

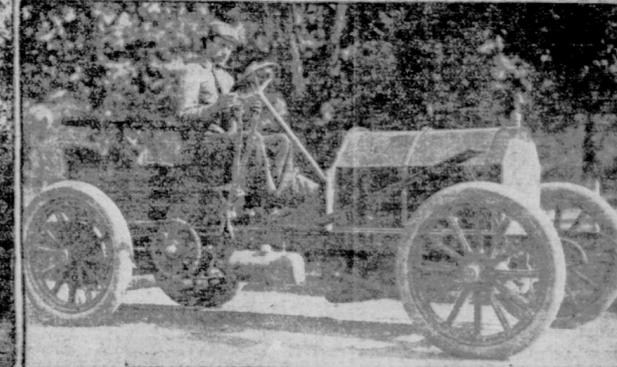
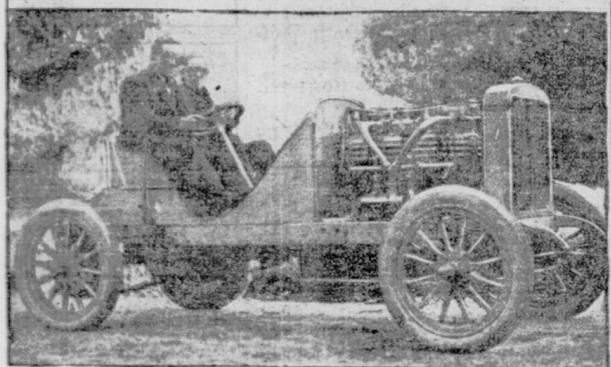
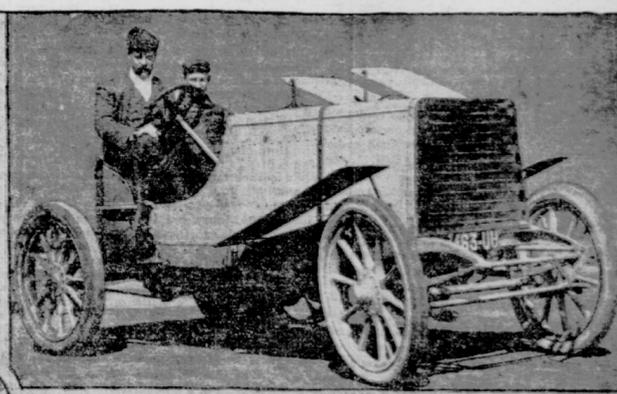
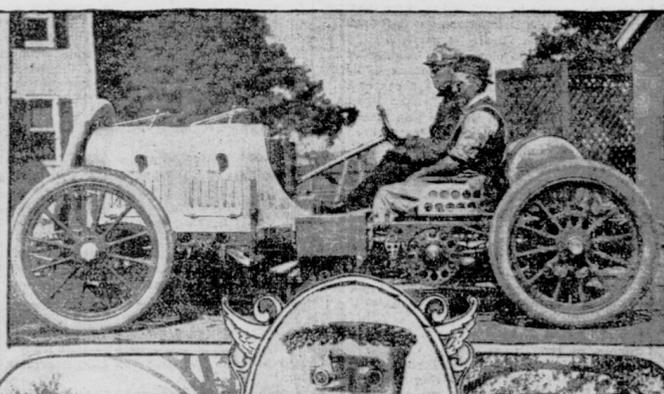
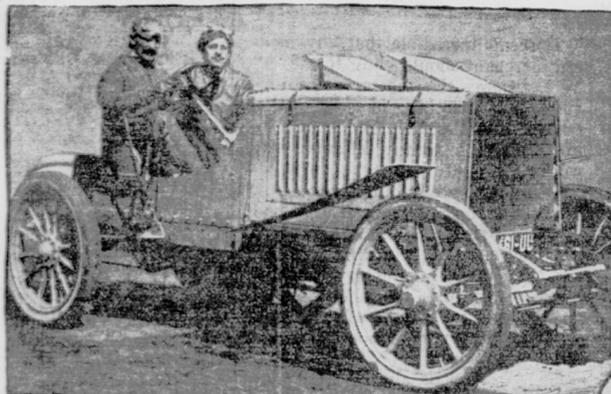


THE VANDERBILT CUP AND MACHINES WHICH WILL RACE FOR IT.

