GOSSIP OF THE RACETRACK

FRANK GILL MAKES LUCKY JACK M'GINNIS SAD.

Collar Colt Runs Without Blinkers or Spurs Because of a Recent Accident—McKinney's Narrow Escape—Aqueduct Winds Up With No Arrests.

When Frank Gill was beaten by Fashion Plate in the Edgemere Handicap at Aqueduct yesterday Jack McGinnis was visibly disappointed. A week ago while working early in the morning Frank Gill collided with another horse and turned a somersault. At first it was thought that the Collar colt had been internally injured, but a few days ago he resumed working and seemed to have some of his old form. But McGinnis when he decided to start Frank Gill in yesterday's race gave orders that the horse should go to the post without blinkers, spurs or a whip. He secured permission from Trainer James Rowe to put Joe Notter in the saddle, and at the last moment Notter received a small whip. McGinnis told the jockey not to use his weapon, however, until it was absolutely necessary, for he did not care to have his horse punished in view of the fact that he might still be suffering from the result of his recent accident.

Just as the horses went to the post it was whispered that Frank Gill was really a good thing after all, and this seemed to be the case when some of the smartest speculators took him with oral wagers. McGinnis watched the race from the clubhouse balcony and did some tall rooting when it looked as if Frank Gill had Fashion Plate beaten at the furlong pole, but when the two-year-old carried the day McGinnis was the picture of gloominess. This has been a bad year for the young turfman, whose luck has not stood by him. Notter used his whip too, but it was clearly evident that Frank Gill is not within pounds of his once great form.

Fashion Plate's share of the Edgemere was $750, the previous winners being Allan, a two-year-old who scored in 1902; Hermis, Dolly Spanker, Bedouin, Running Water and Ballot. The record for the race and track is 1:52, held by Running Water and equalled by Ballot. It is not usually the case that two-year-olds can give scale weight to older horses and beat them at nine furlongs at this time of the year, so that the performance of Fashion Plate is particularly worthy of note. T. W. Coulter, who was represented in the Edgemere by Brother Jonathan, was inclined to think that the son of Yankee had been rather harshly treated by the handicapper.

District Attorney Darrin and Sheriff Harvey of Queens county were both at the track, but they said once more that there was no legal evidence of gambling that warranted arrests. Leading speculators who were asked to stop business on Friday did practically nothing yesterday, except to watch the races from the grandstand. That the authorities were unable to make a single arrest during the meeting just closed would seem to indicate that the method of doing business on an oral basis cannot be interfered with at Jamaica and Belmont Park.

Sheriff Foster of Nassau county, in which the greater part of Belmont Park is situated, was at Aqueduct yesterday looking over the situation. It is understood that Sheriff Foster will take the stand of Sheriff Harvey and will not attempt to make arrests at Belmont Park unless cash wagers are passed and bets are recorded. It is said that Sheriff Foster will respect the Bischoff and Gaynor decisions in his management of affairs at the big Queens track, which opens to-morrow.

There was a rumor afloat, however, that the District Attorney of Nassau county might take some action and that in a day or two all of the professional layers would be checked by the Pinkertons, to whom, however, no such order had been issued by the Westchester Racing Association up to last night. The Police Department will have no jurisdiction over Belmont Park except in the highway just outside of the main entrance, so that Sheriff Foster and his deputies will have the exclusive task of enforcing the law.

There was some excitement before the first race when an automobile which brought Eddie McDonald, Ralph Sugar and Abe Hartover to the track suddenly caught fire in the open space between the grand stands. The occupants of the machine jumped out just in time, for the blaze was so fierce that nothing was left of the auto but a mass of blackened wreckage inside of ten minutes.

Jockey McKinney, who rode Pirate in the steeplechase, had a narrow escape when his horse fell at a jump on the backstretch. As McKinney landed face down in the grass Paprika came within a few inches of stepping on his head. McKinney was picked up insensible and was taken to the paddock in an ambulance, but later in the afternoon he revived and was able to walk about. Kelleher rode a superb race on Bat in this event and was warmly applauded for his efforts when he came back to the scales. The failure of Sandy Creeker to win was a hard blow for the form players, who regarded the son of Aloha as a sure thing.

Another pitfall was dug for the talent when Black Mary was beaten by Cressina in the first race. Black Mary with McCarthy up was a hot favorite, but she could never get near Cressina. The last time Cressina ran she was badly beaten, but that was due to a cuppy track. The going was very fast yesterday and the Watercress mare as a result was perfectly at home. Frank Weir has freshened her up a great deal since he bought her from Jack Joyner. Weir, by the way, may go to California this winter and may take along Roseben, Milford, Cressina, Jim Gaffney and other horses owned by D. C. Johnson and F. J. Farrell.

