

seemed he would be dashed against a pylon.

Alec Ogilvie, in a four-cylinder Wright racer, second member of the English speed team, crossed the starting line at 9:08:53.23.

It was officially announced that Le Blanc's time for the first three laps exceeded the world's speed record. The Frenchman had completed 9,330 miles in 8 minutes and 17 seconds.

Graham-White completed ten laps in 21:13.48, at an average rate of a mile a minute. As White passed on his tenth lap, Le Blanc, who had started just ahead of the Englishman, was by him again, gaining a complete lap.

Le Blanc continued his phenomenal speed, averaging more than seventy miles an hour. He was flying within twenty-five feet of the ground and turning the pylons within five feet.

Graham-White finished his fifteenth lap, three-quarters of the race, in 46:35.22, an average rate of speed of just sixty miles an hour.

Le Blanc finished his tenth lap in 20:33.50, nearly a minute faster than Graham-White had completed the same route. Le Blanc, though not sustaining his terrific speed of the early laps, was still making about sixty-five miles an hour.

Ogilvie completed seven laps in 24:36.77, an average of about fifty-five miles an hour.

Le Blanc finished his fifteenth lap in 41:13.48, an average of about sixty-five miles an hour.

**White Ends Race.**

Graham-White completed the twenty laps in 1:01:04.50. The total distance was 62.14 miles, made in fifty-one minutes, an average speed of about sixty and one half miles an hour.

Also Ogilvie completed ten laps, half the distance he must fly in 24:36.77. While making his thirteenth lap, Ogilvie was forced to land between pylons 9 and 10.

While making his nineteenth lap, Le Blanc came down with a rush just outside the course. This practically put Le Blanc out of the race, as he could hardly reascend to beat Graham-White's time.

Le Blanc was injured by his descent. His face was badly cut, and in an apparently semi-conscious condition he was placed in an automobile and rushed to a hospital.

**Brookings Telegraph Pole.**

Le Blanc was maintaining a speed of more than sixty miles an hour at an altitude of about seventy-five feet, and had just reached the southeast of the course when he discovered that his machine was in a dangerous position.

He at once started to descend, but, losing control of his machine, he dashed with such terrific force against a telegraph pole that the pole was broken completely in two. His machine was completely wrecked.

Le Blanc, however, succeeded in throwing himself from the vehicle before he struck the telegraph pole, and escaped with a bad cut over the eye.

Le Blanc's injuries were dressed at the emergency field hospital, which was maintained inside the club-house enclosure. Just how unfortunate the accident was to the clever Frenchman's hopes of winning the race, is shown by the announcement that his average speed for the time he was in the air was 66.50 miles an hour.

It was also announced that Graham-White's average for the 100 kilometers was at the rate of 60.08 miles an hour.

**Brookings Is Injured.**

Aviator Brookings, in his Wright machine, fell a distance of thirty feet directly in front of the grandstand, shortly after he started. The machine was completely wrecked.

Brookings seemed to be badly injured internally. He was placed on a stretcher and rushed to the emergency hospital. Brookings was writhing with pain, when he was picked up.

Three minutes after the accident put Brookings out of the Gordon Bennett race, Alfred Le Blanc, with his head swathed in bandages and a cigarette between his teeth, walked down the track past the grandstand. He was given a great ovation, and there was renewed cheering when Claude Graham-White, the English aviator, dashed across the track, threw his arm around Le Blanc's shoulder, and marched away with him.

Official announcement was then made that Brookings' injuries were not serious, and that the flight in which he crashed his machine was not his official start in the Gordon Bennett race. The Wrights had another baby race on the field to which they hoped to transfer Brookings' engines and machine for Brookings to complete the race.

The physicians attending Brookings said the injured aviator suffered no broken bones. His machine, however, had stopped. He attempted to glide to earth. The frail wheels broke as he struck the ground and the machine skid stuck into the soft ground. The machine turned a complete somersault and was smashed to pieces.

Brookings staggered out of the wreck and fell to the ground. An ambulance was at his side within two minutes and he was rushed to the hospital.

**Ogilvie Forced Down.**

At 10:55 Ogilvie was compelled to alight, reascending to finish the eight laps necessary for him to finish the Gordon-Bennett race.

Hubert Latham, in his 100-horsepower Antoinette racer, started in the Gordon Bennett race at 10:58:55.67.

One of the most remarkable exhibitions of presence of mind ever witnessed at an aero meeting, saved the lives of probably a score of the best-known men and women in the New York social set, and made Herbert Latham a hero to the spectators.

Latham, in his high powered machine, was completing his fifteenth lap, and as he turned a pylon the

machine was in a dangerous position. He at once started to descend, but, losing control of his machine, he dashed with such terrific force against a telegraph pole that the pole was broken completely in two. His machine was completely wrecked.

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**DEATHS**

BANK—On Thursday, October 27, 1910, at 6:23 p. m., JOHN S. BANK, beloved son of Elizabeth and the late John Bank, in the thirty-sixth year of his age.

FUNERAL—Funeral on Friday, October 28, at 2 o'clock, from his late residence, 202 Four-and-a-half street southwest. Relatives and friends invited.

FLEET—On Wednesday, October 26, 1910, at 8:30 a. m., MARGARET FLEET, wife of James Fleet.

GATES—Suddenly, on Friday, October 28, 1910, at her residence, 422 H street northeast, IDA A., daughter of William E. and the late Mary Ellen Gates.

GOLDY—Suddenly, at his residence, 518 Eye street southeast, JOHN GOLDY, husband of Susanna Goldy, in his eighty-second year.

