WOMEN ELECTION CAPTAINS.

RUNNING AN ENDLESS CHAIN CAMPAIGN IN THE 31ST.

Husband of One of Them, Himself a Connoisseur, Says It's a Fine Political Idea, but Bad for the Digestion—How Tom Watson Fooled a Fair Politician.

If Joe Beihilf, Republican nominee for Assembly in the Thirty-first district, isn't elected it won't be through the fault of Mrs. Edward A. Gernhardt and the fifteen or twenty other women captains who are assisting in running the campaign. Beihilf has a woman captain in addition to the regular captain in each of fifteen or twenty election districts, and all of them have been hustling for more than a week getting their women friends to promise to make their husbands vote for the Republican candidate for Assembly, and in many cases conducting a personal campaign among the voters themselves. Most of the "captains'" husbands are interested in politics and used to talk politics in their homes. Nearly all of them now, though, try not to let political subjects intrude in the family circle, that is, when they are able to find the family circle.

As to the success of the movement, Mrs. Gernhardt said last night:

"We are getting along finely, we women. Not a single voter that I've seen has refused to promise to support Beihilf. The movement is a complete success, providing, of course, the men keep their promises."

Mrs. Gernhardt was engaged at 7 o'clock last night, when a SUN reporter called at her home at 51 West 111th street, in addressing a pile of envelopes. The envelopes contained circulars which the women captains are going to send out.

"We are going to work the endless chain scheme, you know," said Mrs. Gernhardt. "Every captain of us is going to write to every friend she has in the district, asking her friends to write to their friends and those friends to their friends, and so on to an indefinite number of friends. Don't you think that plan ought to cover the district? I don't see how a single man can escape, because every man in Harlem is the friend of some body. Even as the campaign stands now, we've done pretty well, I think, but a man-to-man canvass is rather slow, you know. Besides, this other plan of action has the additional——"

"Mrs. Gernhardt, Mrs. Gernhardt," said a man's voice from a room in the rear of the house. "Have we got any butter in the house?"

"Oh, dear, no. That's so; I forgot it. How stupid. I was on the way to the store to order it with Capt. Weisslberger when we met Mr. Pfaudler, and you know we've been trying to locate him for two days. But, Edward, here is a man from THE SUN to talk politics," said Mrs. Gernhardt.

Mr. Gernhardt came into the room carrying his napkin.

"How do you do? Glad to see you," said he, without the slightest trace of pleasure on his face.

There was a ran at the door.

"Is Capt. Gernhardt in?" asked a boy with a package, as Mr. Gernhardt opened the door.

"Which captain, me or my wife?" he replied.

It was true, he admitted, that he was interested in politics; that he was the captain of the election district in which he lived; that his wife was captain of the same district; that he thought Beihilf's scheme for bipartite campaign management was pretty good so far as election results were concerned, but tough on the digestion.

"But," he added, "if Tom Watson is willing, as he says he is, to give his life to the Populist cause why I guess I can risk my stomach for Beihilf——"

"Yes," interrupted Mrs. Gernhardt, "the men are promising quite freely. As I said, not a single one has refused me. I had only one who made any serious objection. He said that the Republican party wasn't good for anything because it represented the money power, but I just replied to him: "'Is a ginger cooky a ginger cooky without ginger in it? Will bread rise without yeast?'"

"He said he guessed not, and I'm just as certain as can be that he is won over.

"But all the other captains," continued Mrs. Gernhardt, "report just about as good success as I've had. They have, of course, had to contend with their little discouragements, but all have risen superior to the occasion. They've found some voters stubborn and contrary, mankind is like, you know, but after a little arguing and the statement of a few rock bottom campaign facts they have been led to see the right side of the question. But, of course, there's that uncertainty as to whether they will keep their promises."

So far as Mrs. Gernhardt or any of the other captains know, there had been only one unpleasant incident in the campaign. That had happened when the husband of one of the women who had been working in the Republican cause came home from out of town the other day. He is a travelling man and had been absent for several weeks. He is also a strong Democrat. When he heard what his wife had been doing he was angry.

"Why," said she to him, "I read in the paper that Mr. Watson said the Republicans and the Democrats were all the same, and as all the ladies in my set were working for Mr. Beihilf I thought I ought to, too."

One man who had been approached by one of the woman captains said that this argument on imperialism was advanced to him:

"You are a married man, aren't you? You have a wife. You love her, don't you? She understands her business, doesn't she? Well, what would you do without her? Just so, the United States is the wife of the Philippines, their protector, their comforter in times of trouble. Would you have this Government divorce the Islands? Would you have the wife divorce the husband?"

Mr. Beihilf refused to talk about his scheme of campaigning or about his popularity with the women.

"The facts speak for themselves," said he.