It is apparent that R. E. Watkins has a useful mare in Ida D., who has now won three races off the reel for him. The daughter of His Highness ran a mile in 1:40 yesterday, pulled up. Had she been extended in the least she might come close to the track record of 1:38, held by Orthodox. It was expected that she would receive a boost when put up at auction, but much to the relief of Watkins there was nothing doing.

When James Fitzsimmons bought Hill Top, a filly by Clifford, at the sale of John Sanford's horses the other day he said that he would graduate her from the maiden class the first time she started in his colors. Fitzsimmons had not changed his mind before the last race yesterday, and when Hill Top made good the form players, in a majority of instances, got out on the day.

George Odom did not believe that Bonnie Kelso could win the third race. He felt sure that Rossfenton would be successful, while others who follow the Odom Stable went to Summer Night. But Bonnie Kelso fooled Odom and his associates by winning in a big gallop. Rossfenton, once owned by W. H. Du Bois, ran in the name of the Glen Iver Stable. He showed a flash of his old form, but that was about all. W. S. House put up C. Lange, a green stable boy, on Lawton Wiggins, with the usual result. John Hyland thought that because Lasala had an outside position at the post and consequently could not be shut off, the gelding would win this race on the bit. But Lasala was a bad last.

C. G. Atwood, who was caught with marked money in his pocket on Thursday, wrote a hot letter to the bookmaker who helped to catch him yesterday, charging a breach of confidence.

After the last race all the horses at the track were put on the cars and taken to Belmont Park.

It is estimated that the six days of racing at Aqueduct cost the Queens County Jockey Club all of $200,000, a trifle more than $3,000 a day. P. J. Dwyer said last night that he had filled his contracts and was glad that it was all over.

More Money for Columbia Rowing.

More than one-half of the Columbia crew deficit has been paid and the outstanding bills now amount to about $2,500. On Friday $550 was subscribed by the Players Club and $50 by the Philharmonic Society, in addition to about $300 in undergraduate subscriptions. Coach Rice is now confident that he will be able to try out his candidates for about a month in fall rowing.

FASHION PLATE'S EDGEMERE.

Two-Year-Old Beats Frank Gill at a Distance.

The Oneck Stable's Fashion Plate, a two-year-old colt by Woolsthorpe—Fashionable, won the Edgemere Handicap, for all ages, one mile and a furlong, at Aqueduct, where the fall meeting closed yesterday. It was the first victory of a two-year-old this season at the distance and the performance was all the more remarkable for the reason that Fashion Plate gave nine pounds by the scale to Frank Gill, fourteen to Royal Tourist and five to Brother Jonathan. Fashion Plate had worked a fast mile for this race and those who knew of the fact did not fail to support him. He was ridden by Upton, who took him to the front immediately. Going up the backstretch the two-year-old had a lead of three lengths over Royal Tourist, who was a head before Frank Gill, with Brother Jonathan hopelessly last. As they neared the far turn Royal Tourist and Frank Gill both began to close. Upton, however, did not lose his head but kept Fashion Plate close to the rail, well in hand. When the head of the stretch was reached Upton let Fashion Plate down a bit and he drew further away. But Frank Gill and Royal Tourist, side by side, came again with a determined bid for victory. At the last furlong pole Fashion Plate led by a head, with Frank Gill and Royal Tourist running like a team. Then Upton went to the whip and Fashion Plate with plenty of courage drew away, winning in a drive by a length in 1:53 2-5. Frank Gill beat Royal Tourist a neck for the place with Brother Jonathan six lengths away.

Edward H. Carle's Bat won the steeplechase handicap, at about two and a half miles. But it was not until he had cleared the last jump that he went to the front. Delcanta made the pace for a mile and a half, when he began to stop. Then Sandy Creeker went to the front and looked like a sure winner as he cleared the last obstacle. But Bat came fast under the whip after that and won by two lengths from Sandy Creeker, who had twenty lengths over Delcanta. Pirate fell on the back stretch and Jockey McKinney was knocked senseless. The race was run in 5:12.

Frank D. Weir's Cressina made all the pace in the opening event, for platers, at seven furlongs, winning in a gallop by four lengths in 1:27. Black Mary, from a slow break, closed fast in the stretch and got the place from Biskra by a half a length. Saracinesca had some early speed but stopped.

George Odom put Bonnie Kelso over the plate in the third race, for two-year-olds, seven furlongs and incidentally treated the form students to a surprise. H. B. Duryea's Summer Night, the choice, led for about five furlongs, where Bonnie Kelso breezed to the front and came home galloping with five lengths to spare in 1:26 3-5, the fastest time of the meeting. Rossfenton also came with a game rush and took the place from Summer Night by four lengths. Lawton Wiggins was badly ridden, while Lasata, a factor for a part of the way, quit.

R. E. Watkins's Ida D. made a runaway of the fifth race, for platers, at a mile, and breezed to the judges with six lengths to spare in 1:41. Castlewood, always the contender, beat Cairngorm two lengths for the place.