TESTE IN 2-HORSEPOWER PANHARD.

FRANK CROKER DRIVING A 2-HORSEPOWER SIMPLEX. Holes have been bored in the framework to bring the car down to weight.

GEORGE HEATH IN 2-HORSEPOWER PANHARD.



WEBB IN POPE TOLEDO.

CAMPBELL IN S. R. STEVENS'S MERCEDES.

MAY ENJOIN AUTO RACE. WILL APPLY TO COURTS.

Wrecking Attempts Feared—Preparations Being Rushed.

According to Robert J. Shadbolt, a lawyer, of No. 271 Fulton-st., Brooklyn, an application will be made to a Supreme Court justice to-day for an order against the promoters of the Vanderbilt Cup automobile race, requiring them to show cause why they should not be restrained from holding the race.

Mr. Shadbolt said he did not care to discuss the case, but asserted that he was associated with Patrick J. Carlon, who had been retained by certain residents of Long Island. The order to show cause, if granted, will carry with it a temporary injunction. It is understood that the application will be based on the allegation that the race will be a menace to the lives and property of the residents in the country where it is to be held.

There was a rumor yesterday afternoon that Justice Wilmet M. Smith, sitting in Special Term, Brooklyn, had granted an injunction against the race. He denied, however, that he had been approached on the subject at all.

The affidavits which will be obtained with the request for the injunction were obtained after much effort. The men who signed the affidavits are Frank Duryea, of West Hempstead, and Daniel Small, of Munson. Ex-Justice Francis B. Taylor, of Hempstead, obtained the affidavits. One hundred and fifty additional deputy sheriffs have been sworn in to do duty along the course. Sheriff Johnson, when asked if the deputies could prevent any one from driving or walking on the course, answered in the negative. He said that all his men could do would be to warn persons of their danger, and if they refused to heed the warning nothing could be done, as he and his men had no right to prevent any one from using the public highways.

Rumors reached the trustees of Hempstead that attempts would be made on Sunday to heat the time made by the winner in Saturday's race, and the trustees are much stirred up over it. District Attorney Niemann said yesterday that violators of the speed law on Sunday or on any other day would find themselves in trouble. He said that the same corps of men that had on previous occasions detected violations of the speed law would again be put to work, and that offenders would be promptly arrested. It is proposed to have a course marked out, as has been done before, and automobiles will be timed by men stationed at either end.

FEAR ATTEMPTS ON MACHINES. Fears are entertained that the objectors to the race will attempt some outrage and try to wreck the cars—and incidentally kill the drivers—by scattering nails and broken bottles on the course. Several broken bottles at various points, notably in the neighborhood near Hempstead, where the objectors to the race live, have been picked up. One would have caused no comment, but the number aroused suspicion that this was being done purposely, and so the course is being patrolled. The night previous to the race a number of touring cars will be kept going, and it will go hard with any one found placing such things as nails or glass upon the roadway. The objectors to the race will then be placed on the defensive, and will be treated harshly by the 50 per cent of the people who are in favor of the race.

Fortunately, the hard rain of the night and light rain of the morning were followed by clearing weather, and the weatherwise predict a perfect day for the race. All of the eighteen starters will be ready, including Herbert Lytle, who met with the accident the other night. It is estimated that from one hundred thousand to two hundred thousand will see the contest, and Long Island is being taxed to its utmost to care for those who will remain on the course the night before the race.

William Lutgen, said to be in the employ of Isidor Wormser, one of the entrants for the race, was arrested at Jamaica yesterday for scorching, and will appear in court to-day. Even if it is proved that he exceeded the speed limit, the machine will not be barred out of Saturday's race. It is said, the owner not having been in it and the machine not being on the racecourse.