Other people said that the plan had been adopted because the women friends of Mr. Bernstein, candidate on the Democratic ticket, had started in to boom his stock.

STORY OF AN AMBULANCE CALL.

Crowd Buys Out a Pushcart's Stock of Fruit to Feed the Hospital Horse.

An ambulance turned into Dey street shortly after the noon whistle. The street was jammed with wagons and trucks. The driver of the ambulance pulled his horse to the right and drove over the sidewalk. Pedestrians made the course clear by backing into the entrances.

Every window in the buildings opposite where the accident happened was filled with peering humanity. The crowd down below increased.

Teamsters made a way for the ambulance to back in, and the surgeon and his assistant went down to the spot where the injured man lay. It was a strange mixture of people that gathered and looked. Many women were there.

Then a trivial incident diverted the attention of most of the gathering. A pushcart laden with apples had become wedged between teams and was unable to budge. Somebody bought a pippin. His act was contagious. Within a few minutes nearly every one in the immediate vicinity was buying and eating fruit.

One man who had more than he wanted divided an apple and gave half to the ambulance horse. The animal liked it. Others bought more fruit and fed it to the horse, which acted as if it could never be satisfied.

This amused the people. It diverted the attention of the crowd from the accident which had drawn them together.

The injured man was lifted into the ambulance almost unnoticed. The clang of the gong changed the scene instantly. The ambulance moved off. The crowd dwindled. The pushcart man had sold every apple in his stock. The misfortune of a man had contributed to the comfort of another.

EVOLUTION OF THE SHIRT.

Advent and Progress of the Smooth Bosom Shirt—A Pleated Shirt Revival.

"When the old fashioned pleated bosom shirt, once generally worn, finally gave way to the modern smooth bosom shirt," said the shirtmaker, "there were made in the new shirts eyelet holes for studs; the pleated bosom shirt had been commonly made with buttonholes and buttons, to button.

"Some of the modern smooth bosom shirts were made with a solid bosom, with a double eyed pleat down the middle to give it a finish, this shirt opening in the back, a radical departure from the old time shirt, which invariably opened in the front. The open back solid bosom shirt came into very wide and extensive use, and it is still sold to some extent, though not nearly in the numbers that it once was.

"In the solid bosom shirt, in which studs were set for ornament, or to relieve the broad expanse of the shirt front, the eyelet hole was all right; for there the stud had to be screwed through only a single thickness of bosom. But in the open front, or so-called dress shirt, it was different. In that, of course, the stud served the purpose of a button also, and it had to be screwed through both parts of the bosom.

"Shirt ironing is an art, and decided skill and care are required in ironing an open front eyeletted shirt in such a manner as to make the eyelets exactly meet. One part of the bosom may easily be stretched out, in the ironing, to be a quarter of an inch or more longer than the other, with the result that the eyelets do not come under each other, but are that far apart. In a shirt so ironed it was difficult work to set the studs through both eyelets, and when the stud had been put in place the two parts of the shirt bosom did not lie flat and smooth, but the outer part puffed up and rounded out between the studs.

"To overcome this tendency the shirt makers took to making in the under part of the open front bosom instead of an eyelet a buttonhole-like opening for the screw of the stud, this longer opening giving some room for the shank of the stud to play in and so helping to equalize the two parts of the bosom of a shirt not perfectly ironed, and so to make them lie flat.

"Later the eyelet in the upper or outer part of the bosom also was changed to a buttonhole-like slit, giving a still freer play of the two parts of the bosom on the shank of the stud and helping still further to make the two parts lie flat and smooth as they should do. And now the stud openings are made with those in the outer part of the bosom in a vertical line, while those in the under part are cut horizontally, giving play on the shank of the stud not only endwise of the shirt bosom, but crosswise as well.

"And now the open front shirt is opened down into the body of the shirt for an inch or two below the bottom of the bosom, giving the bosom still more play on the studs, thus helping still further to keep the bosom flat. With these improvements in the construction of shirts it is now possible to buy even a moderate priced, made up shirt whose bosom will fit properly after laundering.

"Another improvement in dress shirts consists in what is called the split collar band. People were disturbed by the chafing of the base of their back collar button on their necks, and the split collar band did away with that.

"The split collar band is a double or folded over band, with the buttonhole for the collar button made through the outer fold only. The base of the button rests against the inner fold, which keeps it clear of the neck entirely.

"When the modern smooth bosomed shirt came into use the commonly used shirt stud was the screw stud. What with the repeated twistings required to turn the screw in there was also danger of soiling the bosom, as well as of crumpling it, and towards the end there was invented the dress shirt that opened in the back as well as the front. You screwed the studs into this open front shirt before you put it on, when you had it where you could handle it, to the greatest advantage.

