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JOHNSTONE'S SKY CLIMBING FEAT

Most Notable Incident of Closing Day of Belmont Park Aviation Meet

9,714 FEET UP IN A "BABY" WRIGHT

Exceeding by 528 Feet the World's Record—Ascension Made in a Small Machine of but 35 Horse Power—Graham-White Buried Under His Monoplane which Turned Turtle—He was Uninjured.

New York, Oct. 31.—A "baby" Wright roadster, with Ralph Johnstone at the wheel, glided gracefully to earth in the twilight at the close of the international aviation meet at Belmont Park this afternoon with the barograph registering a new world's record for altitude. The little machine, of only 35 horse power, had been up 9,714 feet, exceeding by 528 feet the height attained in France on Oct. 1 by Henry Wynmalen of Holland.

Moisant Ignores a Challenge.

But Johnstone's sky climbing feat was not the only notable incident of the closing day of the meet. Claude Grahame-White, the athletic Britisher, who carries away the Gordon Bennett trophy, which takes the international meet to England, sharpened the sporting appetite with a challenge to John B. Moisant, the Chicagoan, for another race from the park around the Statue of Liberty, in New York harbor, and return.

Moisant, who won $10,000 for his fast flight around the Statue of Liberty yesterday, refused to consider the challenge unless White agreed to fly in a 50 horse power Bleriot, a machine equal in power to his own. Grahame-White, who made the Statue flight in a 100 horse power Bleriot, declined to entertain this counter offer, so that the chance for another thrilling flight over Brooklyn is off.

Then White, denied another chance for a visit to Miss Liberty, sent a thrill through the spectators when at the close of a speed race with J. A. D. McCurdy of the Curtiss team his propeller snapped, his monoplane dug into the greensward in front of the grandstand, turned turtle and buried the aviator underneath. He was uninjured and won the race.

$2,000 Distance Prize Won by Moisant.

Moisant's winning of the $2,000 distance prize offered by the Aero club of America was the other big event of the day. He traveled approximately 87 1-2 miles in two hours. In landing after winning the event he smashed his propeller and broke a running wheel, but escaped unscathed.

Johnstone Describes His Flight.

"I was in a pretty purple haze up there," said Johnstone, after he had finished his world record flight. "And, say, but it was cold. I had a couple of sweaters on beside my rubber suit and face mask, but then at times I felt freezing.

"Several times I lost complete sight of earth, but when I shot clear of the haze I could see away down below buildings and residences which looked like toy blocks. I have been flying only since June, but it sure was the most satisfactory flight I have ever made."

Wright Brothers Jubilant.

The Wright brothers were jubilant at Johnstone's success. It was the first time he had ever flown their tiny roadster and he had set a new mark for aviators of the world. Arch Hoxsey, his friend and rival climber, was one of the first to congratulate Johnstone, enthusiastic and friendly, but inwardly envious and with professional pride piqued.

Drexel Up 8,370 Feet.

As the crowds about the judges' stand cheered and cheered the announcement of Johnstone's wonderful sky feat, J. Armstrong Drexel swooped down to earth. He had been battling in the clouds with the Wright pupil, but had attained "only 8,370" feet. Johnstone had easily won the grand altitude event with its $5,000 prize.

Closing Day of the Tournament.

It was an ideal day for the closing of the tournament. The air was cool and crisp, the sun shone from a clear blue sky, and there was just enough wind to stir the row of flags along the top of the big grandstand. The first event of the day began a few minutes after the sharp crack of the opening bomb. It was the two-hour distance race for a purse of $3,500 donated by members of the Aero club of America. The purse was split so that there were three prizes.

The echoes of the bomb had hardly died away when far across the field the white wings of a monoplane shot up from the ground and swept toward the starting line. It was Moisant and he was flying the same machine with which he won the Statue of Liberty flight. "Bud" Mars of the Curtiss team and Simon and Latham of the French team followed quickly and were soon chasing Moisant about the course, rounding the red and white pylons at almost a mile a minute clip.

Moisant Fouled Simon by Passing Too Close.

Mars was soon down with a broken engine, and after a few laps Latham's engine became balky and he was forced to descend in front of his hangar. Moisant and Simon were alone in the air, flying close to each other. When they passed the grandstand Moisant let out his speed a notch and shot ahead. Simon came to earth before the lap was finished and Moisant was flagged. Then it was announced that Simon had protested that Moisant had fouled him by passing too close to him in the air. The judges penalized the Chicagoan three laps, but in a few minutes he was up again, whizzing around only a few feet in the air. Latham and Simon were once more in the contest, and Moisant appeared to be keeping out of their way.