Under a long drive through the homestretch, James Fitzsimmons's Hill Top won the last race, for maiden two-year-olds, six furlongs, by half a length. R. K. Cassatt's Sententious was second, three lengths before Gun Shot, who led for about half the distance. The time was 1:14 2-5.

Four favorites were defeated. Upton rode two winners and a second, while McCarthy handled one winner, a second and a third. The track was fast and the attendance was close to 4,500. The summaries:

FIRST RACE.

Selling; for three-year-olds and upward; $400 added; seven furlongs:

Horse and Age.	Wt.	Jockey.	Prices.		Fin.
Cressina, 5	114	J. Lee	2-1	7-10	1*
Black Mary, 3	106	McCarthy	9-5	3-5	2*
Biskra, 3	94	Crowley	7-1	5-2	3*
Saracinesca, 4	104	McCahey	4-1	8-5	4
Adoration, 4	101	Cullen	10-1	4-1	5
Dixie Himmel, 3	103	Sweet	7-1	5-2	6
Esoteric, 5	104	Lang	15-1	6-1	7

Time, 1:27.

Fair start; won easily; Cressina, b. m., 5, by Watercress—Carina; owned and trained by F. D. Weir.

SECOND RACE.

Steeplechase Handicap; for four-year-olds and upward; $500 added; about two miles and a half:

Horse and Age.	Wt.	Jockey.	Prices.		Fin.
Bat, 5	140	Kelleher	6-1	8-5	1*
Sandy Creeker, 4	135	Hend'son	8-5	1-2	2*
Delcanta, 6	155	Allen	3-1	4-5	3*
Paprika, 5	134	Davidson	8-1	5-2	4
Pirate, aged	142	McKinney	11-5	7-10	*

*Fell. Time, 5:12.

Good start; won handily; Bat, b. g., 5, by Meddler—Buela; owned by Edward H. Carle; trained by P. Callahan.

THIRD RACE.

Selling; for two-year-olds; $300 added; seven furlongs:

Horse and Age.	Wt.	Jockey.	Prices.		Fin.
Bonnie Kelso, 2	99	Upton	6-1	7-5	1*
Rossfenton, 2	110	J. Lee	5-1	7-5	2*
Summer Night, 2	104	McCarthy	6-5	1-2	3*
Lawton Wiggins, 2	109	C. Lange	7-2	even	4
Lasata, 2	104	Cullen	3-1	9-10	5

Time, 1:26 3-5.

Good start; won easily; Bonnie Kelso, b. g., 2, by Waterboy—Thuanemia; owned by the Kelso Stable; trained by G. M. Odom.

FOURTH RACE.

Edgemere Handicap of $1,000; for all ages; one mile and a furlong:

Horse and Age.	Wt.	Jockey.	Prices.		Fin.
Fashion Plate, 2	100	Upton	5-2	3-5	1*
Frank Gill, 4	126	Notter	9-5	1-2	2*
Royal Tourist, 3	113	Gilbert	9-5	1-2	3*
Br. Jonathan, 3	119	Sweet	6-1	2-1	4

Time, 1:53 2-5.

Good start; won driving; Fashion Plate, ch. c., 2, by Woolsthorpe—Fashionable; owned by the Oneck Stable; trained by W. H. Karrick.

FIFTH RACE.

Selling; for three-year-olds and upward; $400 added; one mile:

Horse and Age.	Wt.	Jockey.	Prices.		Fin.
Ida D., 3	98	Sweet	3-5	1-5	1*
Castlewood, 3	94	McCarthy	3-1	7-10	2*
Cairngorm, 6	97	Ural	4-1	even	3*
Shadow Glance, 3	86	Creevy	15-1	4-1	4
Malaga, 3	91	E. Martin	15-1	4-1	5

Time, 1:40.

Good start; won easily; Ida D., b. f., 3, by His Highness—Carrie C.; owned and trained by R. E. Watkins.

SIXTH RACE.

For maiden two-year-olds; $300 added; to carry 105 pounds; six furlongs:

Horse and Age.	Wt.	Jockey.	Prices.		Fin.
Hill Top, 2	102	McCarthy	even	2-5	1*
Sententious, 2	102	Upton	2-1	3-5	2*
Gunshot, 2	102	McCahey	5-1	7-5	3*
Mariana, 2	102	Conlin	5-1	7-5	4
Gus Heim, 2	105	Gilbert	15-1	5-1	5
Kin, 2	102	Cullen	15-1	5-1	6
Guatemotzin, 2	105	Creevy	15-1	5-1	7

Time, 1:14 2-5.

Good start; won handily; Hill Top, b. f., 2, by Clifford—Whiplash; owned and trained by James Fitzsimmons.

Above prices compiled by experts; not based on betting at the track.

FAST WORK BY BELLARS.

New York Man Wins Canadian Five Mile Title in 25 Minutes 31 4-5 Seconds.

