TWO DRIVERS WHO HAVE HOPES OF WINNING THE VANDERBILT CUP.

H. M. STILLMAN AT WHEEL OF OLDSMOBILE CAR.

RALPH BEARDSLEY, WHO WILL DRIVE SIMPLEX CAR.

OTHER MOTOR CONTESTS

E. M. West Thinks Long Distance Races Are Best Tests.

SIGNIFICANT TO MAKERS

Strength of Materials May Be Thus Determined and Mechanical Errors Corrected.

E. M. West successfully managed and carried through the New York-to-Paris race in 1908. That race started from Times Square on February 12, and the cars which finished entered Paris late in August, having encountered and conquered terrific obstacles. Mr. West has always supported long distance road events as more valuable tests of cars than short distance road races or trial fixtures. He has been for many years closely identified with the sport as a writer, and his utterances are regarded as authority.

By E. M. West.

The automobile industry owes much to the Vanderbilt Cup race. In its early days nothing contributed more to the development of the automobile than road racing. The Bennett Cup abroad and the Vanderbilt here were about equally influential. They stimulated a lot of interest in cars first, and then were the means of inducing experimentation, which developed many valuable features. In the early races there was a wide divergence of mechanical design. Gradually this difference largely disappeared.

Certain principles of construction began to be generally recognized, and these principles were generally incorporated in all competing cars. Skilful driving became a more prominent feature in deciding issues, and to-day favorites in road racing are more frequently determined by consideration of the drivers' qualities than by the greatness of the cars they drive. Where before, bar accident, motor enthusiasts expected one or another make of car to clearly win, to-day there are dozens that are figured in the winning. This graphically demonstrates the general reliability of all motor cars and adds to the sporting zest of the event, but it also means that the value of the race to the industry has passed.

If one were asked to indicate the greatest benefit which racing had contributed to motor cars, the choice would undoubtedly fall on improvement of materials in construction. The weight limitation fixed upon the early races compelled experimentation to determine the strongest materials to stand the unusual strains. The experiments led to the discovery of alloys which have improved materials a hundredfold. They also led to the selection of different construction materials for various parts of cars, with the result that a nice discrimination in the selection of materials now makes cars practically unbreakable.

In shaping tendencies of design road racing has also played its part, and many innovations now recognized and adopted as standard practice were introduced through its influence. Most recently racing abroad has produced the long-stroke motor, which already has found general favor abroad and is growing in favor here. This indicates the character of the changes induced by racing experience.

While recognizing this debt owed to road racing, one is prone to believe that the day of its formative influence is past and that other contests play a larger part in latter-day development.

Take hill climbing and economy tests. The hill climbing qualities of an automobile are more often called into question by motorists than any other, perhaps. The hill climbing contest has therefore grown in favor. Its handicap, however, is that the tests are frequently inconclusive, because it is possible for the skilful mechanic to "dope" his car to make its performance momentarily abnormal. If a hill climbing contest could be sufficiently sustained, it would be an ideal test of values.

The economy test is of greater actual value, because it is a test along the most essential line of motor interest. The large development of the future must be along the line of the utility car. There will never be a great number of persons who can afford pleasure cars, per se, but the number that can combine pleasure and business profitably is growing tremendously—particularly as advances are made in automobile construction which reduce the cost of maintenance and operation to a minimum so low as to be within the reach of thousands for whom a pleasure vehicle would always be an extravagance. As the business possibilities grow these cars must be regarded as instruments of production, as wealth producers and economic agents.

Any factor, therefore, that tends to stimulate economy is of the utmost importance, and contests designed to test relative economy are sure to be fruitful of benefit. They are as yet open to the same objection as hill climbing contests. They are not sufficiently sustained, nor are they free from the temptation to "dope" cars to obtain abnormal and exaggerated results.

Reliability tests and sealed bonnet runs are abnormalities. The reliability runs are usually governed by inadequate rules and unequal conditions. Undue hardships are imposed, and the absence of complete observation occasionally makes the results dishonest. Even taking these objections into consideration, the actual benefits derived are great—infinitely greater than those accruing from racing.

The ideal contest, however, is that which is sufficiently sustained to last under abnormal but actual conditions the life of a car. It is not a contest on which the skill of the driver should be the determining factor, else the contest becomes a sporting event purely and of no real benefit. Nor is it a contest in which unequal conditions, "doctored" mechanism, ill luck with tires or similar influences can enter largely. It should be conducted under actual travel conditions, whether these conditions be particularly bad or especially good. It should be long enough sustained to destroy the chance of freak construction or "doped" engines. It should give speed, hill climbing efficiency and power to pull through heavy sand or mud.