It Was a Queer Race.

It was a queer race. When the finish flag was put up, two hours after the start, Moisant was declared the winner. He had been round the course 56 times, a distance of about 87 1-2 miles. As he came to earth, victorious, the accident occurred. His machine swerved, bumped along the ground for a few feet and then toppled over on its side. But Moisant did not get a scratch.

Latham was second in this race with 37 laps to his credit, and Simon third with 27 laps. Moisant took away $2,000, Latham $1,000 and Simon $500.

Exhibition of Demoiselles.

With the distance event over, Johnstone and Drexel started skyward in quest of altitude. They were soon tiny white specks in the waning sunlight. In a special speed race started shortly after Johnstone and Drexel had disappeared in the sky, Andemar in a yellow Demoiselle was pitted against Garros in a white Demoiselle. It was merely an exhibition, and after a few laps they both started across the field and came down gracefully together in front of their hangars. Garros had won.

Monoplane Superior as a Racer.

Grahame-White took Allan Pinkerton up in a biplane. It was the second passenger carried during the day, Count De Lesseps having taken up his sister for a spin above the course while the distance race was in progress. The speed race between Grahame-White in a monoplane and McCurdy in a biplane demonstrated the superiority of the monoplane as a racer. They both did ten laps of the course—a distance of about 15.23 miles—Grahame-White's unofficial time was 14.34.12; McCurdy's time was 25.43.04.

Grahame-White's Accident.

Grahame-White had finished the last lap and was gliding towards the judges' stand, when his propeller snapped. In a moment he was buried under a wrecked machine, about which a cloud of escaping vapor arose. Helpers rushed upon the field, lifted the broken air craft and hauled the Englishman from the wreckage. He limped a few steps, then waved his hand gayly to the crowds as a signal that he was not seriously injured. Five minutes later he gave everyone in front of the grandstand thrills by stepping from the hospital tent into a Farman biplane, which he manoeuvred uncomfortably near the heads of the spectators. But he was happy, having won $3,000 by taking the speed contest. McCurdy got a thousand.

Auburn was to be matched against Mars in a second speed race, but the latter aviator did not go us. Aubrun rounded the course alone for several laps, which netted him $500.

Appeared Like a Hallowe'en Spook.

The red lights were strung across the field, the evening shadows began to fall. Johnstone had come to earth when Grahame-White again appeared before the stands. He circled about over the flickering lights, the white wings of his biplane appearing like a Hallowe'en spook dancing above the red glare from the field below. He soon disappeared toward the hangars in the dusk.

H. D. SMITH & CO. PLANT NEARLY DESTROYED

Carriage Hardware Manufacturers Suffer Fire Loss of $200,000.

Southington, Conn., Oct. 31.—Two-thirds of the plant of H. D. Smith & Co. of Plantsville, one of the largest manufacturers of carriage hardware in the country, was destroyed by fire tonight, with a loss of $200,000, fully covered by insurance. The fire started about half-past eight in the polishing department, where it is supposed a spatrk from a polishing wheel smouldered from the time the shop closed until seen by the night watchman on his rounds. An alarm was sent in by the watchman and the Plantsville fire department responded, but by that time the fire had gained such headway that the local department saw that they could not contend with it and the departments from this place and Milldale were summoned and immediately responded. The water pressure was not as great as it should have been, and the fire ate its way rapidly through the large, wooden, three-story building, 150 feet long and 50 feet wide, and into an adjoining building of about half the size. These two buildings, containing the polishing department, the machine and die sinking and finishing departments were destroyed and a part of the building containing the drop forging department, before the fire was under control. The plant was established in 1856 and was the first in the country to put in power drop-forging machinery. The plant employed about 250 hands, two-thirds of whom will be out of employment until the buildings are rebuilt, which it is understood will be done at once.

FORMER GOVERNOR M'LEAN AND GEORGE B. CHANDLER

Speakers at Waterbury Republican Rally—Over 500 Voters Present.

