

OVER THE AUTO CUP COURSE.

THE FRENCH ENTHUSIAST... The imported spirit of fanatic fervor has been communicated. It has red the half-heartedness of some of the American participants in the big international automobile race that is to be held next Saturday.

Every day they keep things turning in a way unusual to those rural precincts. Scenes of rare spectacular strength and incidents of powerful human interest have been forced into the daily lives of the farmers and other residents of the region, until the whole countryside is a-tingle with the subject.

Day and night the giant racing cars go plunging over the roads. Time and again the record for the circuit has been lowered. Competitors have beaten their rivals and in turn have been beaten in the practice work. Men and cars have been hurt seriously or trivially with every round of the clock.

Through it all the constables have been trapping and fining racing men, visitors and officials alike for violating the speed law. The full quota of starters in the race were on hand in various places about the course by last Thursday. The arrival of George Heath with his two big Panhard racers on that day completed the company. It was Heath who won the cup last year, when the race was inaugurated. Under the rules he could not choose to have the race abroad, but if a foreigner wins this year his club may choose the scene of the next race, and thus Long Island may be relieved, or deprived, of the contest and its accompaniments.

Heath took quarters at Beckman's, on the Jericho road, a mile east of the grand stand, which is at Mineola. Walter Christie of the American team was at the place when Heath arrived. Duray and Szisz of the French team are quartered at Krug's East Williston Hotel, an eighth of a mile east of the grand stand. Foxhall Keene of the German team is stopping at his father's place at Far Rockaway. Jenatton of the German team is at the Mineola House. All five of the Italian team, including Cedrino, Sartori, Chevrolet and Nazario, are at Pourrier's, at Garden City. Dingley and Lyttle, the Americans, are at the Pope cottages at Garden City. Stevens of the German team is at Hook. White of the United States team is at Bull's Head. Worden of the German team is at the Garden City Hotel, Hemmerly and Wagner of the German team are at Sea View. Tracy of the American team is at Lakeville.

Nightfall finds the scattered colonizers in their respective abodes singing and talking of the day's work. In the evening, or playing, or indulgence in billiards, or any sort of games at the hotels, and practically no drinking. After supper there is a talk for a couple of hours, and then the drivers are in bed. Some of the drivers are clever musicians and practically all the Frenchmen have good singing voices. The group at Krug's in particular are musical and have concert every night. Jenatton is fond of the company of Duray and Szisz, and their mechanics, and spends his evenings with them. Redhead, who is well known as a great boxer of a nose, and no thumb on his left hand, Jenatton, a Belgian born, is peculiarly referred to as the "Irish Jew" but for his home in France is a clever piano player and a wit besides. With Duray, who is something of a buffoon, Jenatton makes the nights merry at that place. Some of the men, notably Cedrino and Nazario, have their wives with them at their headquarters. Mrs. Chevrolet sometimes rides with her husband and acts as his assistant. The women are intensely interested in the reputations of their respective husbands. This leads to some amusing episodes. The social amenities of the course are immensely varied by the presence of the racers out on the course at night. Foxhall Keene is almost the only one who does. He is out every night. The reason is that he has a new car, fresh from the factory, and it needs a lot of tuning up. It is rated at 120-horse-power, but has shown only 65 on the brake, thus far.

Unless one has gone to bed early, he has not had much sleep before he is awakened by the sound of rapid fire artillery, or what sounds like it. It is necessary to make a light to see the time. It is light to be about 4 o'clock, nearly an hour before the start. In the gray shadow of the courtyard, or beyond, from three to six racing cars are standing. Their drivers are fussing about, giving them a final try at starting. Engines and now and then starting their engines up, in order to hear how they run. There is no more chance to sleep. The tires of the courses that no racing car may be on after 7:30 o'clock and the racers must begin to make hay even before the sun shines. At the most there is time for only four rounds of the course, and most of them make only three every morning. The mechanics, principals, enthusiasts, assistants of all sorts, newspaper men and photographers, a swarm of the last, all tumble out. There is not light enough to take a picture until 5:30, but one cannot sleep. Along the road a motley fringe of farmers, workmen, boys and railroad officials has been to see. It is gray all around at 5 o'clock, but some of the most ambitious candidates starts out at that time. There is no "Car coming!" goes the cry. "Ah! It's going some!" soon is heard. "Here comes Sartori!" The cry of "Car coming!" has become one that is known to every boy about the course.

