AUTOS READY FOR BIG RACE.

SEVENTEEN START TO-DAY FOR VANDERBILT CUP.

Foxhall Keene Withdraws at the Last Moment—Weighing in a Troublesome Procedure—Protest Against Thomas Overruled—Big Crowd to See Contest.

GARDEN CITY, Oct. 6.—"Who do you think will win the race?" has displaced all other forms of salutation in Nassau county, in which the third annual international race for the William K. Vanderbilt, Jr., cup will be run to-morrow. The normal population of the county was increased many times to-day by the influx of the race visitors, and there is scarcely a house anywhere near the cup course which will not shelter some extra inhabitants to-night.

Many of the 300,000 persons who are expected to witness the struggle to-morrow will come to the course by special trains leaving Long Island City every half hour after 10 o'clock in the morning, while thousands will come from New York in automobiles. The Garden City Hotel alone will care for 800 persons in the hotel, while more than 300 more will be cared for at Camp Vanderbilt, which consists of forty large tents pitched on the hotel grounds, each tent having sleeping accommodations for eight persons.

Seventeen of the eighteen cars entered will start on their 297.1 miles journey in the morning, ten times around the 29.71 miles course. The only absentee will be Foxhall Keene, who telegraphed Chairman Thompson to-day as follows: "Owing to a cracked cylinder I hereby withdraw my car." All of the others had their cars weighed in to-day by the judges of weighing.

All that is needed to make the race a success is good weather in the morning and the weather forecaster predicts: "Saturday generally fair, with fresh southwest, shifting to northwest, winds." The rain early this morning and at noon served to lay whatever dust there was on the course and the bright sun of the afternoon dried up most of the puddles.

Every one here is gratified at the action of W. K. Vanderbilt, Jr., in overruling the protest from France against the 115 horse-power Thomas with which Le Blon will start first to-morrow morning. The protest was referred to Mr. Vanderbilt as referee of the race with power to make a final decision. He and E. R. Thomas of Buffalo, maker of the protested racer, met to-day and Mr. Thomas produced evidence that the car had been constructed entirely in this country of American materials. Mr. Vanderbilt then ruled against the protest and cabled his decision to Chevalier Rene De Kuyff, president of the Sports Commission of the Automoile Club of France, who had made the protest on behalf of a French automobile manufacturer, who has no car in the race and never tried to enter one. All of the French drivers and team managers are very much pleased with Mr. Vanderbilt's ruling against the protest.

Mr. Vanderbilt made his first informal offer of the William K. Vanderbilt, Jr., cup on January 8, 1904, to A. R. Pardington, who was chairman of the American Automobile Association racing board at that time. By the conditions of the deed of gift the cup was to be raced for in America the first two years and thereafter in the country of the car which won the race. French cars won both the 1904 and 1905 contests, but the Automobile Club of France refused to run a race this year, as France would be compelled to compete on an equality with all other countries.

As America finished second, so far as the nations represented were concerned, that left no alternative but to run the 1906 contest in this country. The cup is thirty-one inches in height, including its wooden base, and is made of 481 ounces of sterling silver. On one side there is a portrait in relief of Mr. Vanderbilt in his Mercedes racer, while the other side bears this instription:

"Challenge Cup. Presented by William K. Vanderbilt, Jr., to the American Automobile Association, under deed of gift, to be raced for yearly by cars under 1,000 kilos."

THE CARS WEIGH IN.

The Garden City villagers did not seem to be as much interested in the weighing in ceremonies for the Vanderbilt cup race to-day as they did when the candidates for the American team were weighed two weeks ago. There were quite a few interested spectators all day, but they appeared more like automobilists than citizens of this very exclusive little place. Frank Bray's scales on Hilton avenue, within a few hundred yards of the Garden City Hotel, were used again and were the cause of even more grief and astonishment to some of the foreigners than they were to several of the American drivers two weeks ago. Many of them asserted that the scales must surely be wrong, as their cars had never weighed so much abroad. Duray of the French team being one of the most vehement protesters.

The cars were weighed under the direction of the A. A. A. judges of weighing, Henry Ford, S. A. Miles, E. T. Birdsall and George Dupuy. All of the eighteen cars entered for to-morrow's race were weighed except Foxhall Keene's Mercedes, so that Germany will have but two representatives in to-morrow's international struggle. Eighteen cars were weighed, however, as one of the two Thomas racers that failed to qualify in the elimination trials was weighed upon the request of E. R. Thomas of Buffalo.