Waterbury, Oct. 31.—Former Gov. George P. McLean and Representative George E. Chandler addressed the largest rally of the campaign here tonight, over 500 voters being present. The address of Mr. McLean dealt with the tariff and other national matters and did not touch upon state issues. He paid a high tribute to President Taft, and urged the voters to cast their ballots in support of the republican administration, warning them that the tariff was the bulwark of the prosperity of the industries of this city.

Mr. Chandler took up the public utilities bill, the workingmen's compensation act and the other issues in the state campaign, making a plea for the support of Charles A. Goodwin and attacking the position of Judge Baldwin on the fellow servant issue.

CHICAGO DEMONSTRATION TURNED BACK BY POLICE.

Four Thousand Striking Garment Workers Not Permitted to Parade.

Chicago, Oct. 31.—Four thousand striking garment workers attempted to make a demonstration in the downtown district this afternoon, but were turned back by the police without disorder. The strikers tried to cross the river from the west side first at the Randolph street bridge and then at the Madison and Harrison street bridges. At each crossing they were met by mounted policemen and finally gave up the attempt.

Police Captain Healy, in charge of the "defense," said that so large a crowd would obstruct traffic and was almost certain to give rise to disorder if allowed in the congested district.

Reliance Athletic Club Bankrupt.

San Francisco, Oct. 31.—With liabilities placed at $13,000 and assets at $600, the Reliance Athletic club of Oakland, through its president, Walter B. Fawcett, presented a petition in bankruptcy today. The Reliance club was for many years one of the foremost athletic organizations on the Pacific coast.

Cabled Paragraphs

Rome, Oct. 31.—Six deaths from cholera occurred in the province of Caserta during the past 24 hours. Only three new cases are reported during the same period, two in Caserta and one in Salerno.

Madrid, Oct. 31.—A religious procession held at Calatayud, Sargossa province, yesterday, ended in a collision between the clerical and anti-clerical partisans. Shots were exchanged and several persons were wounded.

Lisbon, Oct. 31.—A crowd jeered ex-Premier Franco as he left the court today, having been admitted to bail in the sum of $200,000. Franco is charged, among other things, with having issued, during his tenure of office, seventy illegal decrees, and with having liquidated the debts of King Carlos, amounting to $500,000, with crown funds, on the pretext of augmenting the civil list.

Kingston, Jamaica, Oct. 20.—The captain of the German steamer Albingia, from New York October 13, which arrived here today, reports that at 1 o'clock this morning while approaching the southern coast of Jamaica a severe earthquake was experienced. The sea was greatly agitated and the vessel rocked violently. Much alarm was caused among the passengers. The seismograph here, however, has not recorded any recent shock.

FALL MEETING OF CARNEGIE HERO FUND COMMISSION.

58 Names Added to Hero List—New England Recipients of Awards.

Pittsburg, Pa., Oct. 31.—Fifty-eight names were added to the Carnegie hero list in the United States today by the Carnegie hero fund commission at its fall meeting. For acts of heroism thirty silver and twenty-eight bronze medals were awarded the life savers or their families in cases where death resulted. In addition cash awards aggregating $40,250 were made in thirty-three of the cases, the cash to be used for educational or other worthy purposes at the discretion of the executive committee, while in twenty-three other cases of rescue or attempted rescue where the heroes died as a result pensions ranging from $20 to $70 a month were made to the dependents, with $5 a month additional for each child left.

Of the rescues from death, or the attempts, seven were from railroad trains or street cars, nineteen from drowning, one from a runaway horse, eight from suffocation in gas producers or wells, twenty from death in mine disasters, two from fire and one from shooting.

The mine disaster at Cherry, Ill., in November, 1909, figured prominently in the hero list, with the recognition of heroism of thirteen miners. Eleven of these died from injuries in rescuing an unknown number of miners, and besides a silver medal the monthly stipends were made to the families in these cases. Two that survived were awarded the silver medal and $1,000 each.

Among the New England recipients of the awards:

Silver medal and cash: Frederick E. Kilree (died), Waterbury, Conn., drowning.

Adam J. Bopp (died), Middleborough, Mass., drowning.

SO-CALLED "BATH-TUB TRUST" UNDER INVESTIGATION

Before Examiner Appointed by U. S. Court to Take Testimony.

