



NEWS of the WORLD



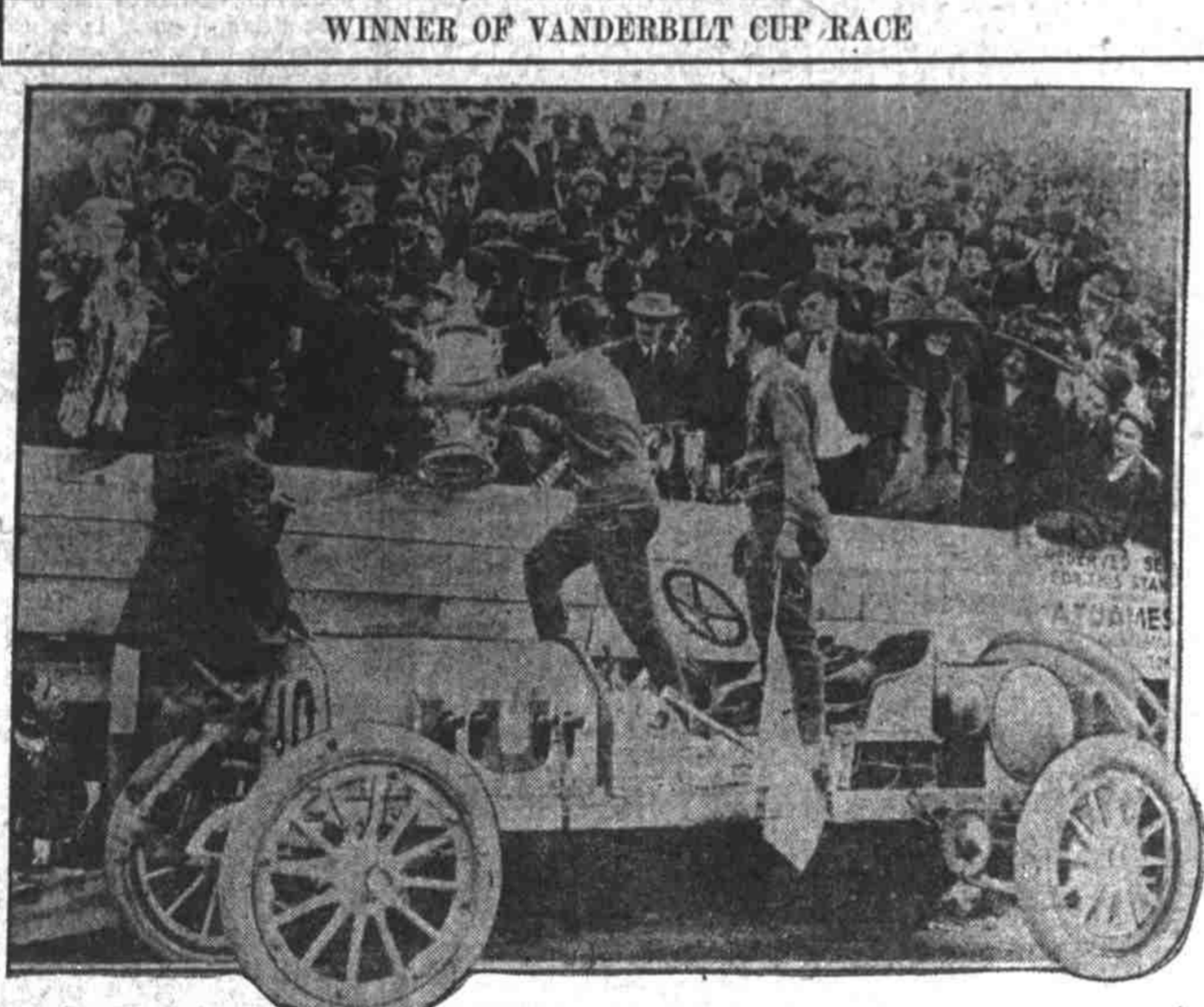
JIMMY FLORIDA HERO OF GREATEST AUTOMOBILE RACE EVER RECORDED

AMERICAN CAR BREAKS THE RECORD

By Samuel Smaji Jr.
New York, Oct. 24.—The Vanderbilt cup race today, the greatest contest of speed controlled by human agency the world has ever known, was brought to a close with a heart-stirring and hair-breadth finish in which an American car driven by an American boy won through unparalleled speed of the driver and the comet-like speed of the chariot in which he rode.

George Robertson won the race, with Locomobile No. 16, a 120-horsepower car designed by A. L. Riker, an American mechanical engineer, and every horse represented in the registered power was a thoroughbred whose speed passes beyond the bounds of blood, bone and muscle.

