

necessary for American auto owners to go to France to recover it, for the conditions of the deed of gift require that the first two races for the cup shall be held in America.

HOW THE RACE WAS WON. Heath, the winner, made the 300 miles in less than 5 1/2 hours. The crowd began to arrive at the starting point of the race, a quarter of a mile from the famous pump on the Jericho pike, as

two men, and their garb was as odd as the build of the machines they rode in. Goggles with felt, leather or aluminum sides were worn invariably and a number had padded helmets such as football players use. Some were clad from head to foot in leather, while others wore khaki coats and leggings. Heath, the winner, wore a long dark gray ulster, while Webb and his mechanic, Andy Anderson, were clad in black leather throughout.

About this time rumors of serious accidents reached the grand stand. It was said that Wallace's mechanic had two broken legs, that Wallace's legs had been broken, that Gabriel had killed an Italian, that Clement had killed a negro, that other competitors had been dethroned. The worry increased when several cars failed to reach the stand long after they were due. The second car definitely declared out of the race was No. 3, Tracy's Royal, which broke its shaft and cracked a cylinder at Queens in the second lap.

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CROWDS CLOSED IN ON RACERS

WATCHERS OF THE AUTO RUN WORRIED THE JUDGES.

Fewer Folks Out Than Were Expected, but They Made Trouble Near the Stand—Overnight Enthusiasts Hard Put to Find Rooms—Many Slept on Chairs.

Even an international motor race with records to be broken and accidents to be expected was not sufficient to induce many to brave the frosty dawn of an October morning and journey out to the start at Westbury. When the first machine crossed the tape at 6 o'clock the grand stand was not more than two-thirds full, and of the eight hundred or so in the crowd not two-score were women.

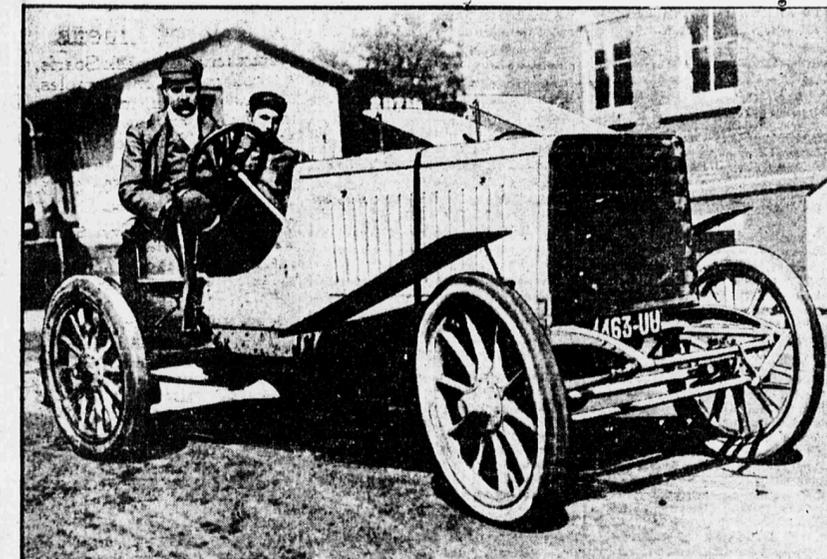
Along the Jericho turnpike stretching away from the starting line, save at the crossing of the road from Westbury, where were gathered perhaps a hundred automobiles, whose owners and their friends crowded to the road edge, the men in the racing machines faced an almost deserted highway until they reached Jericho post office. Here a small crowd waited, blowing fingers and dancing to keep warm.

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GEORGE HEATH, THE WINNER, IN HIS PANHARD.

early as 5 o'clock yesterday morning, many thinking an early start necessary to secure a vantage point. In this they were mistaken, for the race, which started so far as speed was concerned, was a disappointment in respect of attendance.

It was thought that 100,000 persons would see the race, but it is doubtful if there were more than 20,000 along the course at any one time. The crowd was a shifting one all day, many of the early visitors leaving before noon.

RACERS OFF BEFORE CROWD CAME. While a few hundred got to the starting place before the time set, the majority came within the half hour following 6 o'clock. They failed to see the first cars get away, for the officials were prompt. As a result every car of the eighteen entered save one started at the time set, the first at 6 o'clock, the second at 6:02, the third at 6:04, and so on.

The exception was Alfred G. Vanderbilt's 90 horse-power F. I. A. T., which had engine troubles on the way to the start. Vanderbilt's driver, Sartori, started in the race a little more than two hours after the time set for him, and never figured as a possible winner.