Pittsburg, Oct. 31.—Government investigation into the so-called "Bath-tub trust" was begun here today before Lindsey C. Spencer of Baltimore, who was appointed examiner by the United States circuit court in that city to take testimony. E. F. Grosvenor, special assistant to Attorney General Wickersham, is representing the government, while Attorneys Herbert Noble of New York, Hartwell P. Heath and Frank G. Walls are for the defendants, who are the Standard Sanitary Manufacturing company of this city and fifteen other corporations.

Charges of violating the anti-trust law are alleged by the government and Edward I. Wayman of this city, as a witness, today told of an agreement he drew up and which the 16 defendants signed, in which the corporations agreed upon a penalty for the violation of the regulations controlling the marketing of their products.

WILL OF GEN. THOMAS ECKERT FILED FOR PROBATE

Two Sons Get Practically the Entire Estate, Value Not Given.

New York, Oct. 31.—The will of Gen. Thomas T. Eckert, former president of the Western Union Telegraph company, as filed for probate today, leaves practically the entire estate to his two sons, Thomas T. Eckert, Jr., and James C. Eckert. The value of the estate is not given, except as being "over $50,000," for real estate, and the same sum for personal property. General Eckert died at Elberon, a suburb of Long Branch, N. J., on October 26, at the age of 85.

To the testator's brother, William H. Eckert, and two nieces, Mary P. Taft of Cincinnati, and Alice B. Hamlin, $5,000 each is left.

LOOKS LIKE ABANDONMENT OF NEW ORLEANS MINT

Transfer of All Gold Bullion from Southern City to Philadelphia Mint.

New Orleans, Oct. 31.—Following an order from the director of the mint that all gold bullion in the New Orleans mint should be shipped to the Philadelphia mint, more than $1,200,000 in bullion was transferred last week, it was learned today. Additional shipments of more than $2,000,000 will be required to complete the transfer.

While no definite announcement of an abandonment of the mint at New Orleans has come from Washington, the action of the director apparently indicates that the reopening of the establishment is not contemplated for the present.

Appointed Attorney of Interstate Commerce Commission.

Washington, Oct. 31.—John T. Marchand, for several years personal representative of President Winchell of the Chicago, Rock Island & Pacific railroad, has been appointed an attorney of the Interstate commerce commission. He took charge of his new duties today.

Promoted by Secretary Ballinger.

Washington, Oct. 31.—Don. M. Carr, private secretary to Secretary of the Interior Ballinger, has been promoted to the position of assistant to the secretary, a berth made vacant by the appointment some time ago of E. C. Finley to be chief law officer for the reclamation service. This announcement was made today by Secretary Ballinger. A. S. Brown of Seattle, Wash., who for the past year has been Washington correspondent for the Seattle Post-Intelligencer, has been appointed to succeed Mr. Carr.

Baldwin's Reply To Roosevelt

LENGTHY ANSWER TO FORMER PRESIDENT'S LETTER.

ON THE HOXIE CASE

Considers That Mr. Roosevelt Apparently Misunderstood the Point of the Democratic Nominee's Communication

New Haven, Oct. 31.—Judge Simeon E. Baldwin, democratic nominee for governor, sent a letter today to former President Roosevelt, in reply to the recent letter of the latter relating to Judge Baldwin's stand on certain labor legislation. The letter, dated at New Haven, October 31, follows:

Apparent Misunderstanding.

"I have received your two answers (both undated) to my letter of October 24; one written before you received it, and the other written after you had read it.

"Apparently you have misunderstood the point of my communication.

"In that I referred to the fact that, in a public address in New Hampshire you had charged me with holding a certain view of a point of law. I then stated that I did not hold that view, and never had and requested that you retract the charge.

Workmen's Compensation.

"The passage from your address to which I referred (quoting from the newspaper report), was one in which, after referring to me as a former judge, you stated that I was 'a man who took the view that it was competent for the workman, when driven to accept any employment, to bind himself not to be compensated if he lost his life or limb in that occupation.'

"I have since obtained a transcript of the original stenographic minutes, which read thus:

"'The democratic party of Connecticut has nominated for governor a man who, while judge, occupied the most retrogressive possible position on this question of workmen's compensation—a man who took the view that it was competent for the workman, when driven to accept any employment, to bind himself not to be compensated, if he lost his life and limb in that occupation.'