MONTREAL, Oct. 3.—The twenty-fifth annual Canadian championship under the auspices of the Amateur Athletic Federation of Canada, which were held at the M. A. A. A. grounds this afternoon, attracted a large attendance. The American athletes carried off nearly all the chief events on the card. Lukeman, the Canadian runner, won the 220 yard run, defeating Keating of New York. Ralph Rose, Flanagan and Sheridan, who were entered in the field events, did not appear and their absence detracted from the interest in those events.

Bellars won the five mile run in 25 minutes 31 4-5 seconds, the fastest time made in Canada or the United States since 1887.

The summary:

100 Yard Run—Won by C. G. Eckman, Acorn A. C., Brooklyn; F. L. Lukeman, M. A. A. A., and W. F. Keating, I. A. A. C., New York, dead heat for second. Time, 10 2-5 seconds.

One Mile Run—Won by H. L. Trube, New York A. C.; A. Robillard, National A. A., Montreal, second; W. G. Hay, M. A. A. A., third. Time, 4 minutes 28 2-5 seconds.

Putting the 16 Pound Shot—Won by S. P. Gillies, N. Y. A. C., with 39 feet 9½ inches; Z. Desmarteau, M. A. A. A., 38 feet 7¾ inches, second; H. R. Porter, I. A. A. C., New York, third.

220 Yard Run—Won by F. L. Lukeman, M. A. A. A.; W. F. Keating, I. A. A. C., New York, second. Time, 22 2-5 seconds.

880 Yard Run—Won by Melvin Sheppard, I. A. A. C.; H. Gissing, New York A. C., second; D. Buddo, M. A. A. A., third. Time, 1 minute 55 3-5 seconds.

Throwing the Discus—Won by M. J. McGrath, with 117 feet 7¼ inches; Z. Desmarteau, M. A. A. A., second.

Running High Jump—Won by H. F. Porter, I. A. A. C., with 5 feet 11 inches; H. J. Grumpelt, N. Y. A. C., second; G. Stanley, M. A. A. A., third.

Throwing 16 Pound Hammer—Won by M. J. McGrath, N. Y. A. C., with 167 feet 1 inch; S. P. Gillies, N. Y. A. C., second.

One Mile Run; Relay—Won by New York A. C.; Montreal A. A. A., second. Time, 3 minutes 31 1-5 seconds.

Five Mile Run—Won by F. G. Bellars, N. Y. A. C.; J. J. Daly, I. A. A. C., second; P. Royal, M. A. A., third. Time, 25 minutes 31 4-5 seconds.

Running Broad Jump—Won by F. L. Lukeman, M. A. A. A., 23 feet 1¾ inches; W. Halpenny, M. A. A. A., second.

440 Yard Run—Won by H. L. Hillman, N. Y. A. C.; J. C. Riddell, M. A. A. A., second; W. C. Robbins, Boston, third. Time, 49 4-5 seconds.

Throwing 56 Pound Weight—Won by M. J. McGrath, N. Y. A. C., with 35 feet 11 inches; Z. Desmarteau, M. A. A. A., second; B. F. Sherman, I. A. A. C., third.

120 Yard Hurdles—Won by F. L. Lukeman, M. A. A. A.; H. L. Hillman, N. Y. A. C., second. Time, 16 2-5 seconds.

AMONG THE AUTOMOBILISTS

THIRTY-THREE ENTRIES IN MOTOR PARKWAY SWEEPSTAKES

Five Classes of Cars to Begin Racing Over Vanderbilt Cup Circuit at 9 o'Clock Saturday Morning—Sixteen Machines in Fairmount Park Contest.

Fifty entries are expected for the five classes of the Motor Parkway Sweepstakes, to be started at 9 o'clock next Saturday morning on Long Island, and 33 cars had been formally entered yesterday morning. The ten mile stretch of the Long Island Motor Parkway has been completed, and the fifteen miles of State roads which are to be used in conjunction with it to form the 1908 Vanderbilt cup circuit have been thoroughly oiled and rolled.

The grand stand, which will accommodate about 5,000 persons, has been completed, and the parkway stretch is fenced in so that it is now impossible to enter it except through one of the three toll lodges which have been established at Meadow Brook, Massapequa and Bethpage. The Meadow Brook lodge, which is situated at the eastern entrance, is reached by the old Westbury road and the old country road, which leads directly to the parkway from the Garden City Hotel. A new dirt road, twenty-two feet wide, has been built at the expense of the Motor Parkway corporation. This new road winds south from the intersection of the old Westbury and old country roads across Hempstead plains and terminates at the Meadow Brook lodge. The lodge is slightly northeast from the famous Meadow Brook Hunt Club.

