopping manœuvres, and few stopped to think that the really remarkable exhibition of all was that by the regular drivers of the vehicles on the track in the afternoon, when as many as a score of machines were darting about the oval at the same time. During the regular tests the track is turned over to the experts in active competition, and they have nobody to bother them. In the afternoon it is different and really more dangerous. Lumbering omnibuses, heavy trucks, handsome victorias, carriages of every description, as well as motor bicycles, tricycles, runabouts and quadricycles, are spinning around the narrow track at anything from five miles to twenty miles an hour. It is at this time that the operators must keep their wits clear and sharp, and the record they have made to date shows conclusively that the science of operating the machines has kept pace with the ingenuity of manufacture. Those in charge of the exhibition say that, so far as they know, no accident has happened in this whirling throng, and, further, that they do not believe even so much as an inch of enamel has been scraped off any of the machines. In that throng of operators, both amateur and expert, on the track there are at times several women, who handle their various automobiles with a skill and precision born only of thorough and positive knowledge. The spectators visiting the show for the first time hang over the balcony and watch the manœuvres with positive wonder.

THE HILL CLIMBING.

Another remarkable exhibition is the hill climbing test, to be seen on the roof of the Garden afternoons and evenings. That wooden incline is wide enough for only the automobile wheels. It runs from the part of the roof used in the summer months as a roof garden, extending upward in angles ranging from 20 to 40 per cent, with two distinct curves, up to the tower, at least fifty feet from the roof. The machines were operated yesterday by two young men, who made trips up and down the incline every few minutes. After the last turn the incline to the tower is particularly steep, but the automobile makes the ascent without a falter. There is not enough room at the tower in which to turn the machine around, and consequently the return to the first bend in the track must be made backward. Then, on a little platform not much larger than the machine itself, the operator turns the vehicle around and comes back to the roof of the Garden in safety, varying the speed of the machine as he sees fit, until the level roof of the Garden is reached. The brake acts with remarkable positiveness. If it should not do so, somebody would be hurt. John Jacob Astor, A. C. Bostwick and other enthusiasts watched the trials yesterday with undisguised interest.

While the manufacturers say that they do not patronize shows to sell machines or do actual business, no record has been made of any of the makers refusing to dispose of automobiles to those ready to purchase and having the necessary financial resources with which to consummate the bargain. It is said of one of the small makers that he has spent so much money perfecting his machine that when the time arrived for the opening of the exhibition he found himself rather short of money and with only four machines completed. He confided his actual financial straits to a friend, and told him that the machines must be disposed of immediately. The vehicles were attractive, well put together and seemed to suit the experts. It was said yesterday that all of the vehicles had been disposed of at the maker's own price on the opening night of the show, and that a dozen more of the same sort could have been sold had they been in the Garden to sell.

NOT ONE THING IS DIRTY.

A fact which the show has demonstrated is that the American automobile is not a "dirty, filthy thing," as some of the foreign makers have asserted. The track in the building is made of plain pine boards, and it has been used constantly by the whirling machines since the opening of the show on Saturday night. There is an occasional spot of oil and grease, of course, but the track is not befouled as some persons expected to see it. This seems to prove that the American manufacturer has given particular attention to cleanliness in putting his mechanical ideas together in the formation of the complete automobile.

While the victorias and heavy machines attract due notice, it has already been demonstrated that the lightweight runabouts are the machines which are attracting most attention. These machines are propelled by steam, gasolene and electricity, and all run so noiselessly, evenly and smoothly that those who ride around the track in them two or three times become attached to the machine, and begin to talk price and quick delivery immediately. Two of these runabouts that have received the unqualified approval of the experts are machines manufactured by concerns more or less well known in the bicycle world. Both are light, superb and graceful in outline and finish, and they glide around the track with almost as little flutter and noise as a swan would make in crossing a lake.

A point of interest always popular with the visitors to the Garden is the restaurant, where the members of the Automobile Club hold forth, and where most of their "auto" treasures are on exhibition. Everything can be found there in the automobile construction line, from the machine man that propells an invalid's chair on wheels, the original automobile effort made in this country years ago, to the runabout of to-day.

At one of the booths in the gallery, a young man, who speaks grammatical but rather broken English, alleges to have made an important discovery in a bearing for bicycles, carriages, motors, shafts and automobiles. The invention has neither ball bearings nor rollers, and it is said to be absolutely oil retaining and lubricating. The inventor contends that the arrangement is superior to ball bearings, and that the oiling will not have to be repeated more than once in five years. Many people visited The Tribune booth.

DAVIES WINS ROAD RACE.