"In your first undated lettter, you state that your recollections of this passage in your address is that you mentioned that the democratic candidate for governor of Connecticut occupied a retrogressive attitude as to the right of legislative bodies to interfere with what you regard as the utterly miscalled liberty of laboring men and women to contract for the performance of work under conditions which jeopardized their welfare and their lives and limbs; and that the republican party, on the contrary, stood for what you regard as the only proper progressive attitude, which is that it is not competent for the workman, who may be driven by dire need to accept any employment, in spite of the conditions imposed upon his acceptance, to bind himself or be bound in any way by any action of his not to be compensated if his health is damaged, or if he loses life or limb in that occupation.

"You then remark that I said in my letter to you of October 24, as printed, that the view which you then stated as that of the republican party would be opposed to the settled principles of law, and that no competent lawyer could or would take it, and that to ascribe such a position to me was calculated to affect my standing as a lawyer.

"As to this, I would say that this view, which you describe as that of the republican party, is the view which is generally taken by courts and lawyers, and was explicitly taken by me in my work on American railroad law, in a passage to which I refer you in my letter of October 24. It is part of the 'general American common law, resting upon principles of right and justice that have been generally accepted by the people of the United States.'

Objcts to Misstatements.

"I did not complain in my former letter, nor do I now, of your characterizing me as having been a 'retrogressive' judge. I am not objecting to the use of adjectives but to misstatments of facts—misstatements, the retraction of which it is the more important to me to secure, on account of the high position which you formerly held as the first citizen of the United States.

"You have stated in public that I 'took the vitw that it was competent to the workman, when driven to accept any employment, to bind himself not to be compensated, if he lost life and limb in that occupation.' I have denied that I ever took such a view. I will add that I have long been in favor of the principles of workmen's compensation acts (though not unaware of the constitutional difficulties in applying in this country), and was nominated to the office to which you referred by a party which called for such legislation in its platform.

Repeats Request for Retraction of Statement.

"I now repeat my request that you retract the statement of which I complain. I ask it as a matter of fairness to one to whom his reputation as a lawyer is of value, as well as in the interests of truth. It would seem to me that, in your reference to the Hoxie case, in your second undated letter, you not only go wide of the questions between us, but write under a misapprehension of the rules which govern the decision of legal action. Let me state a few of these, as to which there is no difference of opinion among those who have made the law a special study.

"A judge, in deciding a case, has to pronounce on a past transaction. The only question coming before him is whether the rights of the party when that transaction took place. This must depend upon the law as it then existed.

General American Common Law.

"Most of our law is what is termed the customary or common law. In each generation the people make it, and add to it by common consent, as they go along; and so far, at least, as the courts recognize and approve it, it is as authoritative and binding as if enacted by the legislature. There has thus grown up a 'general American common law, resting upon considerations of right and justice that have been generally accepted by the people of the United States,' the rules of which necessarily govern the decision of the Hoxie case.

"Those rules govern most of the transactions of daily life in every state. Perhaps an illustration may render my meaning clearer. Slander is defined as defined as words falsely spoken, which are injurious to the reputation of another. Where is this definition to be found? Not in any statute. It has been shaped by the common law, but is just as authoritative as if it had been shaped by the legislature.

Main Question in Hoxie Case.

"The main question in the Hoxie case was whether a federal statute had altered the common law, as theretofore administered in the state courts of Connecticut. That the fellow servant rule was part of the law in Connecticut was not questioned by any of the able counsel who participated in the argument. These included some of the leaders of the Connecticut bar, among whom may be mentioned the state's attorney for New London county, who was for the plaintiff, and the United States district attorney, who with Michael Kansely, Esq., of Fairfield county, represented the interests of the defendant. Special counsel for the United States were also heard by leave of the court.

Opinions in Other Cases.

"The supreme court of errors had no power to repudiate this fellow servant rule, as applicable to the case before them. It had become generally accepted, as right and just, in the middle of the last century, by the American people. It had been recognized and applied by the supreme court of Connecticut in many opinions. In the first of these, written nearly fifty years ago, 'Burke v. Railroad, 34 Conn. reports, 479, the court made these remarks:

"'The principle relied upon by the defendant, that a master is not liable to a servant for an injury to him occasioned by the misconduct or negligence of a fellow servant, has been so often recognized both in this country and in England that it must now be considered as settled law. Two reasons are usually assigned for the rule. First, that the employed must be supposed to have contracted with reference to the perils of the business, including those which may arise from the character and conduct of his fellow employes; and, second, that public policy requires t hat each servant should be influenced by its operation to be not only careful of his own doings but as watchful as possible over the acts of his associates. Farwall v. Boston and Worcester Railroad Co., 4 met., 49.'