Such a contest was suggested to the National Association of Manufacturers eighteen months ago, and was not taken up for political reasons. This was a contest under fixed and definite rules, enforced by complete and competent observation, starting at New York and going to San Francisco and returning by a different route to New York. Adequate co-operation was offered then, and would be available again to make this a complete success and practical undertaking.

The nearest approach to such a contest ever held was the New York-to-Paris race, when for the first time an American car won a conclusive victory over foreign cars. This victory was not due to superior speed or any one superior quality. It was due to superior endurance and a superior combination of qualities.

It was the New-York-to-Paris race that first bore home to the American motorist the fact that American cars were superior to foreign cars for American roads or under severe conditions. Since then the American motorist has believed in endurance more than in speed and has come to see that the qualities of an automobile that are important to him and to the ultimate realization of the automobile's potential possibilities are as far removed from consideration of speed as the "utility car" is from the "pleasure" car. The "pleasure" car is an ephemeral, unimportant thing. The "utility" car is a lasting necessity to play its big part in the development of the nation.

HOW TO MOTOR TO STAND

Detailed Routes for Autoists from All the Boroughs.

Following are the routes by which the grandstand may be reached from New York and Brooklyn:

From New York—Cross Queensboro Bridge from foot of 59th street to Long Island City, turn right to Crescent street, to end of street, turning left at parked section of cross street. Proceed over Jackson avenue to approach to Thompson avenue viaduct, leaving Queens County Court House on the right. Cross viaduct into Thompson avenue. Follow Thompson avenue into Hoffman Boulevard; follow Hoffman Boulevard to Hillside avenue, turning left at Disbrow's garage. From this point the route is identical with that from Brooklyn. Note.—Motorists from New Jersey should take Pennsylvania ferry at Jersey City to 23d street, Manhattan, turning left to 34th or 35th street, thence crossing the city and proceed to Queensboro Bridge, foot of 59th street.

From Brooklyn—Leave Long Island Automobile Club, at main entrance, to Prospect Park, Eastern Parkway, to Bushwick avenue, turn right. Bushwick avenue to Highland Boulevard, turn left (brick pavement), Highland Boulevard, passing reservoir, downhill, to Fulton street. Cross trolley tracks into Dresden street. Turn left on Ridgewood avenue, following Ridgewood avenue under elevated railroad to end of street. Turn right one block. Turn left on Rockaway Road (macadam), crossing Long Island Railroad, to point where trolley is met. Turn left on Broadway (macadam), following Broadway over Long Island Railroad tracks at Ozone Park, to Lefferts avenue, over Long Island Railroad tracks to point where railroad tracks and trolley converge. Proceed one block, passing Carnegie Library, to Hillside avenue. Turn right on Hillside avenue, passing under Long Island Railroad. Pass Louis Disbrow's garage. Pass Peace Monument in Jamaica. Pass Jamaica Estates to Queens Road (indicated by signboard). Turn right. Follow Queens Road to Jamaica avenue. Turn left one block, following trolley which bears to the right on Queens-Hempstead Turnpike, passing Belmont Park, passing through Elmont and Franklin squares, to Hempstead. Keep straight on, passing new bank building on the right and Long Island Railroad on the left, into the Bethpage Turnpike. Follow Bethpage Turnpike east to a road which has been oiled, at which turn there is an arrow indicating left turn to official grandstand and reserved parking space. Note: The route from Disbrow's garage is indicated by blue arrows 30 inches long and 6 inches wide, bearing these words: "Motor parkway grandstand."

Motorists from Staten Island are advised to take South Ferry, adjoining and close to Staten Island Ferry, to foot of Atlantic avenue, Brooklyn. Proceed directly up Atlantic avenue to Bedford avenue, passing under elevated railroad at Flatbush avenue and leaving the armory of the 23d Regiment on the right as they turn into Bedford avenue. Proceed up Bedford avenue to and passing the Grant Monument, in Grant Square, to Eastern Parkway, which will readily be recognized by the Slocum equestrian monument, at the intersection of Bedford avenue and Eastern Parkway. Turn left, proceeding as suggested for motorists from Brooklyn.

These roads are the most direct, and the streets will be freer from traffic than others during the early morning hours.

All turns from the Bethpage Turnpike north to the official grandstand and official reserved parking space will be indicated by yellow and black signs, which on the nights before both races will be illuminated by batteries of calcium lights.

The road leading from Bethpage Turnpike to the unreserved (50 cent) field will also be illuminated by a battery of calcium lights. There will be no charge made for cars in this 50-cent admission field, which is unreserved.

MORRISTOWN HORSE SHOW

Many Classes and Valuable Prizes Attract Record Entry.