"There was a modern shirt, surely—the shirt that opened front and back, too; and this shirt came into extensive use, as it still remains, though now the dress shirt opening front only is sold in New York, at least, in larger numbers than the open-front-and-back shirt, and the proportion of open-front-only dress shirts is all the time increasing. In other cities and elsewhere the sale of the open-front-and-back shirt still continues large, but with the proportion of open-front-only shirts everywhere increasing.

"The screw stud has gone out, and with it have gone the difficulties attending its use, which led to the introduction of the shirt opening front and back. Improvements have been made in shirt studs as well as in shirts, and the stud of to-day is so contrived that it can easily be placed in a shirt bosom without fear of mussing or soiling it. And now the dress shirt in favor, and with its favor growing, is the shirt that opens front only.

"While smooth bosomed shirts have thus, in one form and another, practically supplanted the old time pleated bosom shirt, yet the pleated bosom has never gone wholly out of use, and just now it is having a little revival. There were older gentlemen who, when the smooth bosomed shirts came in, clung to the pleated bosom shirts from force of habit or because they liked them better anyway, and there were parts of the country in which they were still more or less preferred. And now pleated bosom shirts are in favor everywhere with younger men as well, for wear with dinner coats, with a turnover collar and black tie.

"And very appropriate and comfortable they are with such costume, too, and some younger men are now wearing pleated front white shirts with business clothes.

"But the stiff, smooth bosomed shirt is still prescribed for wear with the swallow-tail coat, and even if the pleated bosom shirt should again commend itself for ordinary wear, there is one thing that alone would now probably prevent its general adoption, and that is the cost of its laundering. It costs twice as much to have a fine pleated bosom shirt laundered as it does for the laundering of a smooth bosom shirt.

"Last season there were sold many pleated bosom négligée shirts, but I don't look to see so many sold next season, for the same reason. Therefore the modern smooth bosom shirt appears to be the more practical shirt for general use, and its vogue appears likely to continue. The pleated bosom shirts now sold, even with limited revival, do not amount to more than 5 per cent. of all, if so much, and I do not look to see that percentage greatly increased."

O'Connor Wins Erasmus Hall Championship.

Under the direction of Prof. J. M. Tilden, the annual fall field day of the Erasmus Hall High School Athletic Association was held yesterday morning on the school grounds. Eugene J. O'Connor for the second successive year captured the individual championship, with a total of 78 points. Second honors were garnered by E. Hutchings, with a total of 76 points.

100 Yard Dash—Won by Edmund J. O'Connor; E. Hutchings, second; George H. Yale, third; Harold Rogers, fourth. Time, 10 3-5 seconds.

200 Yard Run—Won by Edmund J. O'Connor; Harry F. Hobart, second; Harry Smith, third. Time, 24 1-5 seconds.

Quarter Mile Run—Won by Edmund J. O'Connor; George H. Yale, second; E. Hutchings, third; Joseph Rose, fourth. Time, 56 1-5 seconds.

Running High Jump—Won by E. Hutchings, with 5 feet 2¼ inches; Harry Smith, second, with 5 feet 1 inch; George H. Yale, third, with 5 feet; Harry F. Hobart, fourth, with 4 feet 11½ inches.

Pull Ups on Horizontal Bar—Won by E. Hutchings, with 21 times; Edmund J. O'Connor, second, with 20; George H. Yale, third, with 19; Frank G. Bradshaw, fourth, with 18.

Half Mile Run—Won by Edmund J. O'Connor; Harold Cotter, second; William H. Brickley, third; Harry F. Hobart, fourth. Time, 2 minutes 12½ seconds.

One Mile Run—Won by Albert Korber; Harry Smith, second; Harold Rogers, third; James J. Brush, fourth. Time, 5 minutes 23½ seconds.

Hurdle Race, 120 Yards—Won by Edmund J. O'Connor; James Farrell, second; George F. Clarke, third; Harold Rogers, fourth. Time, 16 4-5 seconds.

Chicago to New York
58 HOURS 35 MINUTES TOTAL TIME.
Most valuable of all automobile records, made October 4-6, 1904, with a
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Demonstration Car at our Salesrooms,
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"GLASS JAWED" FIGHTERS.

MANY OF THEM IN THE RING, AND GOOD ONES, TOO.

They Are Usually Possessed of a Nervous Temperament and Have Lean Features—This Weakness Often Prevents a Man From Becoming a Champion.

Pugilists with "glass" jaws are as common as baseball pitchers with "glass arms." The whole secret of the glass jawed fighter is that he is born with a weak jaw. While many fighters can stand a lot of pounding on the vulnerable point, others will go out from the slightest jar. A number of boxers in the ring to-day would probably have been world's champions but for this fact. Some fighters can take unlimited punishment in the stomach, which is considered the tenderest spot of a boxer's anatomy. Joe Grim of Philadelphia is not susceptible to blows on either the jaw or the stomach. He has taken any amount of beating on these spots without ill effects. Yet he is only human and can be knocked out. His weakest point, in all probability, is on the jugular, and if he is whipped in decisive fashion it will be from a punch either on the neck or on the temple.