"Shortly after I came upon the court a case arose (Nolan v. Railroad, 70 Connecticut reports, 194) in which this same fellow servant rule was relied on. We applied it, as we were bound to do, but with the observation that it was 'too firmly established as a law by a multitude of decisions to be now reversed or seriously modified by any exercise of the power vested in courts.'

"No change having been made since then by the legislation of Connecticut, the rule was necessarily applied in the Hoxie case. Subsequently, and on account of that decision, the federal law was altered so as to make it, in terms, applicable to actions in the state courts.

"Hoping that this letter may remove any misunderstanding of my request, and that you will conclude that, under the circumstances, it is not an unreasonable one."

The Norwalk Contested Ballots

CASE PUT OVER UNTIL NEXT FRIDAY.

JUDGE WILLIAMS FINDING

Instructions on Stub of Australian Ballot and on the Ballot Are Not in Accord—Placing the Cross.

Bridgeport, Conn., Oct. 31.—The case of the contested ballots in the Norwalk election case was put over today until after the short calendar session of the superior court Friday. The case is one in which Charles A. Quintard, republican, claims that ballots illegally marked were counted in favor of Daniel F. Toomey, democrat, giving the latter the office of councilman by one vote. In a recount ordered by Judge Williams 43 ballots were discarded as illegal and over 30 put one side to be passed on by the court. A majority of these ballots were democratic.

Judge Williams' Finding.

In a lengthy finding today, Judge Williams says that the instructions on the stub of the Australian ballot are not in accord with the instructions on the ballot, and that in his opinion in split ballots, even if the cross is not put directly in the square in front of the candidate to be voted for, the voter has expressed his opinion and the ballot should stand.

PRESIDENT, MRS. TAFT, AND PARTY, AT BELASCO THEATER

First American Performance of Weedon Grossmith a Personal Triumph.

Washington, Oct. 31.—President and Mrs. Taft, Secretary Nagel and Attorney General Wickersham, Justice Lurton of the supreme court, Count von Bernstorff, the German ambassador, Alfred M. Innes, charge of the British embassy in absence of Ambassador Bryce, and several other of the diplomatic corps, together with most of the members of the Gridiron club, contributed to the notable audience which tonight at the Belasco theater witnessed the first American performance of Weedon Grossmith in "Mr. Preedy and the Countess."

Mr. Grossmith won a personal triumph. He had excellent support. The play, a broad farce, deals with the embarrassments which follow the commandeering by an eloping countess of the apartments of a prim and proper bachelor.

CAVALRY JUMPING CONTEST AT NEW YORK HORSE SHOW.

Eight Ponies Owned by British Army Officers Are Entered.

New York, Oct. 31.—A consignment of forty-seven horses, shipped by J. H. Turner of Whittlesea, Cambridge, one of England's best known breeders, to be shown at the international general stock show in Chicago and afterwards sent to his stud farm at Bushnell, Ill., reached New York today on the steamer Minneapolis. To complete a livestock cargo valued in all at $150,000 there were eight ponies owned by British army officers entered in the cavalry jumping contest to be held at the horse show in Madison Square Garden.

Forest Fires Swep Cheyenne Mountain.

Colorado Springs, Col., Oct. 31.—Forest fires are today sweeping the east slope of Cheyenne mountain, south of here. The flames have already reached the Star Ranch property, a famous health resort, and the buildings on the Torrain ranch are threatened. The path of the fire is four miles wide. There are no casualties, but the money loss has already reached many thousand dollars.

Condensed Telegrams

The Duke of Veragua, a descendant of Christopher Columbus, died in Madrid.

C. T. Prince Was Shot and Killed by C. W. Byrd, his intimate friend, in Thomasville, Ga.

Baltimore Took Third Place in September among the immigration cities of the United States.

The Plant of the Fairmont Creamery company, valued at $600,000, in Omaha, Neb., was destroyed by fire.

The Delaware Won the Trophy for greatest efficiency in gunnery during the practice held off the capes.

Jacob M. Dickinson, United States secretary of war, and Mrs. Dickinson sailed from Havre for New York.

A Tablet Was Erected on the terrace of St. John's church in memory of Col. Ninian Beall, a pioneer of Georgetown.