The Field Club, of Morristown, N. J., will hold its thirteenth annual horse show on October 6, 7 and 8. The prize list is a large and varied one, containing many classes, of which forty-seven are open to all, the rest being restricted to owners of horses residing in Morris and Somerset counties, dealers being barred. There are to be competitions for roadsters, horses in harness, tandems, four-in-hands, saddle horses, ponies, jumpers and draft horses.

The judges will be Louis Haight, Richard Newton and Hamilton H. Salmon. The committee is as follows: John R. Brinley, chairman; George J. Little, treasurer; Dr. Frederick H. Humphreys, secretary; Walter P. Bliss, Charles D. M. Cole, A. A. Fowler, Robert A. Granniss, jr, Joseph W. Harriman, A. Fillmore Hyde, Otto H. Kahn, Dr. D. H. McAlpin, Joseph W. Ogden, George R. D. Schieffelin, Kenneth B. Schley, Henry W Shoemaker and Richard H. Williams.

THERE'S A LIMIT.

From The Philadelphia Telegraph.

A Harrisburg professor says that centipedes are perfectly harmless, and that we should pat them on the back instead of swatting them with a slipper for the good they do in this world of ours. This sounds all right for a short talk on science, but we know enough about human nature to imagine what the professor would do if a centipede jumped from the headboard of his bed and tried to use his face for a merry-go-round in the middle of the night.

LAUDS SPORTING SPIRIT

C. A. Emise Thinks It Still Dominant Note.

INFLUENCE ON INDUSTRY

Severe Races Teach Makers the Weaknesses and Mechanical Errors of Their Cars.

C. A. Emise, who writes on "The Influence of Races Like the Vanderbilt on the Industry," has been for a long time in charge of the racing and advertising of the Lozier Motor Company. He was in charge of team and camp when Cyrus Patschke made a new world's record for twenty-four hours—1,196 miles—at Brighton Beach last October. Mulford's winning of the national stock chassis road race at Elgin in August of this year with a Lozier was under his oversight and management. Mr. Emise has always been closely connected with the selling organization of the company, and is singularly qualified to speak with authority on this subject.

By C. A. Emise.

"All the world loves a winner" is the paraphrase of a saying that will ring as true as the original as long as red blood runs in the veins of mankind. To win the approbation of the multitude the ancient gladiator braved death in the arena, counting not the cost, could he but win the applause of the populace. From the days of ancient Rome and Greece down to the present time the all powerful "Vox populi" has been the incentive which has spurred the combatant on to glorious victory or ignominious defeat.

In modern times commercialism in sport, as well as in other lines of every day life, must of necessity have its bearing, but I prefer to believe that in these days, when sport and trade are frequently closely allied, the prompting spirit behind modern contests is the desire for popular approval rather than a striving for gold or commercial ends.

This is undoubtedly true of one of the most popular of our athletic games, baseball. The diamonds are filled with brainy athletes able to win honors in various professions and to whom the salary of the ball player is a pittance, but who continue in the game through their desire to win the frantic cheers of the countless "fans." Most of the celebrated "airmen" of to-day are men of independent means, yet they are daily braving death for the love of sport and to win public applause.

Millionaires spend fortunes to demonstrate their superior knowledge of horses and the breeding of turf favorites, and the proudest moment of their lives is that in which their favorite horse and jockey are decorated with the floral horseshoe and proclaimed kings of the turf.

The "cash" or "plate" which accompanies these victories are incidental. The horse jockey, the skippers of the cloud-scraping yachts and the driver of the winning automobile in the Vanderbilt Cup race all gladly accept their purse or fee, but the most valued prize is the coveted title of "the winner."

The motives which prompt the manufacturer of an automobile to try the mettle of his car in great competitions are the same that have governed contestants in other lines from time immemorial. Fortunately, great direct and pecuniary benefits accrue to the builder of a car successful in racing and endurance contests, and it is this fact which enables a manufacturer to continue his efforts until victory finally rewards him, even though the expense entailed be great.

Aside from the personal gratification afforded by the knowledge that his car has proven itself the greatest car of endurance and speed, he knows that the result of winning a great trophy is direct and far-reaching. Such a car attains a world-wide reputation, and if similar victories follow sales are wonderfully increased. Even the staid old party who rides in the tonneau of his big touring car, all bundled up in robes, choker and ulster, and who never travels faster than twenty miles an hour, unconsciously feels a touch of pride to know that he owns a car capable of winning a championship.

The owner of a car who is never able to make a hundred-mile trip over the road without mechanical trouble is forcibly impressed with the desirability of owning a car capable of going through a twenty-four-hour race at express train speed without a stop or an adjustment, or which can stand the terrific strain of a two or three hundred mile race on country roads without sign of mechanical trouble. Such a car is the car he will eventually buy.