The starters, their official numbers, their order and time of starting follow:

VANDERBILT REAL RULER OF THE RACE. The starting was done without a hitch. William K. Vanderbilt, Jr., was referee in fact as well as name. His fact was first displayed when a man driving a big steam automobile ran along the course to the starting point while Gabriel was at the tape ready to start.

Other officials tried to check the intruder, but he forced his car ahead slowly, crowd in several of them into the fence at the grand stand. Young Vanderbilt stepped up and reasoned with him politely, and the man turned back. Gabriel was not delayed.

The tape for the starting was stretched across the road between a temporary grand stand seating 1,000 and a stand on the opposite or westerly side, which accommodated the judges, timers, newspaper men and photographers. To the south of the tape at the end of the grand stand were several temporary stands and platforms erected by individuals.

Toward the northeast from the starting point was a straightaway of less than half a mile, in the center of which was a well defined path where sprinkling carts had scattered part of the 90,000 gallons of crude oil provided for the course. The oil treatment proved a success. The cars whizzed away without raising a particle of dust.

HOW THE RACERS LOOKED. The motor cars and the men as they lined up at the tape presented a strange sight to the uninitiated. Every car was stripped of all carriage resemblances. The majority were special machines designed for racing, with low, rakish fronts of metal pointed like an overturned boat or rounded. In a few cases, such as the Panhard car of Heath, the winner, the fronts were square. On the rear of every car were from one to four spare tires.

The cars had to weigh less than 2,204 pounds to be eligible for the race, and therefore not an unnecessary pound was carried on the majority. In fact, the lightening was responsible for the collapse of at least one car, that of Frank Croker.

ARMOR FOR THE DRIVERS. Each car was obliged by the rules to carry

Gabriel started with a big lump. Webb and Arnts also set forth with a jump. While Lytle moved away at a moderate, even pace, Heath made a good start, not sensational, but steady. Clement, in his long blue car that looked for all the world like the slipper of a giantess, made a poor start, getting away slowly. Tard made a swift breakaway and Toste did best of all, taking a pace that he maintained as far as he could be seen down the road.

When it came the turn of No. 10, A. G. Vanderbilt's car, to start, it was not on hand. Its owner stood in the grand stand looking anxiously down the road, as No. 11 was ordered into place by the referee, his cousin, Frank Croker's car came to the tape flashing fire from the exhaust in a noisy fashion. Wornose's German car was orderly and got away well. The last machine to start, William Wallace's Italian auto, came to the tape belching smoke from its left side.

When the last of the seventeen machines had started, No. 10, the A. G. Vanderbilt car, was still missing. It was reported to have been seen at Mineola with the driver and mechanic at work on the motor.

GABRIEL LEADS ON FIRST LAP. It was nearly four minutes after Wallace's car started, before the first one reappeared at the grand stand. This was Gabriel, who had started second and had passed Stevens' car at the thirty mile lap. The famous Frenchman who won the Paris-Madrid race of last year got a cheer.

An admirable telephone system enabled the judges and timers at the starting point to keep track of what was going on around the course. There was a telephone at each turn and at each of the two "controls". The timers were at Jericho, Plain Edge and Queens. The "controls", through which the cars had to pass at less than the miles an hour, were at the villages of Hicksville and Hempstead. The races were required to take three minutes to pass through Hicksville and six minutes to run through Hempstead. The time spent in control was deducted from the total time.

LETTER FOR THE CROWD TO SEE. The reports from the telephones helped to keep the race from being downright tedious to the spectators. All there was to see was now and then a big automobile rushing by at full speed and disappearing in the distance.

As the reports came by telephone the official announcer communicated them to the watchers through his megaphone.

The fastest time of the day was that made by Toste in this first round, his trip of thirty miles in 2:04 being at the rate of nearly seventy miles an hour. Mr. Wallace declared that he drove as fast as ninety-five miles an hour. Tard lost an hour through tire troubles in this round.

The second round was finished as follows:

The first report to come was "No. 5 is reported to have tire trouble at Queens." The car, No. 7, is reported to have passed Queens.

In this way the spectators knew what car to expect when all the officials joined the race officials managed to keep the "car coming".

This warning became one of the features of the day, but in spite of it the crowd lined up on the roadway at either end of the stands, would crowd forward. The deputy sheriffs had little control, though the race officials managed to keep the "car coming" between the stands clear.