The foreigners in particular were very early on the scene, most of them having shown up before noon. There was considerable of a mixup over the question of weighing the brackets used to carry the detachable rims with which most of the foreign cars are equipped. At first the drivers were told the brackets need not be weighed but a little later were informed they must have the brackets weighed if they intended to use them during the race. After a consultation between Chairman Thompson, A. L. Riker of the technical advisers and the judges of weighing it was finally decided that the brackets need not be weighed. The brackets on Duray's Lorraine-Dietrich could not be removed without the use of a chisel and it was necessary to have their weight estimated, A. L. Riker giving his opinion that the brackets weighed 12½ pounds.

An active rain started about half past 11 o'clock and kept up until noon, driving most of the spectators away. The rain bothered the racing car drivers, as it added to the weight of their cars, and so a special rain allowance of two pounds was made for Dr. Wiellschott's Fiat and Frank Lawwell's Frayer-Miller, while Elliott F. Shepard's Hotchkiss had a rain allowance of five pounds, as it had been in the open longer than the two others. The weighing in was not continuous, as the judges left the scales at 1 o'clock for luncheon and did not return until 2:35. In addition to Chairman Thompson the following members of the A. A. A. racing board were present at different times: George L. Weiss of Cleveland, R. Lincoln Lippitt of Providence and H. L. Bowden of Boston.

W. K. Vanderbilt, Jr., drove up in the morning in his Mercedes runabout, Mrs. Vanderbilt being with him.

The cars showed up early and five drivers, Heath, Duray, Jenatzy, Haynes and Wagner, had their machines weighed unofficially before 10 o'clock, the scheduled time for the weighing to begin. Duray rolled his Lorraine-Dietrich on to the scales at 10:15, his being the first car to receive the attention of the judges of weighing. He had removed his magneto, but the car tipped the scales at 2,217 pounds, or 13 pounds more than the limit of 2,204 pounds. The car was fitted with brackets for carrying extra rims, the tires of which could not be removed because they were permanently affixed and not affixed mechanically. He took the car off to reduce the weight, at the same time asserting that his machine did not weigh as much as the scales registered. In support of this he produced a certificate of the weighing in at the Ardennes circuit in Belgium.

Jenatzy was the next driver to roll his car on at 10:30, but Robert Graves's big red painted Mercedes weighed 2,260 pounds with its magneto on. Mr. Graves had a duplicate magneto in a black leather case which he asked the judges to weigh, so that Jenatzy might be saved the trouble of removing the one on the racer. The judges refused to agree to this and Jenatzy removed the one on the racer. Heath rolled his Panhard on to the scale platform at 10:35 with the magnetos and extra tire brackets on. His car scaled 2,218 pounds, or one pound under weight with its magneto allowance.

Louis Wagner's light blue Darracq went on the scales at 10:45 and the car weighed 2,229 pounds with the magneto and tire brackets on. At 10:57 the car was again put on the scales and weighed 2,200 pounds, Wagner having removed a big steel toolbox. Jenatzy rolled his Mercedes on again at 11:03 with the magneto off, but the car weighed 2,218, or fourteen pounds over. He reduced the weight seven pounds by removing a floor board and then pushed his car off the scales again.

The Haynes racer, in charge of J. W. Haynes, was put on at 11:13 and weighed 2,201 pounds without its magneto. Then Duray came back again at 11:16 and his car weighed 2,215 pounds. After the weight of his tire brackets had been estimated at 12½ pounds his car was passed as half a pound under the limit. Jenatzy rolled his Mercedes on again at 11:25, it weighing just 2,204 pounds, one of its brackets having been removed. Lancia put his Fiat on the scales at 11:38 and it weighed 2,200 pounds the first time, the magneto having been removed. Luttgen pushed George McKesson Brown's Mercedes on at 11:40 and it weighed 2,215 pounds without the magneto. The mud apron under the engine was removed, as was a floor board, which brought the weight down to 2,202 pounds. Elliott F. Shepard rolled his Hotchkiss on at 11:48 with its magneto on and the car scaled 2,239 pounds. He took off five pounds by removing his floor boards and then took the car off to further reduce weight. At 12 o'clock Cagno placed his Itala on the platform and his car weighed 2,217 pounds without its magneto, so he took it off again. At 12:05 Dr. Weillschott rolled his Fiat on to the scales without its magneto and the car was two pounds overweight. His car was passed a few minutes later with a rain allowance of two pounds. Cagno came on again at 12:07, but his car was still six pounds too heavy. He came back again in seven minutes and made 2,204 pounds by removing his floor boards. Tracy's Locomobile weighed 2,204 pounds without magneto at 12:15.