It is a significant fact that the most successful automobile manufacturers of the world are those who have been most successful in racing. It is true that several of the largest makers are not at the present time actively engaged in contests, but their success was primarily due to their road and track achievements in the early days of the game. The impetus given to their business at that time has carried them on to their present success.

One of the greatest benefits accruing to the industry as a direct result of these gruelling contests is the knowledge of correct mechanical construction which the designer and builder are able to obtain. Any experienced builder will tell you that one hard long distance race will develop more points of weakness than thousands of miles of touring. The most cruel abuse to which a car can be subjected is to drive it to the limit of its speed for hours at a time without cessation and without mercy.

SAME OLD AIR.

From The Rochester Democrat and Chronicle.

Evidence accumulates that if the Democrats sing "Harmony" at the state convention here it will be to the familiar old tune of "Tammany."

DIVIDENDS AND INTEREST.

DIVIDENDS.

	Books close.	Books open.	Rate.	When payable.
†Allegheny & Western	Dec. 21, '10	——	3%	Jan. 2, '11
*†American Agricultural Chemical pref	Sept. 30	——	3%	Oct. 15
†American Beet Sugar pref	Sept. 21	——	1½%	Oct. 1
†American Brake Shoe & Foundry	Sept. 26	——	1¾%	Oct. 10
†American Brake Shoe & Foundry pref	Sept. 26	——	1¾%	Oct. 10
†American Can pref	Sept. 16	——	1¼%	Oct. 1
†American Car & Foundry	Sept. 10	——	½ of 1%	Oct. 1
†American Car & Foundry pref	Sept. 10	——	1¾%	Oct. 1
†American Express	Aug. 31	——	$3 share	Oct. 1
American Locomotive pref	Sept. 21	Oct. 21	1¾%	Oct. 21
*†American Malt Corporation pref	Oct. 20	——	1%	Nov. 2
American Smelting & Refining	Sept. 30	Oct. 7	1%	Oct. 15
American Smelting & Refining pref	Sept. 14	Sept. 21	1¾%	Oct. 1
†American Snuff	Sept. 15	——	5% & 2% ex.	Oct. 1
†American Snuff pref	Sept. 15	——	1½%	Oct. 1
†American Sugar Refining	Sept. 1	——	1¾%	Oct. 3
†American Sugar Refining pref	Sept. 1	——	1¾%	Oct. 3
*†American Telegraph & Telephone	Sept. 30	——	2%	Oct. 15
†American Tobacco pref	Sept. 15	——	1½%	Oct. 1
American Woolen pref	Sept. 23	Oct. 7	1¾%	Oct. 15
†Beech Creek Railroad	Sept. 23	——	1%	Oct. 1
†Brooklyn Rapid Transit	Sept. 9	——	1¼%	Oct. 1
Brooklyn Union Gas	Sept. 17	Oct. 1	1½%	Oct. 1
Canadian Pacific	Sept. 2	Oct. 6	3½%&½% ex.	Oct. 1
*†Central Railroad Company of New Jersey	Oct. 21	——	2%	Nov. 1
*†Central & South American Telegraph	Sept. 30	——	1½%	Oct. 8
Central Coal & Coke	Sept. 30	Oct. 17	1½%	Oct. 15
Central Coal & Coke pref	Sept. 30	Oct. 17	1¼%	Oct. 15
†Central Leather pref	Sept. 10	——	1¾%	Oct. 1
Chatham National Bank	Sept. 22	Oct. 1	4%	Oct. 1
†Chesapeake & Ohio	Sept. 9	——	1¼%	Sept. 30
†Chicago & Eastern Illinois pref	Sept. 16	——	1½%	Oct. 1
†Chicago & Northwestern pref	Sept. 9	——	2%	Oct. 1
†Chicago, Burlington & Quincy	Sept. 26	Oct. 4	2%	Oct. 1
†Chicago Junct. Rys. & Union Stock Yards	Sept. 15	——	2%	Oct. 1