ALBERT CLEMENT IN HIS CLEMENT-BAYARD.

was finished in the following order and in the following net times:

Gabriel... 2:04
Clement... 2:04
Heath... 2:04
Webb... 2:04
Lytle... 2:04
Tard... 2:04
Croker... 2:04
Wornose... 2:04
Stevens... 2:04
Arnts... 2:04
Vanderbilt... 2:04
Wallace... 2:04

Heath's spurt for victory. Clement led by 1 minute 48 seconds on the ninth lap, but Heath was told of the situation in control and let out of the situation in control and let out of the situation in control.

Heath's time for the tenth lap was 27 minutes 5 seconds. Clement's was 30 minutes 21 seconds. Heath's total time was 2 hours 26 minutes 46 seconds. Clement's time was 5 hours 28 minutes 13 seconds.

HEATH A NATIVE OF AMERICA. Heath is 42 years old. He was born at Astoria, L. I. He is a man of means and has lived abroad for fifteen years, he "is ashamed to say." He won the Circuit Ardennes this year, young Clement finishing third.

These were the officials of the course: Referee—W. K. Vanderbilt, Jr., Judges of Start and Finish—Harriet Whipple, president A. A. Frank G. Webb, president L. E. A. C. Winthrop E. Sartori, president A. C. Von Wagner Jr., and Peter Greig; Hempstead control, H. C. Hackstaff and John D. Hackstaff, Jr.

Judges of Turns—Jericho, William Milne; Hempstead, Theodore Holburn; Queens-Hempstead, R. Hoyle; Queens-Jericho, Frank L. Evans; Judges of Weighing—E. T. Birdsell, A. L. Riker.

Starter—S. M. Butler, A. C. of A. Starter—C. H. Gillette, secretary A. A. A. Assistants to Starter—George E. Farrington, J. P. Emerson, Brooks, A. G. M. Belding, Jr., A. C. A. Robert Lee Marshall, A. C. A.

During the fourth round word was telephoned to the Vanderbilt driver, Sartori, to return and make a standing start, the same as the others had done. He did not obey and as he had no chance to win was allowed to go on. He quit after making a lap and a half.

The fifth lap finished as follows:

Heath... 4:11
Clement... 4:11
Lytle... 4:11
Tard... 4:11
Croker... 4:11
Wornose... 4:11
Stevens... 4:11
Arnts... 4:11
Vanderbilt... 4:11
Wallace... 4:11

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SPECIAL SALE OF SLIGHTLY USED ORCHESTRETTES AND AEOLIANS AT REDUCED PRICES

THE AEOLIAN is the instrument upon which The Aeolian Company originally built up its reputation. It renders it possible for the person wholly without musical training to enjoy and personally produce the very best of music.

From Quaint Old Salem we have created a number of beautiful reproductions of early Colonial furniture. Pieces that bear a charm for their Puritan simplicity and fine detail, as are shown in the dignified Highboy, the Study Table and its stately columns, the long, roomy Sofas and the high back Georgian Chairs—all bearing an individuality for pure design and perfect construction.

Business Notices. For nearly 100 years MURRAY & LANMAN'S FLORIDA WATER Has perfumed and refreshed the world.

DIED. BINNIE—At the Convent, Pay Ridge, on Friday the 28th inst., Helen R., daughter of the late William B. Binnie and Mary Della Binnie, in her 44th year.

Department of State. Official: Washington, D. C., Oct. 7, 1904. HUNTER—Information has been received at this Department from W. A. Rublee, the Consul General of the United States at Vienna, Austria, of the death on the 10th of September, 1904, at Vienna, Austria, of the late Mrs. Anna Maria Hunter.

ARREST AFTER THE RACE. Teddy Goodman was running car which he said had figured on the course. Frederick A. Goodman, more familiarly known as "Teddy" Goodman, former professional bicycle rider of Connecticut, but now an automobile driver, was arrested last evening for violating the speed law on Broadway with an automobile stripped for racing, which he said had participated in the contest on Long Island. Bicycle Police-men Kerrigan and Donohue, who patrol Broadway in plain clothes, were standing at Forty-second street when the race with Goodman on the skeleton seat and two others standing on the trucks behind, shot up Broadway and across Forty-second street without slackening speed. The two policemen mounted and began a pursuit which would have been futile, but Kerrigan recognized the chauffeur and called to him: "You might as well pull up, Goodman; I know you are here."

CEMETERIES. Great Flatland Cemetery, 2.15 acres. Round trip ticket 50c. At 46 W. 34th St., N. Y.