Lawwell pushed his Frayer-Miller on at 12:17 in the first part of the rainstorm, and his car weighed 2,206 pounds, which passed the machine with the two pounds rain allowance. At 12:20 Fabry came on with his Itala without the floor boards, and the car weighed 2,204 pounds. Mr. Shepard rolled his Hotchkiss on at 12:23 without its magneto, but it weighed 2,212 pounds, so he took it off the scales again. Nazzaro had his Fiat weighed at 12:33 without its magneto and it was just under the limit of 2,204 pounds.

Mr. Shepard rolled his Hotchkiss on again at 12:55, after taking some grease out of the gear box, and his car scaled 2,206 pounds, which with a five pound rain allowance made it three pounds under the limit. After lunch Walter Christie had his Christie weighed at 2:40, and it weighed 1,823 pounds with all supplies on board, Christie driving the car on and off the scales by its own power. At 2:45 Albert Clement pushed his Clement-Bayard on with its magneto, though the floor boards were removed. It weighed 2,191 pounds.

Le Blon appeared with his Thomas at 2:50 and his car weighed 2,218 pounds with its magneto on, one pound under the limit. Some time after Montague Roberts brought another of the Thomas racers over and it scaled 2,200 pounds at 3:40, having been weighed by the courtesy of the judges of weighing. Foxhall Keene did not appear to have his Mercedes weighed, so it is evident that the brazing of the cracked cylinder was not successful.

THE CONTESTANTS.

No.	Car.	H. P.	Driver.	Country.	Starting Time.
1	Thomas	115	Le Blon	America	6 00
2	Panhard	120	Heath	France	6 01
3	Mercedes	120	Jenatzy	Germany	6 02
4	Fiat	120	Lancia	Italy	6 03
5	Frayer-Miller	110	Lawwell	America	6 04
6	Hotchkiss	130	Shepard	France	6 05
7	Mercedes	120	Luttgen	Germany	6 06
8	Fiat	120	Nazzaro	Italy	6 07
9	Locomobile	90	Tracy	America	6 08
10	Darracq	100	Wagner	France	6 09
12	Itala	120	Cagno	Italy	6 11
14	Haynes	50	Harding	America	6 12
15	Clement-Bay'd	120	Clement	France	6 13
16	Fiat	120	Weillschott	Italy	6 14
17	Christie	50	Christie	America	6 15
18	L'r'ne-D'trich	130	Duray	France	6 16
19	Itala	120	Fabry	Italy	6 17

Hubert Le Blon, who starts first with an American Thomas, is a French electrical engineer and what the Frenchmen term a gentleman driver. He finished second in the elimination trials, his time being 5 hours 51 minutes 25 seconds. He drove a Hotchkiss in the Grand Prix last June but was forced to retire in the fifth lap because of a broken wire wheel.

George Heath, who starts second with a French Panhard, is an American amateur who has lived in Paris for several years. He won the first race on Long Island for the Vanderbilt cup, in 1904, covering the 284.4 miles in 5 hours 26 minutes 45 seconds, net elapsed time. In last year's race he finished second to Hemery and his Darracq, making the 283 miles in 4 hours 39 minutes 40 seconds. In the Grand Prix of the Automobile Club of France last June he finished sixth.

Camille Jenatzy, who starts third with Robert Graves's German Mercedes, is a Belgian engineer and owns a large rubber factory in Belgium. He won the Bennett cup race in 1903, when it was run in Ireland. The following year, when the race was run in Germany, Jenatzy finished second to Thery, the winner. He was the first starter in the 1905 Vanderbilt cup race but retired after the third lap because of a broken cylinder. He was a competitor in the Grand Prix last June but had to retire at the end of the first day as the emulsion used to sprinkle the course put his eyes out of commission. In the Ardennes circuit race this year he finished tenth.

Vincenzo Lancia, who starts fourth with an Italian Fiat, was the hero of the 1905 Vanderbilt race. He had a lead of an entire lap, 28.3 miles, when a collision in the eighth lap destroyed his chance to win. He finished fourth, however, and made the fastest single round of the race, in 23 minutes 18 seconds, or at the rate of 72.88 miles an hour. This year he won the nine days gold cup race in Italy and finished fifth in the Grand Prix.

Frank Lawwell, who starts fifth with an American Frayer-Miller, was in sixth place in the elimination trials when the race was called off by the referee. He had no previous experience in racing and was best known as the winner of second prize in the Automobile Club of America two gallon efficiency test last May.

Elliott F. Shepard, who will start fifth with a French Hotchkiss, has been a racing driver for but a single season, though he has been an automobilist for nine years. He drove a Hotchkiss in the Grand Prix last June and finished the first day's racing in fourth place among the thirty-two competitors. He was going well on the second day when one of the wire spoked wheels on his racer collapsed on a turn.