The cars will start together or within thirty seconds of each other regardless of the classes in which they are entered. The small ones will run 100 miles, the next class 150 miles, the third 200 miles; the fourth 225 miles, and the high priced cars will run ten laps or 250 miles. There will be only two supply stations on the circuit, one in front of the grand stand, which is sunken below the level of the parkway about five feet for the storing of the water, gasolene, tires, tools and spare parts. Crews in charge of these supplies will remain in the pit and any driver desiring to make a change of tires or to take on supplies will stop in front of the station allotted to his crew. The men in the pit will pass up his supplies to him and no one will be allowed to work on the car except the driver and his mechanic. The other supply station will probably be located on the Jericho Turnpike about twelve miles from the grand stand. Drivers will not be allowed to take on tires or supplies except at these stations, but they may make any adjustments necessary on other parts of the circuit.

Entries for the sweepstakes closed last night, and it is expected that about twenty more cars will be named besides the thirty-three entries that have been received. Six machines have been entered in the class for cars selling for $4,001 and over as follows: Chadwick, Willie Haupt; Isotta, Herbert Lytle; Simplex, Frank Lescault; Hotchkiss, H. J. Kilpatrick; Knox, Charles Basle; Renault, Lewis Strang. This class is called the Motor Parkway Sweepstakes.

Six entries have been made for the Meadow Brook Sweepstakes, for cars selling from $3,001 to 4,000. The cars for which drivers have been named in this event are: Graford, John Doty; Knox, Bourque; Rainier entered by Mrs. Joan Cuneo, L. A. Disbrow; Rainier, Peterson, and Buick, Robert Burman. Nine entries were received for the $2,001 to $3,000 class, which is entitled the Garden City Sweepstakes. Drivers have been named for the following cars: Moon, Davis; Lancia, W. M. Hillard; Stoddard-Dayton, Wright; Stoddard-Dayton, Tuttle; Pennsylvania, Leonard Zengle; Chalmers-Detroit, Lorimer; Sharp-Arrow, Sharp.

In the Jericho Sweepstakes, for cars selling for $1,001 to $2,000, five entries were received. The Chalmers-Detroit, which was the only car for which a driver had been named, will have Burns at the wheel. In the class for cars selling for $1,000 and under, called the Nassau Sweepstakes, seven entries were received, the following being the cars for which drivers have been named: Mitchell, Zirbies; Mitchell, Olney; Cameron, Cameron; Cadillac, Warnstalat.

All records were broken regarding space applications for the annual show which will open in the Grand Central Palace on New Year's Eve and everything indicates that the coming exhibition of the American Motor Car Manufacturers Association will be one of the most notable ever held in this country. When the applications for space closed on October 1 more than 100,000 square feet had been applied for, and as only 70,000 square feet will be available for exhibition purposes the management will have trouble satisfying the demands of exhibitors.

Only those who applied for space prior to October 1 can participate in the first allotment or drawing on October 8 and late comers will have to take their chances after the demands of the original subscribers have been satisfied. The show committee of the A. M. C. M. A. will be in continuous session October 6, 7 and 8 to settle all differences. The members of the American Motor Car Manufacturers Association will draw for their space on Thursday morning, October 8, while the other automobile manufacturers except the importers, who have already been provided for, will draw for their allotment in the afternoon.

The coming Palace show will be the international show of the year, as only at the Grand Central Palace will the public have the opportunity of inspecting the latest foreign models from the Paris Salon. As the Paris show is held in November many of the American agents expect to ship the Paris exhibits to the New York show. Here all the latest fads and fancies of the coach and body building seen on the Paris boulevards, to say nothing of the latest mechanical wrinkles and novelties embodied in the latest 1909 foreign cars, will be displayed for the first time.

Roughly, the Importers' Salon will occupy 10,000 square feet, or practically one-seventh of the total floor space. The members of the Importers' Automobile Salon have already made their drawing and the Panhard concern was fortunate enough to draw space in the central court. Close at hand, however, in conspicuous positions, will be the C. G. V., Fiat, Isotta-Fraschini, Renault, Delaunay-Belleville, Lancia, Clement-Bayard Delahaye, Pilian and De Dion. Applications have also been received from the Hotchkiss, Itala and Zust, which will probably be taken care of later. An interesting feature of the foreign exhibit will be a number of the latest types of taxicabs and commercial vehicles.

That the 200 mile road race over Fairmount Park driveways to be held on Saturday morning, October 10, as a part of the Philadelphia founders' week celebration will be a gruelling contest as regards cars and drivers is conceded by the motorists who have been over the circuit. Yesterday afternoon Frank Yerger, Philadelphia manager of the Studebaker concern, who will drive the Studebaker in the race, took his machine over the circuit, travelling at leisurely speed, and made a careful study of all its stretches, turns and grades. His verdict is that the selected course, a trifle less than eight miles in length and to be negotiated approximately twenty-five times, is a hard but not dangerous one. There are many turns and the straightaway stretches are extremely few and far between and of short length. Furthermore these turns are inclined to spring on one unexpectedly and it will be difficult to remember them.