ARRANGEMENTS BEING PERFECTED. To-day will be a busy one for the officials of the race.

BROOKLYN FIRE SCARE. STEAM YACHTS IN DANGER.

Much Coal Burns—Croker Speeds in "Auto"—Held Up at Bridge.

A four alarm fire that broke out at 7 o'clock last evening on the pier at Twenty-fifth-st. in South Brooklyn, destroyed thirty thousand tons of coal stored there, and threatened to spread to the yachts of several well known men, which were anchored in the basin there. It took a hard fight to keep the flames from spreading to the block west of Third-ave. between Twenty-fifth and Twenty-sixth sts., where the firemen said they would have quickly gone beyond control in the frame houses of the Italian quarter.

The cause of the fire is unknown, though there are hints at incendiarism. It started in the plant of the Empire Brick and Cement Company, near the end of the pier. Before the firemen could make any headway against it, it had spread to the large coal sheds of the C. A. Willard estate, and in two hours had cleared the pier. The coal belonged to Wyant B. Wardell, and with the building was uninsured. The loss to the coal plant alone was estimated at more than \$100,000.

Among the yachts lying in Tebo's yacht basin, on the Twenty-sixth-st. side of the pier, were W. B. Leeds's Noma, W. K. Vanderbilt, Jr.'s, Tarantula, Charles R. Flint's Arrow and Anthony J. Drevel's Sultana. Besides these there were several naphtha and gasoline launches, and fire among them would have meant serious explosions. The wind blowing from the northwest carried the flames and embers toward the yachts, and it was difficult to keep them from catching fire.

Besides the yachts there were several coal lighters, filled with 1,500 tons of coal, which had arrived yesterday for Mr. Wardell. These took fire and were destroyed. Six Lehigh Valley barges also were burned, with a pile driver belonging to a contractor.

The only narrow escape from death was that of Mrs. Emma C. Barlen, of No. 74A Fourth-ave., who was watching the fire from the pier at Twenty-sixth-st. When the flames began to work near the pier Mrs. Barlen became excited and jumped in the water. Her husband immediately jumped to her rescue and got her out unconscious. She was revived with difficulty.

Nineteen horses in stables of the F. Campbell & Co. fertilizer plant, next to the coal shed, were turned loose. They stampeded, rushing in every direction up and down the avenue. Several persons were knocked down by them, but no one was injured seriously. They were all caught at length. Several cars of the Brooklyn Terminal Company on the pier at Twenty-sixth-st. were endangered, and taken away in time to prevent their catching fire.

Chief Croker and Deputy Fire Commissioner Doyle arrived on the scene early. Chief Croker immediately directed the attention of the firemen to the hay barn of the Terminal company in the block between Twenty-fifth and Twenty-sixth sts. The embers and sparks were playing dangerously near it, and the chief declared that if the flames once started among the rookeries in that section the entire block would be burned. The main efforts of the firemen were devoted to saving this building.

About 10 o'clock the fire was under control. The fireboats Seth Low and David A. Boody were on hand toward the end of the fire. It required more than an hour for them to reach the spot, and several residents of that section used the incident to emphasize their contention that a fireboat should be stationed off that shore.

Chief Croker went to the fire in his automobile. While crossing the bridge he was seen to be exceeding the speed limit, and a policeman at this end sent word to close the gate at the Brooklyn end. That was done, and it was some minutes before the chief could convince the officer at the gate who he was and get permission to go on.

FOR RUSSIA AND JAPAN. Pennsylvania Plant To Be Enlarged Because of Rush Orders for Projectiles.

McKeessport, Penn., Oct. 6.—The Fifth-Sterling Projectile Company has been compelled to increase the size of its plant on account of the rush orders placed with this company by individuals supposed to represent the belligerent nations in the Orient. A contract has been let for a \$100,000 addition, which must be completed within thirty days. The United States has increased its orders for projectiles for some unknown reason. The orders supposed to be for Russia and Japan are shipped to Germany, France and Italy. Previous to the war no projectiles were shipped to these countries.