W. C. Luttgen, who will start sixth with a German Mercedes, acted as mechanic for Foxhall Keene in last year's race. In the 1904 contest he drove Isidor Wormser's Mercedes and was in seventh place when the race was called off.

Nazzaro, who starts eighth with an Italian Fiat, is rated as the steadiest man of his team. Last year he finished second in the Bennett cup race and was in sixth place in the Vanderbilt cup contest when it was stopped. In the Grand Prix last June he was in third place at the end of the first day but took second honors away from Albert Clement on the concluding day.

Joe Tracy, who will start ninth with the American Locomobile, was born in Wales and is a consulting engineer. In last year's Vanderbilt race he finished third, defeating twelve of the fourteen foreign [illegible]. He won the recent American elimination trials and has done considerable track racing and record breaking. He was a starter in the 1904 Vanderbilt race with a Royal but retired because of cracked cylinders after one round.

Louis Wagner, who starts tenth with a French Darracq, was a competitor in last year's race, when he was put out of commission after three rounds by engine troubles. In the Grand Prix last June he retired in the third lap because of a broken lubricator pipe. In the Ardennes circuit he finished in eighth place, having to his credit the fastest round during the race. He is credited with having made the fastest round of the Nassau county circuit during the preliminary practice.

Cagno, who will start eleventh with an Italian Itala, was formerly driver for the Queen of Italy. He finished third in the 1905 Bennett race. In the Grand Prix a broken water pipe forced him to retire in the third lap.

H. N. Harding will start twelfth with an American Haynes, though the supposed hoodoo number has been dropped and Harding's car will have 14 painted on its radiator front, sides and rear. Harding is a young Englishman who has done very well at track racing and hill climbing, but had no previous road racing experience before the elimination trials. He was not picked to drive the Haynes until the Wednesday before the trials and made two rounds with the car on Thursday morning and two rounds on Friday morning. He finished third in the elimination trials with his 50 horse-power machine in 6 hours 25 minutes 39 seconds.

Albert Clement, who will start thirteenth with a French Clement-Bayard, is a son of M. Clement, the famous French bicycle and automobile manufacturer. He is serving in the French army and had to obtain a furlough in order to compete here to-morrow. He competed in the first Vanderbilt race in 1904 and in the eighth round was 3 minutes 8 seconds ahead of Heath, who ultimately won the race, Clement finishing second, only 1 minute 28 seconds behind.

Dr. Aldo Weillschott, who will start fourteenth with an Italian Fiat, is a wealthy young sportsman who drives a racing car as a diversion. He had charge of the Italian team of five Fiat cars in the 1905 Vanderbilt race. He was a competitor in the Grand Prix last June and made one of the fastest rounds the first day, but had the misfortune to overturn in the sixth lap.

Walter Christie, who will start fifteenth with an American Christie, will drive the only car in the race employing a front wheel direct drive. His car was invented by himself and in reality is a stripped touring machine fitted up for racing. He built a 110 horse-power racer for the contest, but it was wrecked before the elimination trials by colliding with a telephone pole. With the racing car he made a straightaway mile in 35 seconds at Atlantic City and tied the world's one mile track record of 53 seconds on the Empire City track. With his impromptu racer he was in fifth place in the elimination trials when Mr. Vanderbilt stopped the race, Christie being on his ninth round at the time. He competed in the 1905 Vanderbilt race, but did not complete four rounds, as both his rear wheels were broken when his car collided with Lancia's machine.

Duray, who will start sixteenth, with a French Lorraine-Dietrich, is said by the superstitious ones to be a sure winner of this year's Vanderbilt cup race. In 1904 George Heath won the Ardennes Circuit and then the Vanderbilt cup. In 1905 Victor Hemery won the Ardennes Circuit and then the race for the Vanderbilt cup, and this year Duray was the winner of the Ardennes Circuit contest. He has the same machine with which he captured the big contest in Belgium and is regarded as a formidable opponent by the other foreign drivers. In the Grand Prix last June Duray finished eighth. In the 1905 Vanderbilt race he was running in ninth place when the contest was stopped. He is a great mimic, and last year when quartered at Krug's Hotel had a habit of getting up very early in the morning and crowing so realistically that all the roosters in the neighborhood gave their morning salutes an hour or so too early.

Maurice Fabry, who will start seventeenth with an Italian Itala, is a graduate of Oxford University and looks and talks more like a Briton than an Italian. He started in the Grand Prix, but his car overturned on a sharp curve in the first round.

THE COURSE.