†Chicago Junct. Rys. & Union Stock Yards pref	Sept. 15	——	1½%	Oct. 1
Chicago, Milwaukee & St. Paul	Aug. 18	Sept. 26	3½%	Sept. 1
Chicago, Milwaukee & St. Paul pref	Aug. 18	Sept. 26	3½%	Sept. 1
*†Chicago, Rock Island & Pacific	Sept. 24	——	1¼%	Oct. 1
†Citizens' Central National Bank	Sept. 27	——	1½%	Oct. 1
Colorado & Southern 1st pref	Sept. 21	Oct. 3	2%	Oct. 1
Colorado & Southern 2d pref	Sept. 21	Oct. 3	2%	Oct. 1
*†Corn Products Refining pref	Sept. 30	——	1%	Oct. 10
†Crucible Steel pref	Sept. 20	——	1¾%	Sept. 30
†Cuban-American Sugar Company pref	Sept. 15	——	1¾%	Oct. 1
†Delaware & Hudson	Aug. 30	——	2¼%	Sept. 20
†Delaware & Hudson	Nov. 29	——	2¼%	Dec. 20
*†Detroit Edison Company	Oct. 1	——	1½%	Oct. 15
Distillers' Securities Corp	Sept. 28	Oct. 20	½ of 1%	Oct. 31
†Duluth Superior Traction	Sept. 15	——	1¼%	Oct. 1
†Duluth Superior Traction pref	Sept. 15	——	1%	Oct. 1
E. I. du Pont de Nemours Powder pref	Oct. 15	Oct. 26	1¼%	Oct. 25
†Eastman Kodak Company	Sept. 15	——	2½%	Oct. 1
†Eastman Kodak Company pref	Sept. 15	——	1½%	Oct. 1
*†Electric Storage Battery	Sept. 24	——	1%	Oct. 1
†Erie & Pittsburg	Nov. 30	——	1¾%	Dec. 10
Evansville & Terre Haute	Sept. 17	Oct. 18	5%	Nov. 1
†Evansville & Terre Haute pref	Sept. 15	——	2½%	Oct. 15
†Evansville & Terre Haute pref	Sept. 15	——	2½%	Apr. 15, '11
†First National Bank	Sept. 30	——	5%	Oct. 1
*Fourth National Bank	Sept. 22	Oct. 1	2%	Oct. 1
†General Chemical pref	Sept. 21	——	1½%	Oct. 1
†General Electric	Sept. 3	——	2%	Oct. 15
†Goldfield Consolidated Mines	Sept. 30	——	50c. a share	Oct. 31
*Great Northern Railway pref	Oct. 18	——	1¾%	Nov. 1
*Hanover National Bank	Sept. 20	Oct. 1	4%	Oct. 1
Homestake Mining	Sept. 20	Sept. 27	50c. a share	Sept. 26
Illinois Central, leased lines	Dec. 10, '10	Jan. 5, '11	2%	Jan. 2, '11
†International Harvester	Sept. 24	——	1%	Oct. 15
*Irving National Exchange Bank	Sept. 21	Oct. 3	2%	Oct. 1
†Joliet & Chicago	Sept. 24	——	1¾%	Oct. 3
*†Kansas City Southern Railway pref	Sept. 30	——	1%	Oct. 15
*Knickerbocker Ice pref	Sept. 22	Oct. 4	3%	Sept. 3
†Mackay Companies	Sept. 10	——	1¼%	Oct. 1
†Mackay Companies pref	Sept. 10	——	1%	Oct. 1
†Manhattan Railway	Sept. 15	——	1¾%	Oct. 1
†Manila Electric Railroad & Light Corp	Sept. 19	——	1%	Oct. 1
*Market & Fulton National Bank	Sept. 20	Oct. 1	3%	Oct. 1
*Mergenthaler Linotype	Sept. 17	Oct. 1	2½%	Sept. 30
*†Mexican Telegraph	Sept. 30	——	2½%	Oct. 15
Michigan State Telephone pref	Oct. 15	Nov. 2	1½%	Nov. 1
†Minn., St. Paul & Sault Ste. Marie, leased line	Sept. 20	——	2%	Oct. 1
†Minn., St. Paul & Sault Ste. Marie	Sept. 30	——	3½%	Oct. 15
†Minn., St. Paul & Sault Ste. Marie pref	Sept. 30	——	3½%	Oct. 15
†Mount Morris Bank	Sept. 20	——	2½%	Oct. 1
*†National Bank of Commerce	Sept. 21	——	2%	Oct. 1
†National Biscuit	Sept. 28	——	1½%	Oct. 15
National Enameling & Stamping pref	Sept. 10	Oct. 1	1¾%	Sept. 30
National Enameling & Stamping pref	Dec. 10, '10	Jan. 3, '11	1¾%	Dec. 31, '10
National Enameling & Stamping pref	Mch. 10, '11	Apr. 1, '11	1¾%	Mch. 31, '11