It was the first victory that an American car or an American driver ever won in an international contest and the many physical difficulties that the American had to overcome made it all the sweeter. When the United States flag was run up on the staff on the grandstand and reserved for the emblem of the winner the chorus of cheers that was started by the thousands there billowed and swelled until the 200,000 spectators lined about the course



Robertson, the Famous Driver, and His Locomobile, Which Won the Greatest Race in America yesterday. He is Seen Reaching for the Cup Which He Won in Philadelphia Last Week.

Robertson, the Famous Driver, and His Locomobile, Which Won the Greatest Race in America yesterday. He is Seen Reaching for the Cup Which He Won in Philadelphia Last Week.

Robertson, the Famous Driver, and His Locomobile, Which Won the Greatest Race in America yesterday. He is Seen Reaching for the Cup Which He Won in Philadelphia Last Week.

IDAHO SHIFTS TOO MUCH FOR SAILORS

(Special Dispatch to the Journal.)
Moscow, Idaho, Oct. 24.—Idaho university swept the team from the Bremerton navy yard off its feet here today and won easily, 23 to 6. With Small again acting as pivot, the great forward pass formations used last year were injected into today's game with good effect. Idaho once carried the ball across the field in four plays, two of them long forward passes. Small, Smith, Nissen and Montgomery all played brilliantly for the locals.

The navy team was dangerous but once, when they reached the forty-yard line, but when they tried a field goal the kick was blocked and the ball was again placed in their territory. A field goal from the twenty-five-yard line early in the first half, with a touch-down coming shortly afterwards on a long forward pass from Small to Montgomery, gave the Idaho team 10 in the first half.

Fast work on punts featured Idaho's work in the second half, and this, together with the forward pass, netted four touchdowns. Two of these were converted into goals. Final score: Idaho, 23; navy, 6.

MARATHON WINNER SENDS BIG STICK TO THE PRESIDENT

(Heart News by Longest Leased Wire.)
Washington, Oct. 24.—President Roosevelt today received by express from John W. Hayes, winner of the Marathon race in London, an Irish blackthorn with a silver plate having the following inscription:

"The Marathon Big Stick to Theodore Roosevelt, President of the United States, by John W. Hayes, Winner of the Marathon Race, London, 1908."

The president expressed himself as pleased with the gift.

deaf cars. The crowd was surging upon the men who were lifting the prostrate form upon a stretcher.

If a company ever courted death this mob crowded in front of the grandstand did so. They looked on with unthinking gaze while, with a strength and desperation that defied the odds, the men stationed in the supply pits, moved the wrecked car and the two disabled touring cars from the path of the racing cars.

The Mercedes, No. 5, belonging to William K. Vanderbilt, Jr., came on driven by Walter Luttgen. Luttgen, like Florida, believed the crowd would form a path for his car.

At full speed, therefore, Luttgen shot through the crowd with his powerful car, snaked his way by men so close that the breath of his exhaust pipes singed their faces, and left no one touched or injured in his wake. With a sigh of relief the crowd accepted the miracle they had witnessed and uttered a prayer of thanksgiving when the waving of flags at every point in view announced that the race had been called off.

THEY ARE HERE!

1909 CHALMERS DETROIT "30"

WE ARE READY TO DEMONSTRATE THE

Chalmers Detroit "30"

THE BEST \$1500 CAR ON EARTH

Here is what MOTOR AGE says of the Long Island Motor Parkway race:

"The two Chalmers Detroit '30' candidates for the Jericho sweepstakes for cars from \$1,001 to \$2,000, made a most successful and impressive racing debut. They ran first and second, covering the 140.76 miles in 182 minutes 36 seconds, an average of 48.65 miles per hour. The average of the second to finish was 46.1. The nearest pursuers were 34 minutes behind. The winning car did not stop during the entire race, and the second Chalmers '30' only stopped once for gasoline. Surely a wonderful demonstration of the durability and constant speed of the Chalmers '30'."

AT NARRAGANSETT PARK

The Chalmers Detroit "30" won in its class, defeating four other cars. One of the other entries went through the fence. The Chalmers Detroit driver stopped to assist the injured man, while the other cars kept going. In spite of this delay, the "30" won easily.

RICHMOND, VA.

The Chalmers Detroit "30" won a 10-mile race, easily defeating a Jackson and White Steamer.

FOUR VICTORIES IN ONE DAY

Shows that no element of luck aided the Chalmers Detroit "30." Nothing but A GOOD, STRONG, SPEEDY, WELL-MADE, HIGH-CLASS CAR such as the Chalmers Detroit "30" could establish such an enviable record.

We are making delivery of the Chalmers Detroit "30" NOW, NOT NEXT WEEK OR NEXT MONTH, BUT NOW.

H. L. KEATS AUTO CO.

Agencies all important centers.

CORNER SEVENTH AND BURNSIDE STS., PORTLAND, OR.