The contest will be run over a 29.71 miles course in Nassau county, which is to be covered ten times. The starting and finishing line is on the Jericho turnpike about three-fourths of a mile from the Westbury station of the Long Island Railroad, the stand for the officials and newspaper men being erected on the property of Thomas Hitchcock, Jr., alongside his private training track for jumping horses. The drivers go east on the Jericho turnpike 2 3-5 miles to Jericho, where they turn to the left into the Jericho-East Norwich road, which is followed for 3 3-5 miles to East Norwich. There another left turn is made into the North Hempstead turnpike, which is followed for 5 4-5 miles to Bull's Head. A left turn is made into the Back road, which is followed for 2 2-5 miles to Old Westbury, where the famous "hairpin" turn is rounded and a right hand turn made into the Old Westbury road. This is followed for 2 3-5 miles to Mineola avenue, the road passing under the tracks of the Oyster Bay branch of the Long Island Railroad. A right turn is made into Mineola avenue, which is followed for one mile to the North Hempstead turnpike, passing through Roslyn en route. A left turn is made into the North Hempstead turnpike, which is followed for 3 3-5 miles to the Manhassett turn, surmounting the long Manhassett hill on the way. A left turn is made into the Lakeville road, which is followed for one mile to Lakeville, where Tracy and his Locomobile are quartered. A left turn is made into the I. U. Willetts road, which is followed for 2 2-5 miles to Albertson's, where the S turn was situated in the 1905 course. At Albertson's a right turn is made into Mineola avenue, which is followed for 1 2-5 miles to Krug's Corner. At Krug's a left turn is made into the Jericho turnpike, which is followed for 3 3-10 miles to the starting point.

There are thirteen abrupt turns on the circuit where power must be largely shut off and brakes applied. While the "hairpin" turn at Old Westbury must be rounded at slower speed than any of the others several race drivers say the turn at Manhasset from the North Hempstead turnpike left into the Lakeville road is the worst one on the course. Elliott F. Shepard, Mr. Vanderbilt's cousin, who will try to win for France with a Hotchkiss racer, and Gustave Caillois, the famous French driver, who piloted a Thomas in the American elimination trials, both agree that the turn into the Lakeville road is the worst one on the course, as it is on a down grade at the foot of a little hill. The roads have been rolled during the past week and have received a second sprinkling of oil which contains 30 per cent. of asphalt and is without the offensive odor of the oil used to sprinkle the course for last year's race. Telephones have been installed at each five mile post on the circuit and at each turn, there being forty instruments distributed around the 29.71 mile course. The course is also patrolled by thirty motor cycle patrol judges. About 800 flagmen and 500 deputy sheriffs are employed to keep the spectators from crowding onto the course and endangering their own lives and those of the contestants. The flagmen are supplied with megaphones with which to give warning of the approach of a racing car and have two flags, one red and one yellow. The red flag is a warning to the spectators that a car is coming and is a sign to the contestants that the course is clear. The yellow flag is a warning to the contestants that there is danger ahead and to use extreme caution or stop. High wire fences have been erected at many points to keep the spectators from crowding onto the course. At the grand stand the wire fence extends for 1,000 feet to the west and for about 250 feet to the east. During the elimination trials the flagmen and the deputies had great trouble keeping spectators off the road at Krug's corner and fences have been erected there since which extend for several hundred feet in every direction. The road signs for the race are similar to those used for the Grand Prix in France last June. They are the designations used by the Association Générale Automobile of France and are white figures on a black ground, suspended across the road on large banners.

THREE FIRES IN NURSES' FLAT.

WEIRD STORY OF TALL MAN WHO GAGGED YOUNG WOMAN.

Miss Rollins, Just Recovering From Long Illness, Found Unconscious While Mattresses Blazed—She Discovered the Other Fires—Ill in Hospital Now.

There should be all the elements of a thrilling yarn at the investigation at Fire Headquarters to-day of the three mysterious fires which took place within thirteen hours yesterday in a fifth floor flat at 18 West 101st street, occupied by eight nurses connected with the New York Medical College Hospital for Women. The causes of the fires and the truth of the wild tales related about "a man in dark clothes" whom one of the nurses accuses of gagging her and then starting the last fire will be threshed out.

There was much secrecy among the nurses in the flat last evening and among the officials of the hospital, which is directly across the street. Miss Jardine, superintendent of nurses, said that there would be "something to talk about later," but would not discuss the fires further. Dr. Boise, the young woman resident physician of the hospital, admitted that Miss Anna Rollins, the nurse who says he was gagged with a towel by the mysterious firebug, was confined to bed in the hospital because of extreme nervousness.

"We shan't tell tales out of school," was the reply of the nurses who live in the flat of many fires when asked for particulars.