National Enameling & Stamping pref	June 10, '11	July 1, '11	1¾%	June 30, '11
National Surety Company	Sept. 20	Oct. 3	2% & 4% ex.	Oct. 1
Nevada Consolidated Copper	Sept. 16	Sept. 26	37½c. a share	Sept. 30
†New York & Harlem	Sept. 19	——	1½%	Oct. 1
†New York & Harlem pref	Sept. 19	——	1½%	Oct. 1
*†New York Air Brake	Oct. 6	——	1½%	Oct. 28
†New York Central	Sept. 22	——	1½%	Oct. 15
*†New York Dock pref	Oct. 1	——	2%	Oct. 15
†New York, Lackawanna & Western	Sept. 15	——	1¼%	Oct. 1
†New York, New Haven & Hartford	Sept. 15	——	2%	Sept. 30
†N. Y., N. H. & H. sub. rcpts., 50% paid	Sept. 15	——	$1 a share	Sept. 30
†Norfolk & Western pref	Oct. 31	——	1%	Nov. 18
†North American Company	Sept. 15	——	1¼%	Oct. 1
†Northern Ohio Traction & Light	Nov. 30	——	¾ of 1%	Dec. 15
Pacific Telephone & Telegraph pref	Sept. 30	Oct. 17	1½%	Oct. 15
*†Park National Bank	Sept. 20	——	4%	Oct. 1
*Pay-as-You-Enter Car Company	——	——	1¾%	Oct. 15
‡Phelps, Dodge & Co	Sept. 17	——	2½%	Sept. 29
†Philadelphia Company	Oct. 1	——	½ of 1%	Nov. 1
Pittsburg Fort Wayne & Chicago, guaranteed	Sept. 10	Oct. 5	1¾%	Oct. 4
Pittsburg, Fort Wayne & Chicago, spl. gtd	Sept. 15	Oct. 3	1¾%	Oct. 1
†Reading Company 1st pref	Feb. 20, '11	——	2%	Mch. 10, '11
†Reading Company 2d pref	Oct. 22	——	2%	Nov. 10
†Reading Company 2d pref	Apr. 22, '11	——	2%	May 10, '11
†Republic Iron & Steel pref	Sept. 17	——	1¾%	Oct. 1
St. Louis & San Francisco stock trust certificates for Chicago & Eastern Illinois pref	Sept. 16	Oct. 3	1½%	Oct. 1
St. Louis & San Francisco stock trust certificates for K. C., Ft. S. & M. pref	Sept. 16	Oct. 3	1%	Oct. 1
*†Seaboard National Bank	Sept. 24	——	8%	Oct. 1
†Sears-Roebuck pref	Sept. 15	——	1¾%	Oct. 1
†Sloss-Sheffield Steel & Iron pref	Sept. 23	——	1¾%	Oct. 1
South Porto Rico Sugar Company	Sept. 20	Oct. 3	1% & 2% ex.	Oct. 1
South Porto Rico Sugar Company pref	Sept. 20	Oct. 3	2%	Oct. 1
†§Southern Pacific		——	1½%	Oct. 1
Southern Railway M. & O. stock transfer ctfs	Sept. 15	Oct. 1	2%	Oct. 1
†Toledo, St. Louis & Western pref	Sept. 30	——	1%	Oct. 15
†Twin City Rapid Transit	Sept. 12	——	1¼%	Oct. 1
†Twin City Rapid Transit pref	Sept. 15	——	1¾%	Oct. 1
†Union Bag & Paper pref	Sept. 30	——	1%	Oct. 15
†Union Pacific	Sept. 12	Oct. 13	2½%	Oct. 1
†Union Pacific pref	Sept. 12	Oct. 13	2%	Oct. 1
Union Trust Company	Oct. 5	Oct. 10	12½%	Oct. 10
†United Fruit	Sept. 27	——	2%	Oct. 15
United States Steel Corporation	Sept. 1	Sept. 16	1¼%	Sept. 29
Utah Copper	Sept. 16	Sept. 21	75c. a share	Sept. 30
†Utica & Black River	Sept. 15	——	3½%	Sept. 30
Virginia-Carolina Chemical	Nov. 5	Nov. 16	1¼%	Nov. 15
Virginia-Carolina Chemical	Feb. 4, '11	Feb. 16, '11	1¼%	Feb. 15, '11
Virginia-Carolina Chemical	May 5, '11	May 16, '11	1¼%	May 15, '11
Virginia-Carolina Chemical pref	Sept. 30	Oct. 17	2%	Oct. 15
*††Vulcan Detinning pref	Oct. 10		——	Oct. 20
*Western Maryland Railway pref	Oct. 11	Oct. 20	1%	Oct. 20
Western Union Telegraph	Sept. 20	Oct. 13	——	Oct. 15
*Westinghouse Electric & Mfg. 1st pref	Oct. 5	Oct. 17	1¾%	Oct. 15
*¶Westinghouse Electric & Mfg. 1st pref	Oct. 5	Oct. 17	8½%	Oct. 15