Simpson Crawford Co. 1.75 silk chiffon velvet at 1.10. COME TO MORROW... EVERY smart dresser knows this to be the greatest velvet season in the history of fashionable costumes... 10,000 yards of 69c COLORED TAFFETA in all the new shades, 48c including the popular wines, 48c plums, &c.—special.

had twisted like a rope, turned upside down and literally bitten the dust. As no one suggested using it, he let the strap dance on the road. It was a quarter of eight, though, which every one in the passenger seat uses. It is a little one about nine inches long, fastened on the back of the driver's seat, way around toward the outside of it. It has a little knob or button on the end to keep it from slipping from the strap, when the car turns corners on one wheel. Having been fastened to grasp this holdfast strap, he was instructed how to do the mechanic's work by giving an occasional stroke on the long pump handle, and that was all that was needed to keep a sufficient pressure on the gasoline supply. When he looked for a place for his feet, the passenger found a place for only one, a hole in the metal floor for the heel to sink into. The left foot had to rest on a little rim running near the outer edge. The only place for a left hand hold was with the fingers on a quarter of an inch flange outside the seat. This did not contribute to comfort or cheerfulness.

It was pretty cool in the morning air when standing at the start, but as the car went away, as the watches clicked, it seemed as if a dash had been made into the Arctic region. The passenger's nose and cheeks seemed to be freezing. He had a hard time to get into his ears and seemed to go through his head. No, 10 is not built so that the hood protects those in the seats. All except their legs are exposed to the air. Later on, the straightaway of the Jericho road, east of Mineola, Szisz "opened it up" to about 65 miles an hour. This made the wind something more than a quarter of an inch inside of a quarter of a mile the substitute mechanic concluded that he had lost his cap because of the wind, and so he put it on his head. It did not seem possible that the air could blow through water-proofed and lined cloth so fiercely. After two miles more he was told that the cap had been blown off and put on the seat underneath his leg. About this time the experienced hunter realized that his right arm was aching. The car was bounding over a bump on the straight road, but he was pulling with all his might upon the holdfast strap.

In a few minutes the turn at Jericho was reached and the speed was slackened to take it. This act inspired a wish that there were seventy dangerous turns on the course instead of seven. They were the best part of it. Why, the car was making the turn at only thirty or forty miles an hour. The goggles afforded perfect protection for the eyes, but breathing was not easy, even through the mask. The wind caught in the under lip and boiled it like a sail. It required a pronounced effort to keep the mouth shut on a racing car. On this stretch it was not long before the Renault began to jerk at the front. It proved to be Worden, in his Mercedes No. 5. The Renault crept closer. The road was only about twenty feet wide. Did Szisz mean to try and pass him? He was a shooting thought. The Renault ran into the thick cloud of dust that rolled behind Worden and breathing became very difficult. The thought of a smile as he caught himself instinctively closing his eyes, although the goggles were absolute protection. After a few seconds in the dust, the Renault's front fenders had formed in the passenger's nostrils, he wanted Szisz to go to the front and didn't care if he went through the other car.

Szisz yelled shrilly and Worden pulled to one side, and cutting out the engine for a minute Szisz ran past. It was just like being in the race. "Great," he said to the passenger, "and every one still alive." Then he began to reflect that he was not getting as many thrills as he expected. He wasn't properly scared. He was having interesting experiences, but his heart wasn't in his throat. He knew that he was going some, and felt as if he had found himself in the seat. It was hard to raise his left arm against the air current. If he attempted to brush the mud from his nostrils he was apt to hit himself in the face. Yes, now and then a sign from Szisz, he had to relax his grip with his left hand and give a couple of strokes on the pump. He was congratulating himself early. The ride was young yet.