The first of the three fires was discovered by the nurses at half past 10 o'clock on Thursday night, shortly after they returned to the flat from a lecture at the hospital across the street. A strong smell of smoke permeated the flat and upon investigation the excited nurses found that a fire had been started in a storeroom at the rear among a pile of curtains. The nurses put out this fire without summoning the department and after their nerves had quieted they went to bed.

Shortly after half past 6 o'clock yesterday morning, or eight hours after the first scare, Miss Rollins, who had been among the discoverers of the previous fire, while walking through the corridor of the flat discovered that a mattress had caught fire in the room of Miss Whalen while Miss Whalen was taking a bath. Miss Rollins had gone to the bathroom a few minutes before and had talked to Miss Whalen there. The nurses tumbled out of bed in short order and soon had this slight blaze washed out also.

Again the nurses straightened out the kinks in their nerves and later all went over to the hospital for duty, leaving Miss Rollins alone in the flat. Shortly after 11 o'clock in the forenoon Mrs. B. H. Guerr, who lives in an apartment just under the nurses, went up to the roof to overlook the stringing of the family wash. Mrs. Guerr had been on the roof only a few minutes when neighbors called to her from upper windows of the house at 22 that there was a fire in a flat below where Mrs. Guerr was standing.

A glance over the roof edge showed Mrs. Guerr a great deal of smoke coming from the nurses' apartment. She immediately ran down from the roof, found the door of the flat unlocked and entered. The first door she opened showed a room in perfect order but when she pushed open a second bedroom door suffocating smoke poured out upon her and through it she could see that a blazing mattress was the cause of the trouble.

Mrs. Guerr ran from the room to find a pail or pitcher, and during her hurried hunt she discovered a second mattress ablaze in another bedroom. Janitor Malm heard of the excitement about this time and arrived in the flat while Mrs. Guerr was putting out the fires in the two mattresses by means of her individual pitcher brigade. During her hurried trips through the smoke to fill and refill the pitcher Mrs. Guerr says she jumped across an object lying in the hall several times and supposed it in her hurry to be a bundle of clothes.

Just about the time that the janitor arrived on the scene Mrs. Guerr discovered that the supposed bundle was Miss Rollins, who appeared to be unconscious. Over the face of the prostrate nurse a towel was lying. Mrs. Guerr says the towel was not tied, but was merely folded once around Miss Rollins's head, and the two ends were brought around under the nurse's face and held in place by the girl's depressed chin.

"Don't let him kill me!" cried Miss Rollins when Mrs. Guerr had removed the towel. While the janitor hurried to notify the nurses in the hospital across the street and to send for the police of the West 100th street station house Mrs. Guerr and some of the neighbors carried Miss Rollins into the flat of Mrs. LaBelle across the hallway.

There Miss Rollins told a hysterical story of a tall man in dark clothes coming up behind her in the flat and throwing the towel over her face and gagging her. Then she became unconscious, she said. Mrs. LaBelle, who had entered the flat to assist the pitcher brigade just about the time Miss Rollins was discovered on the floor, says that a man came out of one of the nurses' rooms during the excitement and ran out of the flat. Mrs. LaBelle is the only one who agrees with Miss Rollins about the man. Mrs. Guerr said quite positively that there was no man there except Malm, the janitor.

Miss Rollins was in so bad a state after the third fire that she had to be taken to the hospital. She is just convalescent from a three months illness following a severe attack of typhoid. Capt. Carson of the West 100th street police station and three of his detectives, Kiernan, Conlon and Moran, were busy investigating the matter last night. They will be present at the investigation at Fire Headquarters to-day.

Pure Food Regulations Modified.

WASHINGTON, Oct. 5.—The pure food regulations have been completed and will be submitted to the Secretaries of the Treasury, Commerce and Labor and Agriculture for their approval before being published. Several material modifications have been made as a result of the hearings in New York last month. These relate to the misbranding of foods in the hands of jobbers, who are allowed to correct the deficiencies of the old labels by applying stickers which give the information required by law. This concession will have the effect of allowing to be sold many thousands of dollars worth of food products which were in the hands of the jobbers at the time the pure food law went into effect.

Robb Named to Succeed Justice Duell.

WASHINGTON, Oct. 5.—The President to-day announced the appointment of Charles H. Robb of vermont to be Associate Justice of the Court of Appeals of the District of Columbia to succeed Justice Duell, resigned, and the appointment of John R. King as Pension Agent at Washington, D. C.

Army and Navy Orders.

WASHINGTON, Oct. 5.—The following army orders were issued to-day:

Capt. Charles W. Kutz, Corps of Engineers, from Washington to West Point as instructor of practical military engineering.