THE CUP. Tiffany & Co., makers. A DANGEROUS SPOT NEAR BELMONT PARK. Entrance to park from railroad station is under the roadway.

MOUNT PELEE IN ERUPTION. Black Clouds and Balls of Fire Spout from Volcano.

Kingstown, St. Vincent, Oct. 6.—The captain of the British steamer Sibun, which arrived here to-day, reports that when the steamer passed the island of Martinique, on September 30, Mount Pelee was in full eruption. The spectacle was witnessed by those on board the Sibun at 2 o'clock in the morning of that day, and the volcano was then emitting stupendous black clouds and balls of fire. This accounts for the dust clouds reported yesterday throughout the Windward Islands.

Early in May, 1902, Mount Pelee broke into violent eruption, wiping out the city of St. Pierre and reaching other towns near by. The loss of life on that occasion was estimated at 40,000.

CHARGES DISEASE TO X RAYS. A Friend of Dr. Lorenz Under Treatment in Buffalo.

BY TELEGRAPH TO THE TRIBUNE. Rochester, N. Y., Oct. 6.—Dr. Louis A. Weigel, of this city, surgeon, and a personal friend of Dr. Adolph Lorenz, whose methods he used after Dr. Lorenz's visit to this city a year ago, is now under the care of specialists in Buffalo. Dr. Weigel is being treated for a disease which, it is said, was caused by use of the Roentgen rays in his practice. At his house, No. 29 East-ave., no information about him could be obtained. It is known that for some time his patients have been cared for by Dr. G. Hastings. It is said that two of Dr. Weigel's fingers have been amputated.

GIRL FASTING TO CURE ASTHMA. Has Taken Practically No Nourishment But Coffee for Four Weeks.

Miss Victoria Kopycz, of No. 178 Ferry-st., Newark, a victim of asthma, has taken no food for more than four weeks, and says she will cure her malady by divine power if she continues her fast for two months.

Two years ago the young woman came from Poland to earn a living and help support her aged parents in that country. Her family are intensely religious, and her father is a religious teacher. Three months ago she contracted asthma, and all the remedies she tried failed. She was unable to work, and then she determined to fast for a cure. Each day she drinks a small quantity of salt water. At 4 a. m. she arises and prays, standing and facing the east, and at 6 o'clock she goes to services at St. Stanislaus's Polish Catholic Church, in Belmont-ave. In the afternoon she attends the services again. Practically all the nourishment she takes is a little black coffee in the morning. The rest of the day the girl spends in religious reading. She is emaciated and weak. She has lost about thirty pounds of flesh, and now weighs 130 pounds. She is steadfast in the faith that her fast will prove her cure, with divine aid. Miss Kopycz is twenty-six years old.

ARE BUILDING THEIR OWN COFFINS. Jersey City Men Have Decided That the Prices Charged Are Unreasonable.

Two Jersey City men are spending their spare time in building and trimming coffins in which they expect to be buried, Adolph Holder, a cabinetmaker, of No. 94 Columbia-ave., and Frederick Hartwig, an upholsterer, of No. 3451 Boulevard. They are members of the same lodge of Odd Fellows. They were returning from a meeting of the lodge a few nights ago with other members, one of whom is an undertaker. The latter spoke of the advance in the cost of coffins, and Holder and Hartwig declared that the prices charged were unreasonable. The two then agreed that they would construct their own. Holder to make them and Hartwig to trim them, and when finished to store them away.

Through the centres of population and the gateways of commerce we take you to the World's Fair via the New-York Central or West Shore Railroad.

DEMOCRATIC "BIG STICK." TAFT'S BLOW AT PARKER. COST OVER \$150,000,000. ON PHILIPPINE COST.

Party Pledged to Extravagant Improvement of Mississippi River.