F. Davies, of the Waverly Bicycle Club, won the five mile open handicap road race of the Bay Ridge Athletic Club held in Brooklyn yesterday. Several thousand spectators cheered the riders all along the route. Twenty-five riders faced the starter, and all had handicaps except R. Lake, E. Forrester and H. Silvester. The course was from the lower end of Fourth-ave. and extended from Seventy-first-st. to Ninety-second-st., the riders to cover the route four times. The roads were in good condition. At the fourth mile F. Davies, the winner, and F. Davis, who finished second, had the race between them, and they stayed together to the end. R. Lake, of the Bay Ridge Athletic Club, one of the scratch men, won first time prize by covering the distance in less than fourteen minutes, while E. Forrest, another scratch man, got second time prize.

MISS MABEN IN THE LEAD.

THE TRIBUNE WILL AWARD AUTOMOBILE TO WINNER.

COMPETING FOR A HANDSOME RUNABOUT OF THE PATTERN SO POPULAR AT THE AUTOMOBILE SHOW.

Lively interest continues in the Automobile contest, and in the face of the National issues at stake yesterday the friends of the competitors continued to work for their choices. Miss Maben continues to set the pace, closely followed by Mrs. N. P. Leach, with Florence M. Chambers in third place. E. L. Purdy is fourth and Le Roy See fifth. The machine for which the competitors are making such a lively contest is on exhibition at the Automobile Show, and has attracted much attention ever since Saturday. In beauty of finish it compares favorably with any vehicle on exhibition, and it is admitted by the experts that the show could not well be improved upon. It is a companion machine which makes the daring and really remarkable trip up and down the steep incline on the roof of the Garden.

The entries have closed, and from now to the end the race will be between those whose names have been published already. Lack of space in these stirring times prevents the printing of the names of all the competitors, but the votes received for each will be preserved, and when the five hundred mark is reached the names will be added to the appended list.

VOTING will end at 6 p. m. on Monday, November 19. The winner will have the machine in time to enjoy a Thanksgiving Day ride.

Votes will consist of headings of the first page of The Daily or Sunday Tribune, beginning with the date of September 2, 1900. One heading will count as one vote; ten headings as ten votes, and so on.

THE VOTING TO DATE, NOVEMBER 6.

Miss Caroline Maben, Carnegie Hall	16,764
Mrs. N. P. Leach, The Lodge, Haines Falls, N. Y.	14,961
Florence M. Chambers, 968 St. Nicholas-ave.	13,940
E. L. Purdy, clerk, Union Club, City	8,045
Le Roy See, N. Y. A. C., Berkeley School	7,477
Rev. C. L. Newbold, Manhasset, L. I.	7,425
W. S. Buffum, Dobbs Ferry, N. Y.	6,702
John Wilcox, Milford, N. Y.	3,229
W. S. McLaughlin, B. P. Order Elks No. 1	1,857
Brewster Clark, Goshen, N. Y.	1,687
Dr. John J. Anderson, Historian, Bklyn	1,453
Dr. Chas. A. Kinch, 273 W. 70th-st., City	1,050
Miss Alice Higgins, 401 Macon-st., Bklyn	930
Orville B. Ackerly, 115 B'way, City	903
Coroner A. T. Banning, Mt. Vernon, N. Y.	761
H. W. Bailey, 392 7th-ave., Newark, N. J.	720
F. H. Blake, 759 N. B'way, Yonkers	653
Thos. C. Kennard, 37 E. 21st-st., City	573
J. Herbert Ferris, 71 Broad-st., City	551
George B. Reid, 60 Chauncey-st., Bklyn	550
Chas. A. Ruckold, 137 4th-ave., City	531

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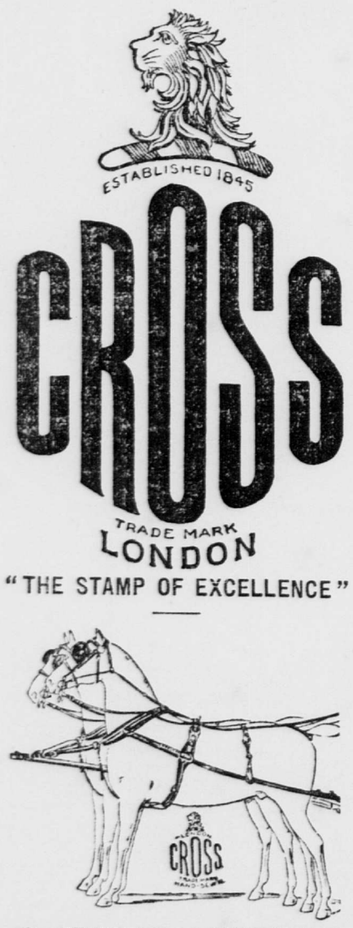

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Hotel Stephanie, ABAZIA.....Austria.
The Gd. Hotel International, BRINDISI.....Italy.
The Avenida Palace, LISBON.....Portugal.
The Summer Palace, THERAPIA.....Turkey.
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