Distributors for Packard, Thomas, Pope-Hartford, Chalmers, Buick.

half a dozen big cities were gathered with their families. But two cars had finished the race and two other cars, still contestants, although reckoned as minutes behind the two leaders, were swirling about the course at frightful speed to win even the last nick of honor in a race worth while.

Even the soldiers whose duty it was to keep the course clear seemed to have forgotten. Motor cars parked alongside the cement parkway where the finish line was drawn had been warned not to take the course until the race was officially announced as finished. Two cars following the throngs took the course and with their horns honking, fell in behind the solid ranks of more than a thousand spectators who had started a triumphant march up the course when Robertson won.

From seats elevated above the crowd on the grandstand and 1,000 in the official and press stand saw a cloud of dust approaching more than a mile distant at the speed of a whirlwind. The usual warning, "Car coming!" was shouted to the crowd, but no one paid the slightest heed. With the frenzied yell, the thousands of voices of those who perceived the danger and the bedlam of shouting, laughing, crying and dancing men and women on the concrete floor of the parkway directly in front of the grandstand, out from the fast-flying cloud of dust on the rise of the hill half a mile away shot Locomobile car No. 1, driven by Jimmy Florida.

The car was coming for every cunee of power that was in it for Jimmy Florida, peculiarly attended by had luck in the race, was driving for an honor position with a sob in his throat and with nerves of steel in the hands that gripped the wheel.

Nears Finishing Mark.

All during the race the crowds about the grandstand had broken away from the restraint of the soldiers and deputy sheriffs and skittered across the parkway in the path of the approaching vehicles, and to Jimmy's dirt-begrimed goggles the same crowd was before him, ready to open a yielding path, and the finish mark was half a mile away.

His car seemed to drop down that steep incline, and with a trail of smoke puffs was skimming the cement parkway at the rate of 60 miles an hour, when another vision flashed across his smogged goggles.

Directly in his path, after the crowd had spread, were two automobiles, both touring cars and freighted with men and women, and advancing upon him with the feeble efforts of pigmies going forth to meet a giant of strength and speed.

Jimmy Sacrifices His Car.

Jimmy jammed down his brake and kept his car straight. To go to the right an inch or to the left an inch or two meant to plow into the banks of solidly packed humanity which had opened this narrow path for him. He took the path direct upon the touring automobiles, and when the crash came threw both hands up to cover his eyes, and fell forward upon the hood of his car, heartbroken.

The impact threw Florida and Leonard Travis, his mechanic, from the car and they rolled over upon the parkway. The racing car, which had come from one of the touring cars to the other, crumpled and stopped, quivering like a wounded beast. The two touring cars careened and settled back upon their wheels.

Crowd's Excitement on the Track.

Florida was picked up still holding his hands to his eyes. It was believed that his eyes had been hurt.

A doctor pulled his hands away and before Florida there lay the prostrate form of a man, white with the seeming pallor of death. Jimmy looked at him but an instant, glanced at his wrecked car and then at the finish line, only a few yards away, and staggered over to the grandstand, where he was surrounded and lost in the crowd.

About the wrecked cars and the prostrate man, a spectator who had been unable to get out of the way, a greater crowd than had been upon the course before gathered and milled like cattle in stampede, while the militiamen fought around the edges, trying to break them off in some direction.

"Car Coming" Again the Cry.

Again from the grandstand came the cry of "Car coming." Again it fell upon

When the start came Jimmy Florida, in the Locomobile, was first called to the line and promptly dispatched. He was the pioneer of the dangerous course and proved such an efficient one that he set a pace that made the race what it proved to be.

The Knox started, and then Stricker, who but a few days ago narrowly escaped death while on a practice spin, started third, getting off as though he had never known an accident.

The Chadwick, the Mercedes, the Isotta, the latter driven by Herbert Lytle, and the second choice in the race, then the Mathewson, the Thomas and the Hotchkiss were started. The other cars were sent off in order until it came Robertson's turn, and he went through a lane of cheers when he took the course. Lewis Strang, in the Renault, another of the touring cars, was very close, the Isotta, the Chadwick, the Locomobile and the Mercedes driven by Stricker, but seconds apart.

Robertson drove 70 miles in 61 minutes and took the lead in the third lap. The Chadwick had met trouble, the Mercedes was losing, and the Isotta, which had won races in American cup events, was practically the only rival.

On the last lap Robertson led Lytle in the Isotta by about four minutes, but never reduced the wonderful burst of speed he was showing, driving the 24.6 miles at the rate of less than 20 minutes to the lap.

Robertson Back Again.

The wire ticked and the message was read that Robertson had gone through the course and into a field at Plainville. A groan went up from the spectators. It looked like a walkover for the Isotta. Just before the Isotta finished, word came that Robertson had hopped out, looked over his machine, and driven it back through the fence and was going like mad. The Isotta, which had led the crowd began to take interest afresh. With a great burst of speed the Isotta finished. The Locomobile had four minutes to finish, yet, and all eyes were cast toward the road for a cloud of dust.