It is usually the very nervous fighter who has the weakest jaw. He invariably has a lean visage. At the same time he may be the most skillful boxer in the profession. There is no more scientific pugilist in the country than Joe Choynski; but the Californian has a weak jaw. He can stand plenty of gruelling on the body. But when a rival succeeds in reaching his face, Choynski becomes dazed and is in a position to be put to sleep easily. When Choynski met Joe Walcott at the Broadway A. C. several years ago he was getting along famously until Walcott landed a light blow on the Hebrew's countenance. The blow made Choynski groggy and Walcott had no trouble in defeating him.

Kid McCoy is another fighter who has a glass jaw. A single punch in that locality will pave the way for a finishing blow. McCoy realizes this and holds his guard high. He also has a weak stomach, but would prefer a couple of jolts there than one, no matter how light, on the jaw. Jim Corbett cannot stand much pummelling on the jaw. Jim Jeffries conquered Corbett when they met at Coney Island with a left hook on the jaw. For twenty rounds the champion trying to get in such a blow, and Corbett knew it, for when he left his chair to begin the twenty-first round he turned to one of his seconds and said:

"I wouldn't mind so much one of Jeffries's body blows, but if he ever catches me on the chin it will be all day with me. And I am going to lock out for it, too, you can bet." But Jeffries got there just the same.

"Wild Bill" Hanrahan who died a few years ago in Chicago, was one of the hardest hitters in the business for his weight. Hanrahan had a wallop that would have felled an ox. One of these smashes knocked out Marvin Hart of Louisville, who was then rated as an invincible. But as soon as some of Hanrahan's opponents landed on his jaw, Bill went to pieces. Hanrahan was making rings around Tommy West when they fought at Coney Island, but West tumbled Hanrahan to the canvas with the lightest of taps.

Young Griffo of Australia, as scientific a boxer as the ring has ever known, has a weak jaw. That Griffo was able to avoid being put to sleep was due to his exceptional skill. After his dissipations had left Griffo's constitution in a feeble state, the clever Antipodean was easy prey for the man who could locate his chin.

Joe Gans has a weak jaw, but none of his antagonists as yet has succeeded in finding that spot with any degree of accuracy. Steve O'Donnell of Australia, who about eight years ago was a marvel of skill in the ring, had a glass jaw. In fact this weakness was so manifest that his rivals were afraid to hit him very hard on that organ for fear of fatal results. Tommy White might have been the premier featherweight of the world but for this weak spot. White met Ben Jordan in England and was getting along swimmingly when Jordan suddenly slipped over a slight jolt on the chin and the Chicagoan bit the dust.

On the other hand there are fighters who simply revel in being prodded on the jaw. For instance, Jim Jeffries, Bob Fitzsimmons, Terry McGovern, Kid Broad, Young Corbett, Tom Sharkey, Kid Carter, "Mysterious" Billy Smith, Jack O'Brien of Philadelphia, Gus Ruhlin, Tommy Ryan, Eddie Hanlon, Jimmy Britt, Aurelia Herrera, Joe Walcott, "Battling" Nelson, Matty Matthews, Hughy McGovern, Frank Erne, Kid Lavigne, Dave Sullivan, George Dixon, Spike Sullivan and Jimmy Handler of Newark. These fighters all have hard jaws. They have square features. Fitzsimmons wins most of his contests by holding out his jaw for his opponent to hit. He knows that only a real pile driving blow on the spot will bring him down. It is an enticing bait. In aiming for the jaw a fighter often leaves an opening.

The "glass jawed" scrapper, if his weakness is not known, conveys the impression that he is faint hearted. He is subdued so quickly that a question of his gameness is raised. Often from this cause honest battles are mistaken for fakes.

Normal College 'Varsity Basketball Team Defeated by Alumnae.

Nearly 2,000 persons gathered at the Normal College gymnasium, Park avenue and Sixty-eighth street, yesterday morning to see the basketball match between the Normal College alumnæ team and the Normal 'varsity team. So well did the alumnæ team play that the 'varsity five made but one field goal in the entire game, getting most of their points on free throws from the foul line. The final score of the match stood: Normal College alumnæ team, 19; Normal College team, 9 points.

Japanese Coal Supply.

From the Chicago Tribune.