As a matter of fact the Fairmount Park course has a great many twists, turns and grades. Its great redeeming feature is that the roadways to be used for the contest are uniformly good and the turns, with one or two exceptions, are not narrow enough to preclude an exciting brush between two cars. The Studebaker, with its 114 inch wheel base, may be taken as a fair type of the stock cars which are to compete in the race, and therefore the views of the driver, Frank Yerger, are worthy of attention. He says:

"The start on the concourse is a most inviting straightaway, but you hardly have time to get up speed and enjoy it when you are compelled to switch onto the steep and more or less tortuous incline of Sweet Briar Hill; the grade of which at times approaches 20 per cent. Off this and still on a steep down grade you must swing sharp right twice around a double bend to which will be given the term of Horse Shoe Curve, and thus on to the West River Drive. This is called a straightaway, but that is a misnomer, for at no point on it is there an eighth of a mile of unbending road, while trees obstruct the view of the major portion of the sweeping turns. The roadway is of cinders and except in a packed pathway, which but one can occupy, there is a decided tendency to skid.

"What will prove the hardest test of the day comes immediately after this cinder road is left behind. Rounding an easy turn under two railroad bridges high in the air one is sorely tempted to throw on full power, but this would be the worst mistake a driver could make. Swinging around a triple S, or snakelike turn, one is suddenly faced with what at first glance looks like an impenetrable stone wall and the final end of the road.

"It is not this, but one of the narrowest and most dangerous curves imaginable, beneath a stone abutted railroad bridge and one in which two cars could hardly stand, much less race abreast. You simply have to shut off at this point, and what makes it worse you immediately afterward encounter a double S turn on which the road grade must run at least 10 per cent. After this you make a sharp turn into City Line road, and ahead is a steep slope of City Line hill. There is perhaps half a mile of this grade before one strikes into the broad Belmont Drive.

"This can be enjoyed for only a short way. Then one must turn sharp right into a narrow roadway which, all down grade, circles about George's Hill and eventually leads one into Park Side avenue, the first public residential thoroughfare ever opened to a race of this character.

"Only a short distance of this road is travelled before one swings back into the park, around a couple of sharp but not dangerous turns and thus back into the broad concourse and the starting line. I venture to say that this race will try the nerves of some drivers and the stamina of some cars as they have seldom been tried before, and not only the winner but all the cars and drivers that finish will have good reason to be proud of their achievement."

The concensus of opinion appears to be that over the course as above described the low powered cars, conservatively driven, have an equal if not a better chance of achieving victory than the big high powered sixes, and the educational value of the outcome can hardly be overestimated.

The cars that have been entered, their horse-power, drivers and entrants, are as follows: American Locomotive, 60, L. J. Bergdoll, L. J. Bergdoll; Maxwell, 28, C. W. Kelsey, Maxwell-Briscoe Company; Stoddard-Dayton, 45, Albert Miller, Hamilton Automobile Company; Peerless, 38, Bert Maucher, P. F. du Pont; Palmer & Singer, 60, William Wallace, C. A. Schroeder; Apperson, 48, George E. Davis, Philadelphia Automobile Company; Welch, 60, Erwin R. Bergdoll, Erwin R. Bergdoll; Studebaker, 38, Frank Yerger, Studebaker Brothers Company; Locomobile, 40, George Robertson, J. J. Morse; Locomobile, 40, Jim Florida, I. J. Morse; Acme, 45-50, Cyrus Patschke, Acme Motor Car Company; Chadwick, 50, John Harkins, J. M. Munger, Jr.; Lozier, 45, Harry Michener, Herman Brill; Lozier, 50, Ralph Mulford, W. B. Herbert; Pennsylvania, 38, Leonard Zengle, R. Harry Croninger; and Pullman, 40, Roy Stainess L. W. French. All have four cylinder engines except the American Locomotive, Palmer & Singer, Welch, Acme, Chadwick and one of the Loziers, which have six cylinders.

Arthur See, driving the 12 horse-power Maxwell car in a trial over the Ventnor Beach last Thursday afternoon, broke all records for the course by covering a mile in 31 1-5 seconds, or at the rate of 116 miles an hour. This is close to the world's record made at Ormond, and with the beach in better condition the Maxwell crew expect to supply new figures for the long standing world's record for gasolene cars of 30 3-5 seconds made by Chevrolit in an eight cylinder Darracq at Ormond, January 25, 1908.

With a little stronger start See thinks he would have undoubtedly beaten 30 seconds. The beach was not in the best of share, and the crew will remain to make another effort when the ocean rolled course is ironed out a little smoother. The former record for the beach was 34 seconds, by Walter Christie. The course only permits a half mile start and a mile in which to slow down.

GRINGO CAVORTS AT SHOW.

Runs Away With Miss Whiting on Piping Rock Field.