A minute passed and a cloud of dust showed. A great shout went up. But when the car came in it was a Knox and silence fell again. One minute and a half passed and the Isotta was hauled, but it proved to be the Thomas. Two minutes left, and at the moment appeared another cloud of dust. The Isotta came up the line left no doubt, and within one minute and 48 seconds to spare, Robertson flashed across the mark a winner.

On the first round, Foxhall was practically put out of the race by his car taking fire, but he pluckily repaired it and continued.

The last previous contest for the Vanderbilt cup was run in 1906 over a course on Long Island that covered a portion of the course used this year. This race was won by Wagner in a 115-horsepower Darracq. His time was 44:15.

During this race Joseph Tracy, in the

Archer, Combs & Winters Co.
Auto Supplies, 306 Oak Street

Automobile Supplies Ballou & Wright
86 SIXTH STREET
EVERYTHING FOR THE AUTO

Morgan & Wright and Goodrich Tires

REPAIRING — SUPPLIES
Second-Hand Automobiles Bought and Sold.
PORTLAND MOTOR CAR CO.
Sixteenth and Alder.

Belmore, MacDougall, Moores Co.
AUTO REPAIRING AND REBUILDING — GLASS FRONTS A SPECIALTY
GARAGE, CORNER SEVENTENTH AND ALDER.

BUICK H. L. KEATS AUTO CO.
Corner Seventh and Burnside, Portland, Or.
Phone Main 5368

Chalmers Detroit H. L. Keats Auto Co.
Cor. 7th & Burnside, Portland, Or.
Phone Main 5368.

Cadillac Covey Motor Car Co.
SIXTEENTH AND ALDER
Main 6470 A 4587

Firestone Tires Vulcanizing & Retreading
R. E. BLODGETT
510 Alder Street - Main 7005

MITCHELL FRED A. BENNETT
495 Alder St., Portland—1416 Broadway, Seattle—418 Second Ave., Spokane

PACKARD H. L. KEATS AUTO CO.
Corner Seventh and Burnside, Portland, Or.
Phone Main 5368

Peerless PORTLAND MOTOR CAR CO.
526 Alder Street, Near 16th
A-4944. Phones: Main 2583

PIERCE COVEY MOTOR CAR COMPANY, SIXTEENTH AND ALDER

Pope Hartford H. L. Keats Auto Co.
Corner Seventh and Burnside Portland, Or. Phone Main 5368

Portland Auto Commission House
NEW AND SECOND HAND CARS
Phones A-4455 534-36 ALDER STREET, CORNER SEVENTENTH Main 4405

REO THE LOWEST PRICE STANDARD FIVE PASSENGER CAR IN THE WORLD
FRED A. BENNETT
495 Alder St. - Portland
1416 Broadway - Seattle
418 Second Ave. - Spokane

Stoddard Dayton FRED A. BENNETT
495 Alder St. - Portland
1416 Broadway - Seattle
418 Second Ave. Spokane

THOMAS H. L. KEATS AUTO CO.
Corner Seventh and Burnside, Portland, Or.
Phone Main 5368

Rare Bargains for Quick Buyers
1908-40 H. P. 4 CYLINDER SEVEN PASSENGER
Locomobile
Absolutely new, at a bargain. 1906 30 H. P. 4 cylinder Pierce. 1906 10 H. P. single cylinder Cadillac touring. 1907 25 H. P. 4 cylinder Cadillac touring. These cars must be sold at once. No reasonable offer refused.
Covey Motor Car Co.
PIERCE AND CADILLAC. 16th and Alder St. Main 6470.

LID CLAMPED DOWN ON GOTHAM FIGHTS
(Heart News by Longest Leased Wire.)
New York, Oct. 24.—The police today were ordered by Commissioner Bingham to stop all prize fights in Greater New York.

It was stated that the Gross-McFarland fight at the Fairmont Athletic club last week, at which there were 2,500 people present, caused Commissioner Bingham to take action. It is said he has received information which leads him to believe that this fight was held in violation of the law and that many other fights in New York similarly are in violation of the boxing statute.

Those who are in Bingham's confidence stated today that it was his opinion that there were not more than two or three legitimate athletic clubs which hold bouts for real members and that the rest of the sport or more clubs are simply "bunches" for the holding of regular prize fights.

It is the commissioner's intention to drive the alleged bogus clubs out of New York.

If the commissioner persists in his stand, the Gross-McFarland fight, scheduled for next Tuesday night at the Olympic Athletic club, will be stopped and the Gross-McFarland fight at the Casino Athletic club in Brooklyn on Thursday next, will also have to be abandoned.