INTEREST.

	Books close.	Books open.	Interest payable.
Albany & Susquehanna 1st mtg. 3½%	Sept. 20	Oct. 1	Oct. 1
†American Agricultural Chemical 1st mtg. 5%. 1928	Sept. 30	——	Oct. 1
American Tobacco 6%. 1944	Sept. 15	Oct. 3	Oct. 1
Atchison general mtg. 4%	Sept. 23	Oct. 1	Oct. 1
Baltimore & Ohio 1st mtg. 4%	Sept. 23	Oct. 1	Oct. 1
Baltimore & Ohio prior lien mtg	Sept. 23	Oct. 1	Oct. 1
Baltimore & Ohio Southwestern Div. 1st mtg. 3½%	Sept. 23	Oct. 1	Oct. 1
Beech Creek Extension Railroad 3½%. 1st mtg	Sept. 20	Oct. 1	Oct. 1
Burlington, Cedar Rapids & Northern con. 1st mtg. 5%	Sept. 16	Oct. 1	Oct. 1
†Central Pacific Through Short Line 1st mtg. 4%	Sept. 30	——	Oct. 1
Central Railroad of New Jersey general mtg	Sept. 19	Oct. 3	Oct. 1
Chicago & Alton 3% refunding mtg., 1949	Sept. 24	Oct. 1	Oct. 1
Chicago & Northwestern sinking fund 5%	Sept. 26	Oct. 1	Oct. 1
Chicago & Northwestern sinking fund 6%	Sept. 26	Oct. 1	Oct. 1
Chicago & Northwestern 30-year 5% deb., 1921	Oct. 13	Oct. 15	Oct. 15
†Chicago, Milwaukee & St. Paul general mtg. 4%. Series A	Sept. 29	——	Oct. 1
†Chicago, Milwaukee & St. Paul general mtg. 3½%, Series B	Sept. 29	——	Oct. 1
Chicago, Rock Island & Pacific 1st and refunding mtg. gold 4%	Sept. 16	Oct. 1	Oct. 1
†Chicago, St. Louis & Pittsburg 1st con. mtg. 5%	Sept. 30	——	Oct. 1
Cleveland & Mahoning Valley 5%, 1938	Sept. 15	Oct. 3	Oct. 1
Commercial Cable 1st mtg. 4%	Sept. 20	Oct. 3	Oct. 1
†Consolidated Railway Company 4% deb., 1955	Sept. 30	——	Oct. 1
†Duluth & Iron Range 1st mtg. 5%	Sept. 30	——	Oct. 1
Eastern Railway of Minnesota 1st mtg. North. Div. 4%	Sept. 23	Oct. 3	Oct. 1
Erie R R 4% convertible 50-year, 1953, Ser. A	Sept. 20	Oct. 2	Oct. 1
*Erie R R 4% convertible 50-year, 1953, Ser. B	Sept. 20	Oct. 2	Oct. 1
†Illinois Central extension 1st mtg. 3½%	Sept. 30	——	Oct. 1
†Illinois Central gold 4%, 1952	Sept. 30	——	Oct. 1
Interborough-Metropolitan Co. 4½% coll. trust. 1956	Sept. 20	Oct. 1	Oct. 1
Kansas City, Fort Scott & Memphis 4% refdg. mtg., 1936	Sept. 15	Oct. 3	Oct. 1
†Kansas City Southern 3% 1st mtg., 1950	Sept. 30	——	Oct. 1
Lehigh Valley Terminal Railway 1st mtg. 5%	Sept. 15	Oct. 1	Oct. 1
Louisville & Nashville—Southern Monon coll. joint 4%	Sept. 15	Oct. 1	Oct. 1
New York & Putnam con. mtg	Sept. 20	Oct. 1	Oct. 1
New York, Chicago & St. Louis 1st mtg. 4%	Sept. 15	Oct. 3	Oct. 1
New York City bonds and stock	Sept. 15	Oct. 1	Oct. 1
†New York, New Haven & Hartford deb. 3½%, 1954	Sept. 30	——	Oct. 1
New York, Providence & Boston gen. mtg. 4%, 1942	Sept. 20	Oct. 2	Oct. 1
†Norfolk & Western 1st con. 4%	Sept. 30	——	Oct. 1
Northern Pacific Great Northern (C., B. & Q.) joint 4%	Sept. 3	Oct. 3	Oct. 1
Northern Pacific prior lien mtg	Sept. 15	Oct. 3	Oct. 1
Pittsburg, Fort Wayne & Chicago 3d mtg. 7%	Sept. 15	Oct. 3	Oct. 1
Reading Company Jersey Central coll. 4%	Sept. 20	Oct. 3	Oct. 1
Toledo, St. Louis & Western 1st mtg. 4%, 1950	Sept. 24	Oct. 1	Oct. 1
†Tri-City Railway & Light Co. 5% coll. trust 1st lien, 1923	Sept. 30	——	Oct. 1
Virginia & Southwestern 1st con. mtg. 5%, 1958	Sept. 15	Oct. 1	Oct. 1

RIGHTS.