One of the most exciting events at the Piping Rock horse show yesterday was a class for ladies' hunters and ridden by ladies over jumps. Among a dozen entrties was a brown horse named Gringo, owned by Allan Pinkerton, and the animal ran away with Miss Tillie M. Whiting for two rounds of the ring and were it not for her grit and courage the episode might have resulted seriously.

Gringo was full of fire after being brought into the ring and when Miss Whiting got on his back he danced and twisted about on the grass. It was his first time at a show and the band, bugler and gay colors of those present got on his nerves. However, Miss Whiting turned him at the first jump and giving him a touch of her whip on the flank steered him for the obstacle. With a couple of bounds he was at the wings, where he swerved sideways, and laying back his ears made straight for the other side of the ring, where there was a fringe of carriages, drags and spectators. But before Gringo reached the rail his rider, with her teeth clinched, got a short hold on the bridle, gave his mouth a fierce pull and sent him along the track.

Around the circuit he flew twice with Miss Whiting sawing at his mouth and after a serpentine dash through the centre of the ring he came to a standstill. In a jiffy he was surrounded by about two dozen grooms and handlers, who quieted him down.

First prize in the class was won by T. R. Hitchcock's King George, shown by Miss Helen Hitchcock, who rode astride.

Another runaway occurred in the four in hand contest, the last item of the day. The team, owned by Mortimer L. Schiff, became unmanageable before they entered the ring and made a round of the field in spite of the driver's strong pull. Even in the ring they frothed, pawed and pranced and had to be led out.

Another very interesting class was for hunters—the best at the show. Among the entries was Gaylight, a horse that took honors at the Olympia show in London. He was brought over by John S. Phipps, but Gaylight did not live up to his reputation yesterday, for he twice refused his jumps and threw the rider so badly that he was ordered from the contest. First prize in this class went to the chestnutgelding Tamor, owned by Thomas Hitchcock, Jr. Two other prizes went to this animal. He won the special hunters' class over six jumps, post rails, stone wall, water jump and gate, beating a clever field. The class for the handiest and best trained hunter resulted in Tamor's third blue. He galloped at and cleared a single wire 4 feet 3 inches high and this was the stunt which earned the prize over Paul D. Cravath's chestnut gelding Hero, a beautifully trained hunter.

Harvey S. Ladew got away with the honors for the two days, his total being eight blues, three reds, two yellows and two whites. J. E. Davis, J. Olin, John S. Phipps, Thomas Hitchcock, Jr., Harry Payne Whitney, Clarence Mackay, Mortimer L. Schiff, Edward Knierlem were the other prominent exhibitors.

The awards.

Class 7—Pairs of horses, over 15.2 hands, shown to an appropriate vehicle, conformation, quality, manners and all around action considered; cup presented by Harvey Murdock—Won by Clarence H. Mackay's b. g. Melisande, 16.1, 7 years, and B. M. Pellcas, 16, 8 years; Herbert L. Pratt's ch. g. Operator, 16, aged, and br. m. Queen Delia, 16, 8 years, second; Mortimer L. Schiff's br. g. Magnet, 15.3, 8 years, and b. m. Lady Brown, 15, 3 years, third, and Corinthian prize—Elsinore Farm's b. g. Lord Lonsdale, 15.3, 8 years, and b. g. Tennessee, 15.3, 7 years, fourth.

Class 11—Harness tandems wheeler over 14.2 hands, conformation, substance and quality to count—Won by Herbert L. Pratt's b. m. Lady Eorene, 15.1½, 8 years, and b. m. Dosoris Queen, 15.3, 7 years; Mortimer L. Schiff's br. m. Magnet and br. g. Baron Brown, 15.1½, aged, second; Elsinore Farm's b. g. Lord Lonsdale, 15.3, 8 years, and b. g. Tennessee, 15.3, 7 years, third; Mortimer L. Schiff's br. g. Mansfield and br. g. Maxy, 15, 6 years, fourth and Corinthian.

Class 13—Ponies not over 13 hands, shown to an appropriate trap driven by a boy or girl—Won by Elsinore Farm's br. s. Doncaster Model, 11.2, aged; Morehead Patterson's blk. m. Carolina, 13, 6 years, second; Harry Payne Whitney's piebald M. Pie, 12, 7 years, third; Herbert L. Pratt's br. m. Trixey, 12.2, 8 years, fourth.

Class 1. Harness horses shown to an appropriate vehicle, conformation, quality, manners and all around action considered—Won by Mortimer L. Schiff's br. g. Baron Brown, 15.1½, aged; Clarence H. Mackay's ch. m., Irish Lass, 15.2, 9 years, second, and Corinthian; Herbert L. Pratt's br. m. Queen Mab, 15.2, 6 years, third; Edward Knierlem's ch. g. Piccolo, 14.3½, 7 years, fourth.