MARBY—On Friday, October 28, 1910, at 8:30 p. m., SALLY CLAGETT, widow of the late Pennell Marby, of Prince George county, Md., in the seventy-fifth year of her age.

SAWYER—On October 28, 1910, at Brattleboro, Vt., Col. N. C. SAWYER, for many years a clerk in the Post Office, Colonel Sawyer is survived by a widow and one son.

STRATTON—On Thursday, October 27, 1910, at 10 a. m., CHARLES, husband of Charles Stratton.

WEEKS—On Friday, October 28, 1910, at 5:36 p. m., at her home, 1230 Sunderland place, MARY EVELINA, daughter of the late Alfred Conrad and Nanny Hunter Weeks, of St. Mary's parish, La.

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## Facts About the World's Premiere Air Race

The prize—International championship of the world, \$5,000 to the winner, and Gordon Bennett cup to Aero Club he represents.

The course—Twenty laps over five kilometer track, 100 kilometers or 62.14 miles.

The entrants—Representing America, Walter Brookings in an eight-cylinder Wright biplane; Charles K. Hamilton, in an eight-cylinder Curtiss type biplane; J. Armstrong Drexel, in a seven-cylinder Bleriot.

Representing England, Claude Graham-White in a fourteen-cylinder Bleriot; Alec Ogilvie, in a four-cylinder Wright biplane; James Radley, in a seven-cylinder Bleriot.

Representing France, Alfred Le Blanc, in a fourteen-cylinder Bleriot; Lieut. Hubert Latham, in a sixteen-cylinder Antoinette; Rene Simon, in a seven-cylinder Bleriot.

wind, which had arisen to a twenty-five miles an hour force, caught his aeroplane and seemed about to crash into the big crowd of men and women on the lawn in front of the building. By Herculean effort Latham managed to keep his aeroplane level and skimmed over the heads of the crowd less than a yard above them. Frantically he jammed his plane upward and finally scraped over the top of the judge's stand, clearing this structure by inches only.

He then descended in the field almost unperceived by his spectators, while the crowd went frantic and cheered madly for several minutes.

Latham had covered the fifteen laps when he was forced to descend in 26 minutes 20 and 30 seconds.

**Afraid For Spectators.**

After landing, Latham declared that his aeroplane had gotten completely beyond control, on account of the gusty wind. "It was a miracle," he said, "that I did not crash into the club house. I was not frightened on my own account, but I was untried by the danger in which I was putting spectators."

The failure of Latham to finish took away from France any hope of winning the race. It was probable that Le Blanc and Le Blanc were the only two members to try for the cup on the French team. Simon, the French substitute, declined to enter when he learned that he would be given no guarantee of expenses if he participated.

When they saw that France no longer had a chance, Latham and Le Blanc started to descend, but, losing control of his machine, he dashed with such terrific force against a telegraph pole that the pole was broken completely in two. His machine was completely wrecked.

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## FORMER VERA P. GILBERT HAPPY IN HER COTTAGE



MRS. RANDOLPH ROGERS SANTINI, Who Married the Man of Her Choice.

Lives Thirteen Miles From Paterson, N. J., and Drives With Him to the Station Daily—But She Forgets Steam Heat and Will Have to Move.

NEW YORK, Oct. 28.—Absurd as it may seem, happiness came to a River-side Drive girl, Vera P. Gilbert, who married whom she pleased, Randolph Rogers Santini, and went to live thirteen miles in the country outside Paterson, N. J.

Her mother wanted her to marry some one else. So late as yesterday she declined even to give her daughter's address. It had been printed that the daughter and her hastily taken husband were "living in poverty," that the girl who had almost bankrupted youths who had "thought incense to burn at her shrine," was doing her own dishwashing in the sight of neighbors.

Some point seemed to be made of the fact that it was "insight of neighbors." Terrible as that might be in these days, it is not so. Mrs. Randolph Rogers Santini, it was discovered yesterday, has no neighbor within an eighth of a mile, and lives on an isolated road thirteen miles out of Paterson.

**Drives To Meet Husband.**

She was herself found, at the time she should have been preparing dinner, in a little stable attached to her cottage, taking off a long red sweater, after driving a dozen miles to get her husband, who comes to town every day to do a brokerage business at 53 Broad street. Her little house is indeed far in the country.

"We took it," said her husband, "because our friend, Miss Gallatin, lives near us. But you know, coming in August on a honeymoon, we did not think about the heat for the house. You know, it has no steam heat! So we will have to leave presently. Probably to Europe, as I have some business in Paris, and then we may go to the south of France."

What this "love in a cottage" pair live in is a real cottage. It is the sort of cottage that young people imagine when they think of a cottage—vines clambering over it; its situation a dell; woods all about; a long crooked road leading to it.

**Got Good Fit.**

When Mrs. Santini, as she now is, went to Jersey City for a marriage license, her mother said:

"My daughter simply went after a wedding license as she would go for a wedding veil or anything else for her trousseau. You know how girls are. She would have gone just as matter-of-factly into a shop for a pair of gloves."

As far as the far-sighted neighbors in her isolated country place can observe, she selected in husband and cottage such a fit as she would find in a pair of gloves. But her mother, who had high plans for her, it is said, considers it ominous that she forgot the steam-heating apparatus.

**SNOW IN ROCHESTER.**

ROCHESTER, N. Y., Oct. 28.—Two inches of snow covered the ground here this morning, and the fall continued through the forenoon. The temperature was moderate.

**I AM**

**The Original**

**I LEAD**

**I Am Positively**

**the Originator of**

**PAINLESS**

**DENTISTRY**

**MY VERY EASY**

**TERMS WILL SUIT YOU**

**My Patent Suction Teeth**

**300 1-lb. loaves of perfect bread**

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