The Japanese coal production has increased from 3,201,075 tons in 1892 to 9,701,682 tons in 1902, showing great increase in industrial activity, if it be true, as is said, that the production of coal in a country is, as a rule, a fair index of its industrial activity. The best known of the Japanese coal mines are those of Takashima, which are situated on the little islands of Takashima and Hashima, about seven miles distant from the harbor of Nagasaki, and have a combined area of a little over two acres on the surface, while the mine itself extends under the sea. Nagasaki is the natural outlet for the produce of the mine, which can be landed there within an hour, while a daily steamer affords postal and passage facilities between that port and the island. The mines are said to have been discovered 200 years ago, but they were first opened up in 1868 by Prince Nabeshima of the Province of Hizen, with the assistance of foreign engineers, and European machinery was then procured. For some years, however, the development was comparatively slow, and after various vicissitudes the mines passed into the hands of the Mitsu Bishi company. The deepest point reached is 940 feet below the level of the sea.

OLDFIELD AUTO CHAMPION.

WINS INTERNATIONAL RACE IN RECORD TIME.

Easily Defeats Bernin in Trial and Sartori in the Final—Covers Ten Miles From Standing Start in 9 Minutes 12 3-5 Seconds—Big Crowd at Empire Track.

Barney Oldfield is automobile track champion of the world. America's speediest motor car pilot on mile circuit courses came again into his own boasted title yesterday without dispute, when at the Empire City track at Yonkers he won the four cornered match that was made for him that he might have a chance to retrieve his title and prestige from the slump they had undergone when both Maurice Bernin and Paul Sartori beat him in the so-called international race at Brighton Beach last Saturday.

Oldfield had asked for a broad, smooth track. He had it yesterday. Sartori and Bernin, his conquerors of the event before, had, with commendable sportsmanship, agreed to another and indisputably fair race to decide the question of track supremacy. Leon Thery, the road racing champion of Europe, also consented to enter the lists against the redoubtable Barney.

There was much good sportsmanship in this too; for the French crack was utterly unacquainted with track speeding and had had but two days in which to familiarize himself with it and prepare his car for a new variety of test. In fact the whole affair smacked of the genuine article of true sport throughout.

The prizes were a silver cup to the owner of the car and a gold medal to its driver. This was no hippodrome, with gate receipts won or divided. Oldfield received from the Empire City management $100 to cover his week's training expenses, and it is said that Thery was to receive a slice of the gate money toward the cost of his American trip, provided the real international flavor, presumably added by his participation, should attract a crowd above a certain number.

Were not these facts, which are vouchsafed by the management and contestants to be true, it would lay Oldfield open to the suspicion of having thrown his races at Brighton Beach for the sake of another race at the Empire City course with its attendant big gate money; for Oldfield won so easily and with such little seeming effort that he made practically a runaway of it in both the trial and the final heats. In the former he beat Bernin nearly half a mile, and defeated Sartori in the final by about the same distance.

The victory of the American driver and car carried with it more than a mere beating of the European cars and champion, for in the final heat, though starting from a standstill, he covered the ten miles in 9 minutes 12 3-5 seconds, as against the previous world's record of 9 minutes 13 seconds scored by Charles Basle and the Bowden Mercedes at Providence, R. I., Sept. 10 last with a flying start, an advantage estimated at not far from ten seconds.

To appreciate what this rate of going means it may be stated that had Oldfield been racing from the City Hall to Harlem against one of the subway expresses he would have reached 145th street, nine miles distant, just as the underground flyer was pulling out of the Grand Central Station. Oldfield's fastest mile was run in 53 1-5 seconds, as compared with Earl Kiser's record of 52 4-5 seconds.

The figures scored by the Green Dragon, by the way, were not the only record breaking performances to be credited yesterday to an American; for in a try against time before the big match Frank Kulick, driving the tiny Ford racer, whose weight is 875 pounds and horse-power is 20, covered five miles in 4 minutes 43 3-5 seconds. This beats his own world's record of 5 minutes 9 4-5 seconds for lightweight cars, and also the record of 5 minutes 1 second for middleweight cars, held by Joe Tracy and W. G. Brokaw's 30 horse-power Renault. But what was more to the point yesterday, the little Ford flyer beat the time scored by the European cars for five miles in the big match—Bernin's Renault, 5:00 2-5; Sartori's Fiat, 4:55, and Thery's Richard-Brazier, 5:00 2-5, all three high powered, heavyweight cars.

Despite the short notice given of the match and the counter attraction of a big football game, a crowd of 7,000 or more auto enthusiasts and speed curiosity seekers saw the match. Though international rivalry of cars and drivers seemed to run high, what betting there might have been was at least not vociferously conspicuous. Bernin and Oldfield were deemed to have fair and away the best chances.

A couple of preliminary curtain raising time trials out of the way, the drawing for the heats took place, Sartori drawing "1", Bernin, "2"; Sartori, "3," and Oldfield, "4." It had been agreed that "1" and "3" should ride in the first heat, "2" and "4" in the second, and the winners in the final, the drivers drawing the smaller numbers having the pole in the trials, and the heat winner in the fastest time the outside in the final. The start was a standing one, as demanded by the drivers of the foreign cars and agreed to by Oldfield to insure the match. It was assumed that Oldfield's car, having but two speeds, would be at a disadvantage as against his four speed equipped opponents.