Class 18—Polo ponies that have played during the past season—Won by John S. Phipp's Mayboy; Robert Bacon's ch. g. Ribbon, 14.2, second; John S. Phipp's Moonlight, third; Robert Bacon's blk. g. Black Bird, 14.2, fourth.

Class 19—Saddle horses over 14.2 and not exceeding 15.2—Won by Rufus L. Patterson's ch. g. Durham, 15.1, 5 years; Elsinore Farm's ch. g. Reliance, 15, 6 years, second; Miss Vera A. H. Cravath's ch. m. Glory Bird, 15.1, 6 years, third; Henry L. Bell's ch. s. Singer, 15.1, 2 years, fourth.

Special Thoroughbred Class—Won by Clarence H. Mackay's ch. g. Harbor Hill, 15.2, 6 years.

Class 9—Pairs, over 14.2 hands; ladies driving—Won by Harry Payne Whitney's br. g. Fibbler, 15.2, aged, and br. g. Romeo, 15.2, aged; Mrs. Warner M. Leeds's b. g. Jack Spratley, 15.0, 6 years, and b. g. Mikado, 15.0, 6 years, second; Mortimer L. Schiff's br. g. Mansfield, 15.0 6 years, and br. g. Maxy, 15.0, 6 years, third.

Class 16—Ponies; divided into "large" and "small", not over 13 hands, to be ridden by a boy or girl.

Large Class—Won by Elsinore Farm's roan m. Pattie Pembroke, 12, 6 years; Harry Payne Whitney's ch. m. Gypsy, 13, 7 years, second; Morehead Patterson's b. m. Carolina, 13, 6 years, third; Miss Beatrice L. Byrne's mouse m. Kitty Wilkes, 13, 5 years, fourth.

Small Class—Won by E. D. Morgan's b. g. Gollywog, 10, 10 years; E. D. Morgan's ch. g. Johnny Green, 10, 10 years, second; Payne Whitney's br. m. Blue Belle, 10, 10½ years, third; F. R. Coudert's b. m. Jessie, 11, 10 years, fourth.

Class 31—For the handiest and best broken hunter "in and out" and post and rails, performance and manners to count—Won by Thomas Hitchcock, Jr.'s ch. g. Tamor, 16, aged; Paul D. Cravath's ch. g. Hero, 17, aged, second; John S. Phipps's Scott, third.

Class 29—Hunters over special course, post and rails, slat fence, stone wall, snake fence—Won by Thomas Hitchcock, Jr.'s ch. g. Tamor, 16, aged; Allan Pinkerton's blk. h. Jim Crow, 15.3, 10 years, second; L. E. Hitchcock's br. g. Jolly Dixon, 16.1, 5 years, third; J. E. Davis's b. m. Irish Maid, 15.3, 7 years, fourth.

Class 30—Hunt teams; for three best hunters from any owner, shown over jumps—Won by Allan Pinkerton team, names not given; J. E. Davis team Rising Star, Nimrod and Irish Maid, second; Robert Bacon's team Victory, Rufus and Leo, third; Henry C. Phipps's team, names not given, fourth.

Class 26—Ladies' hunters, up to carrying not less than 150 pounds to hounds; ridden by ladies over jumps; conformation, quality and manners to count 40 per cent., performance 60 per cent.—Won by F. R. Hitchcock's ch. g. King George, 16 aged; J. E. Davis's b. m. Irish Maid, 15.3, 7 years, second; J. S. Phipps's Scott, third; J. E. Davis's b. g. Nimrod, 16.1, 7 years, fourth.

Class 27—For the best hunter shown; conformation to count 50 per cent., performance over jumps 50 per cent.; open to all—Won by Thomas Hitchcock, Jr.'s, ch. g. Tamor, 16, aged; Robert Dudley Winthrop's b. g. Clearlight, 16.1, 7 years, second; J. E. Davis's b. g. Nimrod, 16.1, 7 years, third; R. Lawrence Smith's b. m. Linch Pin, 16.2, aged, fourth.

Class 21—Ladies' saddle horses; ladies to ride; manners to count 50 per cent., style of going, conformation and quality 50 per cent.—Won by Rufus L. Patterson's ch. g. Durham, 15.1, 5 years; Elsinore Farm's ch. g. Reliance, 15, 6 years, second; Mortimer L. Schiff's ch. m. Indiscretion, 15.1, 7 years, third; John F. Beatty's ch. m. Gretta 15.1, 7 years, fourth.

Class 5—Single horses suitable for ladies, driven by ladies before an appropriate vehicle; horses to count 60 per cent.; appointments 40 per cent.—Won by J. E. Davis's b. m. Minerva, 16, 5 years; Elsinore Farm's b. g. Hugo, 15.1½, 7 years, second; Harry Payne Whitney's br. g. Fiddler, 15.2, aged, third; Charles A. Frank's blk. g. Speculation, 15.3, 7 years, fourth.

Class 12—Four in hand, to be shown before a coach or break, wheelers not under 14 hands; con