As the car skinned along he thought of the statements he had heard that the racers really ought to be picked up by "men" as that little hollow and soft bump on the road. It was true. He had ridden over this same course and been more bounced in a touring car at twenty miles an hour. Now the pace was about seventy. He began to look at the rear front wheel. It had a horrible motion—two motions. It bobbed up and down and wobbled sideways. It seemed as rickety as the wheels on some old peddling wagon. The axle and spring and the steering knuckle seemed to be flying about in the air. He was diving. He might snap in two at any minute. Here was the thrill. He had to exert considerable strength of mind to forbear looking at the tires. The only way through it was to fix his eyes on the road ahead. It was byronic in its attractiveness though, and every now and again throughout the ride he had to look at it. Whenever he did he worked up considerable nervousness. He built a racing car for himself with axles as thick as a man's thigh. At the East Norwich turn quite a crowd had gathered. The car was in the middle of the lines leaning to one side until it seemed as if even steel could not stand the strain. On the run to Bull's Head there are a couple of curves and hills. Several times Szisz diverted the car to the side of the road where the going was heavy. Why didn't he keep in the middle of the road? The man was actually picking his way and cutting the corners on the curves while going at seventy miles an hour. As he passed a young girl he removed one hand from the steering wheel and waved it to a sign. "A divil!" A little behind Walter White in his car was passed. He was not going fast. It was on the run to Bull's Head that the worst bump in the race was met. The car went over a thank-you-ma'am, and the passenger thought he was going into the tropics. It was lucky that little strap but there wasn't time to see. Up past the Going down the grades, Szisz shut off the power a couple of times just for an instant,

DESTO LILIPUTIAN BAZAAR. Girls' & Misses' Suits & Coats. "Naval" Suits in serge and cheviote in blue and white. School Dresses in Russian style and long waisted effects in Panama and hatters, plain colors; plaids, checks, chevrons and cutwaters. Afternoon Dresses for girls, of silk, crepe de chine and velveteen. Walking Suits of broadcloth, cheviote and mannish mixtures. Afternoon Dresses for misses, in crepe de chine, rollings and pompadour silks. School Coats, 7-8 length, in blue cheviote and chevrons, lined with flannel. Automobile Coats in fancy cloths and kerseys in all the latest shades. Dress Coats for children, of velvet and fine broadcloth, trimmed with fur and leas. Fur Lined Coats for misses, squirrel lined with and without fur trimming.

Guimpes & Shirt Waists. Good Quality Lawn, collar and cuffs trimmed with embroidery; sizes 10 to 14 yrs. Good Quality Lawn, cluster of tucks in front with insertion of embroidery between; cluster of tucks in back; collar and cuffs trimmed with embroidery and insertion; sizes 6 to 12 yrs. French Hand-made of fine lawn, pretty embroidery insertion with rows of feather stitching between; sizes 6 to 14 yrs. Sheer French Nainsook, yoke of alternate rows of fine lace insertion and flag stitching; sizes 4 to 14 yrs. Fine Quality Fleece Lined Poplins, tucked front and back, with box plait down centre; sizes 4 to 12 yrs. Shirt Waists in navy blue and green plaid, tucked front and back, buttoned back. Good Quality Albatross, buttoned back, in cream, navy, cardinal and light blue. Fine Challies, varied tucks back and front, buttoned back, in red, white, navy and light blue. Scotch Flannel, blue stripe, tucked back and front, buttoned back. Chiffon Taffeta Silks, shirred yoke back and front, in light blue, black or white, and plaids.