Sharply at 3 o'clock Sartori and Thery lined up for the first heat, with the former on the pole. Thery's car, a 90 horse-power Richard Brazier, was a big magenta colored, round bodied machine. Sartori drove Alfred G. Vanderbilt's aluminum bonnetted Fiat, familiar to racegoers. Sartori wore a blue jumper and Thery a dark coat.

Thery got a trifle the better of the start, but soon lost it, the pair rounding the first turn on even terms. As soon as they reached the backstretch, however, Sartori began to pull away, and led by two lengths at the half mile post. The racers rounded the far turn in a cloud of dust, Thery gamely sticking to the pole and taking it full in the face without swerving for relief. At the mile Sartori led by four lengths, though that meant but a fraction over an even second, such was the rate of going.

Sartori was doing the best work around the turns, but they stuck to his stern chase grimly, both laying close to the pole. The Vanderbilt pilot was outdriving the French champion on the curves. Sartori negotiated them clearly as one used to them, while Thery made his turns too abruptly so that his rear wheels skidded at times so badly that tenderfoot spectators feared an upset.

The Fiat chauffeur was about twenty or thirty yards better to the mile than the newcomer and won the heat by a bit under a quarter of a mile in 9 minutes 45 4-5 seconds. His opponent's time was 10 minutes. A mile a minute clip was noted by the experts, good going for a beginner at track speeding.

Thery had no excuse to offer, saying he was new at the game, had done the best he could and was glad to have given the Americans a look at him under way, and on his part to have had a taste of their prowess in their own style of going. All this was pronounced very fine, and the French crack was patted on the back and called a good fellow and a good sportsman, with the bay leaves of his road racing crown unwithered.

There had been nothing in the time or showing made by Sartori to alarm the partisans of either Bernin or Oldfield, so that their meeting in the second heat was admitted as likely to evolve the winner of the final, barring accidents. Bernin's car, after a circuit of the track, came to the scratch enveloped in smoke from an over supply of oil in its cylinders. Two more circuits at a slow pace, and this disappeared.

Oldfield, adjuring this time all grandstand costume play, had foresworn his green jacket and was garbed in a conventional yellow leather coat. Yesterday the dire front wheels of the green dragon were replaced by ordinary artillery wheels. Several sturdy lads grabbed Barney's car to give him a good shove off by way of a substitute for absent intermediate gears—and shove they did, to such good purpose that the American crack was in the lead and had the pole before thirty yards had been covered. Bernin was very slow in getting away. He said afterward that he was confused and caught unprepared.

Oldfield threw in his fourth speed and was in his winning stride in a jiffy and making a runaway of it before the crowd had time to catch its breath. The Green Dragon slipped along as smoothly as a serpent and was 200 yards to the good at the half mile post. A yell of joyous greeting saluted him as he shot by the grand stand already a furlong in the lead.

Barney was the Oldfield of old sure enough, and the autoists tooted their horns, while the foot passengers on the stand and along the wire barrier yelled with glee.

At five miles the American champion had beaten his own standing start record by three and a fifth seconds and was a third of a mile in the lead. The next mile, having looked behind and seen how safe he was, he left the pole, took to the outer rail and shot across to the turn, as he used to do when he had things all his own way in the racing and record breaking line. This grand stand play, his only offence in this direction during the afternoon, tickled the crowd and showed that he thought he had things easy. After this Barney slowed down perceptibly, evidently wishing to take no risks. Yet when he won he was but seven seconds behind Basle's flying start record. The world's figures were evidently at his mercy.

Before the final heat Sartori and Oldfield were taken to the judges' stand and introduced, ring fashion, to the crowd, each getting a hearty hand of greeting. Before they took their places on the mark the referee and judges were asked to decide a protest by Sartori's backers against Oldfield's being pushed off. The decision was that his car should be shoved out until the rear wheels reached the tape.

This gave Oldfield the worst of the start. Sartori, who had the pole, was three lengths away before Barney got going well. The Peerless picked up its pace quickly, though, and jumped away in pursuit at a hair raising clip.

Around the turn Sartori led and rounded into the back stretch two lengths in the lead. Now came Oldfield with a rush that brought the occupants of the stand to their feet. In a furlong the Green Dragon flashed by the silver hued Italian flyer. With a scream of joy the Americans greeted the beginning of what they believed would be the glorious end.

The result of this race meant much for the prestige of American cars and the reputation of American drivers. The greeting that Oldfield received from the automobile crowd and from those that love to see little old United States win at any old game proved the old idol to be back on his throne once more. Men yelled, women clapped and horns tooted a triumphal march as the American swept by the stand 100 yards to the good. Oldfield, with his low lying car, rounded the curves beautifully without a skid or a toss of the dust and pulled relentlessly and surely away.