	Books close.	Books open.	Settlement day.	Privilege expires.
†E. I. du Pont de Nemours Powder pref	Sept. 14		Sept. 22	Jan. 1, '11
†General Chemical common and pref	Sept. 15		Sept. 27	Oct. 1

*Additions to prevous bulletins. †Record of stockholders made on this date; books do not close. ‡Dividend to be declared. §Books do not close; dividend payable October 1, 1910, to holders of dividend warrant No. 16. ¶Cumulative deferred dividends.

OLD GOLD AND SILVER.

HIGHEST PRICES for Diamonds, Old Gold; appraisements made. CHARLES A. WEBER COMPANY, 1 Wall st.

JACK'S OLD CURIOSITY SHOP buys old gold, silver, antiques, curios, etc. JACK ROTH, 85 Flatbush ave., Brooklyn. Tel. 539—Prospect.

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On-the-Hudson
"THE SUBURB BEAUTIFUL"

Six New Residences Ready to Move Into October 1st

¶ These delightful homes, built by our own Construction Department, are offered for sale at prices ranging from $12,500 to $15,500.

¶ The terms of payment require but a small amount of cash down, the annual cash outgo to provide for the balance being equivalent to the rental you now pay for an apartment.

¶ These houses are situated in the choicest districts of beautiful Park Hill, all within eight minutes' walk of the station.

¶ Carefully designed and exquisitely finished in hardwood trim and beamed ceilings. Steam-heated, tiled bathrooms, finest exposed plumbing. Will be decorated to suit purchasers.

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How to Get to Park Hill

¶ Take any 6th or 9th Avenue Elevated train to 155th Street, and then from same platform Putnam division train direct to Park Hill.

¶ Take Broadway Subway Express train to 242nd Street and then Broadway trolley (8 minutes) direct to Park Hill Station.

¶ Take train from Grand Central Station to Yonkers, and then Broadway trolley (5 minutes) to Park Hill Station.

¶ For floor plans of houses and full information concerning Park Hill, terms of payment, etc., write at once to

American Real Estate Company
Room 558, 527 Fifth Ave., New York City
Assets Over Fifteen Million Dollars Telephone, 3586 Murray Hill

RESORTS.
NEW JERSEY.

SPECIAL ANNOUNCEMENT

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Marlborough-Blenheim

Is this year compelled to inaugurate the policy of keeping open BOTH the "MARLBOROUGH" and the "BLENHEIM" sides throughout the entire year, instead of closing one or the other of them, as heretofore, during OCTOBER, NOVEMBER and DECEMBER. Weather conditions during these three months are delightful at

ATLANTIC CITY

The motoring roads from New York are perfect, and the dry, bracing air, the bright sunshine, the seven miles of boardwalk with the open or glass-enclosed rolling chairs, the metropolitan theatres and other amusements, and the finest resort hotels and cafés in the world, guarantee the same success to the FALL SEASON that they have already contributed to that of WINTER, SPRING and SUMMER.

The House has 400 private baths, each supplied with hot and cold sea water, so beneficial for rheumatic and other troubles. White service in both American and à la carte dining-rooms. Exquisite music a feature. The drinking and all other fresh water used throughout the House comes from its own artesian well, 850 feet deep, flowing 200 gallons per minute, and free from possibility of contamination. PRIVATE GARAGE with separate locked stalls. Ownership management.

JOSIAH WHITE & SONS COMPANY.

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HOTEL GRAMATAN
Lawrence Park - Bronxville - New York
OPEN ALL THE YEAR
260 Rooms
120 Private Baths
EXCEPTIONAL CUISINE
Electric Train Service—28 Minutes.

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18 Miles from New York. Open all year.
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THE HOTEL SEVILLE OFFERS VERY DESIRABLE SUITES OF ANY NUMBER OF ROOMS, WITH ALL MODERN IMPROVEMENTS. THE ROOMS ARE OF VARIOUS SIZES, EQUIPPED WITH LARGE CLOSETS, ARE WELL FURNISHED AND WELL ARRANGED. THE TABLE (A LA CARTE) AND ITS APPOINTMENTS ARE STRICTLY FIRST CLASS. WELL-TRAINED WHITE SERVANTS RENDER STRICTLY UP-TO-DATE SERVICE. ROOMS AND SUITES ARE RENTED BY THE DAY, BY THE SEASON AND BY THE YEAR. A VERY QUIET YET CENTRAL LOCATION, APPEALING PARTICULARLY TO PEOPLE OF REFINEMENT.

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