Gloves. Misses' Kid, in tan, white and black, 5 to 6 1/2. Extra Lamb Pique, tans, red and white, 5 1/2 to 6 1/2. Tan and Gray, extra suede, two clasps, 5 to 6 1/2. White Suede, 12-button moquette, 5 to 6 1/2. Boys' and Youths' Tan Lambskin, pique, 1 to 7. Gray Mocha, 1-clasp, 5 to 7 1/2. English Street, tans, 1 to 6. Dress Kid, tans, white and pearl, 5 to 7 1/2. Black Kid, best quality, 5 to 7 1/2. Children's Tan Dressed, English wide hand, 2 to 7 yrs. White Dressed, English wide hand, 2 to 7 yrs. French Kid Tans, 2 buttons, 3 to 7 yrs. French Kid White, extra quality, 2 buttons, 3 to 7 yrs.

Athletic Goods. Babies' Sweaters of fine zephyr yarn, white with pink or light blue stripe on neck, wrists and bottom. Double-Breasted Jackets of fancy worsteds in scarlet or white. Russian Sweaters, buttoned down the side, belt and side straps of contrasting colors. Golf Waists of finest worsted in scarlet, light gray and white. "Mac-Lo" Sweaters with low neck or regular rolling collar in scarlet, navy, cardinal, gray or white. Regulation Intercolligate Sweaters for boys and youths in heavy worsted with double roll or V style collar. Athletic Suits, all wool jersey cloth in navy blue. Football Suits, regulation make, heavily padded, of best brown duck; separate vests and breeches. Nose Masks and Canvas Shin Guards.

60-62 West 23d Street. to lessen the roadway. The passenger thought he was doing it to baby him and yelled "Go on." He was getting the exhilaration of the motion and wanted all that was coming to him, even if that front wheel was likely to come off. At the Bull's Head turn three dogs narrowly escaped annihilation. The car was bounding enough for its occupants to hear the crowd about, "Renault," "Go it!" Just around the corner a farm wagon was passing, then a man driving in a racing sulky. His horse stood on its hind legs. Maybe he is still standing so. The turn into the Guinea road was made with power off and at what seemed to be a very slow pace. So was the double turn at Alberteen's. After a lively bounce across the railroad tracks. It seemed slow, but when the passenger sat up to look around he didn't have time to see the faces of the dozen or two people there. They whisked by. Maybe he was going slow only by comparison. At the Lakoville corner another slow turn was made. The passenger's sure he was being babied. The front wheel wobbled as much as ever and he said nothing. Along past the Vanderbilt estate at Lake Success (he recognized the place because they were familiar) the car approached the curves on which Chevrolet came to grief. Here power was cut off momentarily. Truly, the sharp turns are not the most dangerous places. They can be seen in time and the speed slackened. The curves that one reaches unexpectedly are the dangerous places. Beyond those the car picked up speed again. Around the corner at Hyde Park it turned to enter the home stretch. In this last turn the hand of Szisz signalled, "Pump!" The passenger obeyed. The car leaped forward into the straight Jericho road. Whew! Breathing was difficult. The car was doing its best. This difficult 62 miles an hour. Past the grandstand it flashed. Was any one there? Probably, but there wasn't time to see. Up past the hotel the car leaped and bounded. It was the best part of the ride. The wabby wheel was forgotten. It was motion of the grandest sort. It was akin to nothing except coasting; not on a toboggan—the motion of that is too steady and uniform. It was more like coasting down a mountain slope on a bicycle where there is bounce, only the rush was much greater. Well, it was all over; Szisz was slowing down. The front wheel was still on and not a bone was broken. It was fine, but on the next turn the mechanic could go. The car seemed to run five miles while the name of the mechanic was being recalled. Poor Dimitritwitch! It would be wrong to oust him for another lap. Arrived at the hotel, it was learned that the lap of 28.3 miles had been done in 27 minutes 52 seconds, a little better than a mile a minute, counting all the slackenings for turns. The last half mile, part of which was covered with power shut off, was done in 23 seconds, or 78 1/2 miles an hour. The passenger had not been babied. It was a fast round. Szisz was a careful driver, he was a divil. When this news of the time was learned the passenger was satisfied that the course could be covered in much better time had Szisz chosen to take chances, and the predictions that the winner will have to average 63 or 64 miles an hour seemed reasonable. In the race of next Saturday the course will have to be covered ten times, making the distance 283 miles. Last year, for the race of 288 miles, on a different course, with two controls each lap, Heath won in 5 hours 26 minutes 45 seconds.