In the third mile Sartori essayed to make the old time Oldfield wide sweep for the turn. It availed him nothing, for Oldfield was 300 yards ahead of him and running away from him with every turn of the shaft. All this time the crowd cheered Oldfield every time he flashed by the stand. At five miles, when he was nearly a quarter of a mile to the good, Oldfield took notice of this greeting and bowed as he passed.

As the winner neared the end he cast caution to the winds and opened his engine wide. Miles in 58 4-5 and 58 2-5 for the eighth and ninth miles were the result, and so was the world's record, to whose skirts he had been clinging the whole journey. The American won by half a mile in 9 minutes 12 3-5 seconds.

The band played "The Star Spangled Banner." Oldfield was brought before the stand with the megaphone announcement that he was ready to meet any man in the world. The world's record time was announced. There were three cheers given several times repeated. Barney was duly acclaimed track champion of the world, and all vowed, "I told you so," and hurried for their automobiles and trolleys.

The results of the heats follow:

FIRST HEAT.

Miles.	Sartori. M. S.	Thery. M. S.	Leader mile. S.
1	1 09 3-5	1 10 4-5	69 3-5
2	2 08 1-5	2 10 1-5	58 2-5
3	3 05 4-5	3 00	57 3-5
4	4 01	4 07 4-5	57 1-5
5	5 00	5 06 2-5	57
6	5 58 2-5	6 06	56 2-5
7	6 55 2-5	7 03 2-5	57
8	7 50 2-5	8 02	57
9	8 47 4-5	9 01	57 2-5
10	9 45 4-5	10 00	58

SECOND HEAT.

Miles.	Oldfield. M. S.	Bernin. M. S.	Leader Mile. SEC.
1	1 00	1 11 2-5	61
2	1 59 1-5	2 10 1-5	53 1-5
3	2 57 2-5	3 07	54 3-5
4	3 46 2-5	4 03 2-5	54
5	4 41	5 00 2-5	54 3-5
6	5 38	5 57 3-5	54
7	6 31 2-5	6 54 4-5	56 2-5
8	7 28 3-5	7 51 3-5	57 1-5
9	8 25 3-5	8 48	57
10	9 20	9 44 2-5	54 2-5

FINAL HEAT.

Miles.	Oldfield. M. S.	Sartori. M. S.	Leader Mile. SEC.	Record. M. S.
1	1 05 3-5	1 08 2-5	65 3-5	52 4-5
2	1 59 1-5	2 03	53 3-5	1 53 2-5
3	2 53 2-5	3 01 1-5	54 1-5	2 47 3-5
4	3 47 3-5	3 58 2-5	54 1-5	3 42 2-5
5	4 42	4 55	54 2-5	4 37 2-5
6	5 34 3-5	5 51	54 3-5	5 32 1-5
7	6 21 2-5	6 47	54 4-5	6 26 4-5
8	7 25 2-5	7 44	54	7 21
9	8 19 1-5	8 42	53 4-5	8 17
10	9 12 3-5	9 39 4-5	53 2-5	9 13

The new record for light cars, established by Frank Kulick and the Ford were: One mile, 59 seconds; two miles, 1 minute 56 2-5 seconds; three miles, 2 minutes 53 1-5 seconds; four miles, 3 minutes 48 2-5 seconds; five miles, 4 minutes 43 3-5 seconds. The fastest mile was the fourth, 55 1-5 seconds, which is the record for this distance.

Following Kulick there was an exhibition ride of five miles by Phil Adams in a 25 horse-power Standard racing machine, in which the distance was run in 5 minutes 56 2-5 seconds. There will be a meet on election day at the Empire City track. The feature will be a match between Bernin and Sartori. Thery is to start for France next Saturday.

Parkway Driving Club's Lively Matinee.

Sharply contested heats in the presence of a big crowd of spectators marked the weekly matinée of the Parkway Driving Club, which was held yesterday. A. C. Fiske drove Ready Boy to success in the free for all after finishing second to Frederick F. Marquand's impatience in the first heat. John W. Patterson, driven by A. C. Fiske and Kanawha Star, Frank Jacobus's fast pacer, met in the class B event. It proved a big upset, Patterson defeating Star in straight heats.

Class A, trotting or pacing:
Ready Boy, br. g., by Red Bird (Fiske) 2 1 1
Impatience, b. g. (Marquand) 1 2 2
Judge Joseph, br. g. (Gaus) 3 3 2
Time—2:21¼, 2:19¼, 2:20½.