Major W. P. Newcomb, Artillery, acting Inspector-General, from Washington to Governors Island.

Major J. M. Morrison, from Thirteenth to Twentieth Infantry.

Major Frederick Perkins to Thirteenth Infantry.

Major W. P. Burnham to Twentieth Infantry.

James M. Arrasmith to Fifteenth Infantry.

First Lieut. J. E. Hemphill, Signal Corps, from Seattle to Washington.

First Lieut. Ben Lear, Jr., Fifteenth Cavalry, from Breckenridge, Minn., to Newport News.

First Lieut. J. D. Heysinger, assistant surgeon, from San Francisco to Washington.

First Lieut. C. J. Stedman, assistant surgeon, from Newport News to Fort Stevens, Ore.

Capt. J. M. Baker, quartermaster, from Seattle to St. Louis.

Col. Frank West to Second Cavalry.

Col. George F. Chase to Fifteenth Cavalry.

Lieut.-Col. J. P. Quilfoyle to Seventh Cavalry.

Lieut.-Col. C. H. Watts to Ninth Cavalry.

Lieut.-Col. F. A. Edwards to Twelfth Cavalry.

Major Charles J. Stevens to Fifth Cavalry.

These navy orders were issued:

Lieut. C. S. Freeman, to the Connecticut.

Ensign B. Barnette, from the Louisiana to Naval Hospital, New York.

Midshipman C. T. Osburn, to the Rhode Island.

Midshipman W. P. Beehler, to the Iowa.

Assistant Paymaster T. Williamson, Jr., to Washington, D. C.

AUTOMOBILES. AUTOMOBILES. AUTOMOBILES.

Locomobile

THE GREATEST AMERICAN CAR

Won 2d place in Elimination Race in 1905
Finished 3d in Vanderbilt Cup Race in 1905

The first and only American car to gain a place in an International Race, defeating 12 out of 14 foreign racers, which performance, through the default of France, kept the Vanderbilt Cup in this country and enabled Americans to again compete for it on their own soil.

Now Wins Elimination Race 1906

The greatest trial of speed and endurance of American cars ever held

Nearly one-half hour ahead of next car
Only one Locomobile entered
Locomobile started 12th, finished first

300 miles in 5 hours and 27 minutes
Fastest rounds in race made by Locomobile
Car in perfect condition at finish

1907 Models
BOOKLET MAILED ON APPLICATION
20 H. P., $2,800. 35 H. P. $4,500
Locomobile CO. OF AMERICA
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New York Branch:
BROADWAY COR. OF 76TH STREET.
John F. Plummer, Jr., Mgr.
Brooklyn Dealers:
I. S. REMSON CO., 750 GRAND AVE.
Northern N. J. Dealers:
GREENE MOTOR CAR CO., 776 BROAD ST., NEWARK.

ANOTHER GREAT EARTHQUAKE.

The Weather Bureau on the Disturbance Reported in the Far East.

WASHINGTON, Oct. 5.—The Weather Bureau issued the following bulletin this afternoon on another great earthquake:

"The seismographs at the Weather Bureau recorded another earthquake, beginning about 9:05 P. M., seventy-fifth meridian time, October 1. The distinctive features of the record consist in the long duration of the earthquake and especially the long duration of the relatively strong motion. The amplitude of the strong motion as recorded at Washington was only about .3 of a millimetre, which is very much less than in the case of either the San Francisco or the Valparaiso earthquakes. The record indicates, however, that the disturbance was at a very great distance from Washington; in fact, almost at the antipodes, or within an indefinite region in the Indian Ocean westerly from Australia.

"Some of the characteristics of the record are doubtless explained when we consider that great earthquake waves, radiating in all directions from a distant origin, as in the present case, could arrive at Washington by many different paths over and through the crust of the earth and at slightly different times, depending upon corresponding differences in the lengths of respective paths. The effect of a partial superposition of wave motion thus produced would tend to prolong the duration of the disturbance as recorded in Washington.

"There is every evidence from the records that this is another great earthquake. It would seem unlikely that it was especially disastrous, in view of its probable location in the bed of the Indian Ocean. It might, however, have been accompanied by strong tidal waves. Advices have just been received from the London *Daily Mail* that a great earthquake has been recorded on the seismographs at Perth and Sydney, Australia, which are not far distant from the estimated origin as deducted from the Washington observations.

"WILLIS L. MOORE,
"Chief United States Weather Bureau."

BERLIN, Oct. 5.—Prof. Belar, head of the Laibach Observatory, calculates that the earthquake the record of which was taken yesterday by seismographs in widely separated sections of the world was 9,062 miles from Laibach. He says it was undoubtedly a submarine disturbance, probably in the Antartic region.