B. Altman & Co. Selections of Street Attire for Women offered for inspection, representing the most recent Autumn styles appropriate for walking and general morning wear, also afternoon costumes. Suits and Dresses, ready to be worn, are shown in cloth, velvet and silk fabrics, both in tailor styles and in models suitable for visiting and carriage wear; Imported Wraps and Cloaks, and adaptations of the latest foreign designs in Outer garments, including Motor Coats; also Muffs, Scarfs and garments of the fashionable fur. In the Dressmaking and Tailoring Department, Gowns are made to order from the latest Paris models. For wear with costumes of this kind, Trimmed Hats are displayed in imported designs; Boots and Overgaiters, and the latest styles and colorings in Autumn Gloves; also imported novelties in Bags, Purses and Card Cases, of the tatted leathers now in vogue.

On TUESDAY, October 10th, AN IMPORTANT SALE WILL BE HELD, CONSISTING OF OVER 20,000 YARDS OF EVENING SILKS IN WHITE, IVORY, CREAM AND CONVENTIONAL EVENING SHADES, AT A SPECIAL PRICE. (Rear of Rotunda, First Floor.)

IMPORTED TEA GOWNS AND NEGLIGES. A variety of French House Gowns is offered, including models of lace, crepe de chine, nixon, Japanese taffeta and cloth; also Negliges of domestic make, in exclusive designs.

Beginning TUESDAY, October 10th, 15,000 YARDS OF A FINE QUALITY OF FRENCH WOOL CHALLIS IN AN EXTENDED VARIETY OF PRINTED DESIGNS, REGULAR PRICE, 50. TO 60c. WILL BE OFFERED AT 38c. PER YARD. (Rear of Rotunda.)

WOMEN'S UNDERGARMENTS. Undergarments of domestic make are shown, embracing gowns, chemises, corset covers, and combination garments of delicate fabrics trimmed with laces and embroidery. Extra sizes are included in the selections. In workrooms connected with this department bridal sets and trousseaux are made to order. SILK PETTICOATS, suitable for wear with street or evening costumes, are offered in foulard, taffeta, china, brocade, satin and plaid silk trimmed with lace and embroidery.

AUTUMN CLOTHING FOR BOYS. For boys' and children's wear, there are now shown the newest designs in suits and top coats, including styles especially appropriate for school service and more dressy occasions, such as Norfolk, double-breasted and sailor suits, and Russian blouses of various woven fabrics, silks and velvets; children's fur and fur-trimmed overcoats, boys' and children's neffers, and boys' top coats, including tourist coats of Scotch cheviot.

FINE PERSIAN RUGS. ARE DISPLAYED IN ASSORTMENTS WHICH INCLUDE CHOICE SPECIMENS OF THE BEST ORIENTAL MAKES. ATTENTION IS ESPECIALLY DIRECTED TO THE UNUSUALLY FINE SELECTIONS OF BOKHARA, ARGHAN AND SOUMACK RUGS; TURKISH AND PERSIAN RUGS IN EFFECTIVE COLORINGS; ALSO DOMESTIC RUGS OF THE BETTER MAKES. (Third Floor.) UPHOLSTERY AND LACE DRAPERY DEPARTMENT. In the department for upholstering, selections of lace window draperies, such curtains and bed sets, are shown in various fine laces, including hand-made French effects; also window and door draperies, couch and table covers. In the workrooms of this department, lace window draperies and lace pieces for the boudoir are executed to meet special requirements in design and size, and heavy hangings are made to order. Sketches and estimates are submitted upon request for the fitting with interior draperies of residences, hotels and apartments. (Third Floor.) B. Altman & Co., New York (Eighteenth Street, Nineteenth Street, Sixth Avenue.)