Class B, trotting or pacing:
John W. Patterson, ch. s., by Robin (Fiske) 1 1
Kanawha Star, br. g. (Jacobus) 2 2
Time—2:19¾, 2:18¼.

Class C, trotting or pacing:
Kracatoa, b. g., by Kremlin (Kenyon) 1 1
Jack Bowen, br. g. (Reddy) 2 3
Chester A., br. g. (Strang) 4 2
Dawson, Jr., br. s. (Gogarty) 3 4
Keno, gr. g. (O'Hara) 5 5
Time—2:22½, 2:23½.

Class D, trotting or pacing:
Coast Ella, ch. m. by Coastman (Ryan) 1 1
Senorial, br. m. (Strang) 2 2
Tom Platt, br. g. (Burns) 3 3
Clay Boy, br. g. (Parker) 4 4
Devil's Daughter, blk. m. (Dodge) 5 5
Time—2:27½, 2:26½.

Pigeons of the Pacific Coast.

From the Ithaca Journal.

Travelling in immense hordes which resemble huge black clouds sweeping over the water, millions of sea pigeons came in from the sea last week, close in the wake of mammoth schools of sardines, which they were intently pursuing. Flying three or four deep and a score or more abreast, millions upon millions of the small birds were seen floating over Baker's Bay and the lower Columbia, forming a solid but ever changing mass, almost impenetrable to the human gaze.

The speed at which they flew was largely a matter of conjecture, but probably was not less than 50 miles an hour. One flock of pigeons was more than two hours passing over the bar.

Thousands of the birds became entangled in the mesh of the fish trap leads at high tide, and the weight of their bodies is a serious menace to the gearing.

At sea the pigeons can generally be found where the sardines exist, but they come to the river every summer. Their usual custom is to follow schools of whale, which also feed upon the sardines. Waiting till the sardines are surrounded, and the whales are about to rush upon their victims, the pigeons slip in and gorge themselves upon the fish.

AUTOMOBILES. AUTOMOBILES.

E. R. THOMAS'
AUTO EXPERT SAYS:

New York, October 28th, 1904.

Mobile Storage & Repair Company,
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Dear Sirs:-

Your establishment has given me such excellent service that I feel that I must tell you that yours is the only garage in the City that has made satisfactory repairs on my Mercedes racer.

I know of no one whom I can recommend more highly to care for high class cars.

Yours very truly,
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AUTOMOBILES Almost Given Away!
NOW'S the time to secure tremendous bargains! The nearer January approaches, the higher the prices! Forty more Automobiles, brought to us this week, to be sacrificed—for spot cash—enables us to offer larger assortment than will be found in all the other New York garages combined.
Five % Profit is all we ask!
Following are some of the SPECIAL Bargains.
Nearly new, 1904, RAMBLER Touring Car, $575.00; Nearly new, CADILLAC "A," Touring Car, $475.00; CADILLAC "A," with Model "B" Engine, $550.00; New, 1904, CADILLAC "A," Tonneau, complete $600; $2,500.00 Special, two cylinder, United States, Long-Distance, complete; baskets, lamps, seats five, like new, $775.00;
THREE Cylinder, Pope-Toledo, like new, $1,400.00; New, 1904, NORTHERN Runabout, $475.00;
Knox, WATERLESS, four passenger, like new, $750; 1904, WHITE STEAMER, Touring Car, with top, glass front, baskets and Lamps, etc., $1,575.00;
$2,500 TOURING Cars, like new, $850.00;
FRANKLIN, four cylinder, fine condition, $750.00; Waverley, electric, thirty cells, top, like new, $350.00; New, TOLEDO Steamer, $375; others, $125.00 up; Wintons, Searchmonts, Steamers, Electrics; Surries and Runabouts; and lots of High priced FOREIGN AUTOMOBILES.
Our main salesroom—ONE ENTIRE City block long—jammed full—besides two other floors.
SATISFACTORY DEMONSTRATIONS given, as well as INSTRUCTIONS, free of charge, to all purchasers.
WILLIS'S AUTOMOBILE EXCHANGE,
17 Park Place—through to 14 Murray.

AUTOMOBILES Sale Extraordinary
TO BUY IS NOW!
Practically new, 1904 Automobiles at fraction of cost. No clucks—but honest Cars, exclusively; just put into perfect condition in the most complete repair shops by finest French and American Mechanics! (Something other second-hand dealers have yet to learn.)
We are PIONEERS and handle MORE Automobiles than any two Auto Establishments in America! 1904 AUTOCAR, $850; 1904 CADILLACS, $450; Model "A" CADILLACS, $400; FORDS, $400; PANHARDS, $1,500-$2,000; RAMBLER tonneau, $700; RAMBLERS, $2,500, second hand BUCKBOARD, $125; PRESCOTT Steamer, two or four passenger, $250; 35 Horse (Record Car), Columbia, six passenger, $2,400;