FROM THE TRIBUNE BUREAU. Washington, Oct. 6.—The insincerity of Democratic professions of economy and the hollowness of their criticisms of alleged extravagance by the Republican administration are strikingly demonstrated by a single plank in the St. Louis platform, which, despite its innocent appearance and ingenious wording, has attracted the attention of those who have studied the problem of river and harbor improvement. The Democratic candidates for President and Vice-President have denounced with the utmost vehemence expenditures of public money for various purposes which they call extravagant and unwarranted, while they have adopted a plank in their platform which pledges them to expend for a single improvement a sum of money in excess of any single item in the federal expenses of the last year and in excess of any estimated expenditure for the year just begun. The platform, skillfully drafted by John Sharp Williams, of Mississippi, and adopted without a dissenting voice by the Democratic National Convention, pledges that party, if returned to power, to construct, at the expense of the federal government, a permanent and continuous system of improvements of the Mississippi River, the estimated cost of which would be so stupendous that the Mississippi River Improvement Commission never completed its preliminary survey, although it carried the work far enough to prove the inadvisability of undertaking so vast and extravagant a project, and its judgment was promptly confirmed by Congress.

In pledging itself to the improvement of the Mississippi, "with a definite plan of continuous work until permanent improvement is secured," the Democratic party pledges itself to an undertaking which, in the opinion of skilled engineers, will cost more than the entire expense of the army for the current year, far more than the cost of the navy, more, even, than the total pension budget, which for the year just ended was \$142,000,000.

On a work of so gigantic a character as the permanent improvement of the Mississippi estimates necessarily differ, but the consensus of opinion among expert engineers is that the work could not be completed for much less than \$150,000,000. Nor would the expense cease, by any means, when the permanent improvements were completed, for the engineers agree that the cost of maintenance cannot be estimated at less than 10 per cent of the original cost. The improvement would, therefore, entail, in addition to the first cost, an annual increase of \$15,000,000 in river and harbor expenditures, which for 1903 were approximately \$20,000,000. The exact estimates, so far as they can be called exact, provide for permanent channel work with revetments and dikes at a total cost of \$147,720,000, with 10 per cent added for annual cost of maintenance. They provide, in round numbers, for the expenditure of \$30,000,000 above Cairo, where \$22,000,000 has already been expended, \$65,000,000 from Cairo to Vicksburg, \$25,000,000 from Vicksburg to the Red River, and \$30,000,000 below the Red River. These are the estimates of a member of the Mississippi River Improvement Commission, of which General G. L. Gillespie, until recently chief of engineers, was chairman, and B. M. Harrod, now a member of the Panama Canal Commission, a prominent member. When the Mississippi River Commission ascertained the great cost of the proposed improvement it abandoned its detail work and recommended that the project of a permanent channel for the river be abandoned and the current method of dredging at seasons of low water be relied on to facilitate navigation. It is admitted that the time may come when such an expenditure may be warranted, but it is declared that it has not yet arrived, and it is asserted with confidence that the significance of this plank proves beyond peradventure the hollowness of the Democratic pretensions of economy and forecasts with accuracy the extent of the federal expenditures and the direction in which they would be made were the Democrats to regain control of the government.

CANFIELD TO MEXICO. Successful in Cuba, Plans Another Gambling Resort, It Is Said.

BY CABLE TO THE TRIBUNE. Havana, Oct. 6.—The concessions for the Cuban Monte Carlo which Richard Canfield is reported as planning, were, it is said here, obtained in the name of another man several months ago. Canfield has sailed to Mexico. It is reported that he has in view another gambling place in that country.

DEMOCRATIC DANGERS. Parker's Election Would Imperil Philippines, Says Taft.

BY TELEGRAPH TO THE TRIBUNE. Indianapolis, Oct. 6.—In a speech here to-night William H. Taft, Secretary of War, attacked the statement of Judge Parker that the cost of maintaining American rule in the Philippines amounted to \$650,000,000. Instead, said the Secretary of War, the bill to the United States was only \$139,000,000.

Secretary Taft began by referring to the pleasure he had in visiting the home of the late General Harrison, who he said was "a great lawyer, a great statesman and a great man."