NEWFOUNDLAND FISHERIES.

Conclusion of a Modus Vivendi Covering the Rights of American Fishermen.

WASHINGTON, Oct. 5.—Ambassador Reid, in London, informed the State Department to-day of the conclusion with the British Foreign Office of a modus vivendi covering the rights of American fishermen in Newfoundland waters. It is believed that the agreement, which is to exist for the coming fishing season only, will prevent a recurrence of the troubles between American fishermen and the authorities of the Newfoundland Government such as occurred several times last season. In the meantime a more lasting understanding may be brought about which will probably be in the shape of a new treaty.

Under the terms of the modus vivendi the British Government agrees not to interfere with the use of "purse" nets, thus setting aside the Newfoundland law prohibiting the use of that particular kind of net, and also not to enforce the law passed by the Newfoundland Government eighteen months ago forbidding American fishing vessels to ship natives of Newfoundland from the coast. This law has been evaded by Americans through a subterfuge of taking men on board their boats outside the three mile limit, the men going out to the vessels in small boats.

In return for these concessions the State Department has agreed that the Americans shall not fish on Sundays, that the United States shall pay duties for the maintenance of lighthouses, and that, whenever possible, American vessels shall report their presence to the nearest Newfoundland custom house. The Americans have never made such reports, principally because of the ice, which is usually in harbors where custom houses are located. The dangers of the ice will be accepted as a valid excuse for vessels not reporting.

Ambassador Leishman Received by the Sultan.

WASHINGTON, Oct. 5.—News came to the State Department from Constantinople that Ambassador Leishman had at last been formally and with full ceremony received by the Sultan. Mr. Leishman had many engagements with the head of the Ottoman Empire to present his credentials as Ambassador, but for one reason or another they were broken. The Ambassador has, however, been dealing with the Foreign Office and, according to the State Department, has had no complaint to make concerning his treatment.

Silk Jobbers Excluded From Use of the Mails.

WASHINGTON, Oct. 5.—The silk jobbers who did business through post office box 1278 of the Los Angeles post office were denied the use of the mails to-day because the postal authorities considered their scheme fraudulent. They advertised that they would sell five yards of silk for $1. Upon receipt of the dollar they sent back three skeins of embroidery silk, which cost about five cents.

Pearl Necklaces
of the finest quality
in all sizes.
Inspection Invited.
HOWARD & CO.,
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BLISS CARS
GUARANTEED ABSOLUTELY. 40 H. P. IMMEDIATE DELIVERY
AN AMERICAN PRODUCTION THAT IS ON A PAR WITH THE FINEST FOREIGN CARS AND SELLS FOR ABOUT HALF THE PRICE.
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FRANK C. ARMSTRONG, E. W. BLISS CO.
BROADWAY AND 66TH STREET.

ORGANIZE INTERBOROUGH MEN.

American Federation of Labor Seeks to Form New Unions.

A movement has been started to organize the employees of the Interborough Rapid Transit Company, their two organizations, one of the motormen and the other of the trainmen and guards, having gone to pieces as a result of the last strike.

For some time the agents of the Amalgamated Association of Street and Electric Railroad Employees have been sounding the present employees, the result being the issuing of circulars inviting the men to enroll themselves in the amalgamated association, which is affiliated with the American Federation of Labor. The circulars, which have been sent out over the signature of Herman Robinson, general organizer of the federation, say that the last strike was ill advised and should never have been called. They continue:

We assure you that everything in connection with the work of organization will be treated as strictly confidential.

A great deal has been said about the company being opposed to organized labor and to the effect that it would not permit its employees to organize. This statement was communicated to President Belmont of the Interborough Railroad some time ago by President Gompers of the American Federation of Labor, and we have Mr. Belmont's reply that the company did not and will not discriminate against organized labor; nor did it discriminate against reemploying men because of their connection with organized labor. Thus we have the right to assume that the men joining or forming a new union will in no way injure their standing with the company or be discriminated against in any way.

No meetings of the men are to be called until the enrolment is complete, and then a mass meeting will be called at which the union will be formed. It is proposed to organize both the motormen and the other employees as a local of the amalgamated association, with divisions representing the motormen and the trainmen. The strike of the motormen was an irregular one and was not sanctioned by the Brotherhood of Locomotive Engineers, of which the motormen on the Interborough system formed a local division. For their refusal to call off the unauthorized strike the division was expelled from the brotherhood by Grand Chief Warren S. Stone and the union of the other employees collapsed

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Three floors jammed full; inspection invited; DEMONSTRATIONS.
LOTS OF RUNABOUTS, $150 UP.
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