At a Mass Meeting in Kansas City Governor Stubbs claimed that prohibition had greatly improved conditions in Kansas.

James H. Colwell, the patent office expert, says 75 per cent. of the success of every aerial flight belongs to the aviator.

Director Durand Announced that the census of Minneapolis, after the padding had been taken out, would show a population of 301,408.

By the Explosion of a Steam Vulcanizer in Thomas Gould's store in Newburg, N. Y., the place was wrecked and Mrs. Zeber, aged 90 years, was injured.

Prof. Charles Zueblin Agrees with Prof. William I. Thomas of the University of Chicago that women gossip in order to give pleasant shocks to their vaso-motor systems.

The French Chamber of Deputies supported Premier Briand and the government in a vote of confidence, 329 to 182, and the premier flayed the socialists for their attacks upon him at Saturdays' session.

ENORMOUS GATES BEING BUILT FOR THE PANAMA CANAL.

Each as High as a Six Story Building, Sixty-five Feet Wide and Seven Feet Thick—Will Cost $5,500,000.

Pittsburg, Oct. 31.—Mischievous boys dreaming last night of gates they were to seize as Hallowe'en trophies, would not in the wildest nightmares imagine such enormous gates as are being made in Pittsburg for the Panama canal. They will be the largest gates in the world. Any one of the ninety-two of them will be about as high as a six story building, or wide (65 feet) as many city buildings are, and seven feet thick. The structural steel that will go to make them will weigh 60,000 tons, or over eight times as much as was used to build the Eiffel tower in Paris.

The cost will be $5,500,000. The builders are the McClintic Marshall Steel Construction company, a half of whose independent plant here has been given over entirely to the gate contract. Of the 60,000 tons of steel required, the heaviest single pieces will weigh about 18 tons. These will be the base girders, which are seven feet long, and which will be placed much like the first floor girders of a skyscraper.

The thousands of individual pieces will be shipped by steamer via Baltimore, and with them will go over four hundred skilled structural steel builders from Pittsburg to set them up. The advance guard of experts leaves here in December, and the first work will probably begin early in 1911. It will take three years to complete the job.

Each lock would be ample for a ship 50 per cent. larger than any vessel now afloat, and it has been estimated that as many as a hundred ocean ships may be handled in a single day. There are no locks approaching these in size.

BOSTON PORTUGUESE CONSUL RECEIVES NOTE FROM HOME

Provisional Government Assumes All Legal Obligations of King Manuel's Government.

Boston, Oct. 31.—The provisional government of Portugal will assume all legal obligations of the government of King Manuel, according to a note received today from the Portuguese minister of foreign affairs by the Portuguese consul in Boston, Viscount De Valle De Costa. The communication follows:

"Lisbon, Oct. 18, 1910.

"Minister of Foreign Affairs, Department General of Political and Diplomatic Affairs, First Division, Circular No. 2.

"Senor Consul of Portugal, Boston: In order that you make it known through the proper channels, notifying also the press, you are advised that the provisional government of the Portuguese republic will give formal execution to all legal obligations assumed by the late regime.

"By the Ministers,

"J. ESPIRITO S. LIMA."

NEW YORK SKYSCRAPERS HINDER THE WEATHER MAN.

Forced to Move Into New Quarters Just Off Battery Park.

New York, Oct. 31.—The erection of high buildings in lower Manhattan has forced the local office of the weather bureau into new quarters. For eleven years the bureau has been situated at 100 Broadway, but the skyscrapers which have sprung up in the vicinity have shut off the storm signals from the harbor and deflected the rain and wind currents which are measured by instruments on the roof.

New quarters have been secured on the twenty-ninth floor of the Whitehall building, just off Battery park. Willis L. Moore, chief of the weather bureau service, came to New York today and signed a lease for the new quarters, which will be occupied next May. From the roof of the building storm warnings will be in full view of the bay and both rivers.

WIFE OF GEORGE G. RICE FILES SUIT FOR DIVORCE.

She Asks $1,000 a Month Alimony and $2,000 as Counsel Fee.

New York, Oct. 31.—Mrs. Francis Drake Rice, wife of George Graham Rice, one of the original race track tipsters, and more recently connected with the firm of B. H. Schefiels & company, mining stock specialists, whose offices were raided by federal officers, filed suit for divorce in the supreme court today. Naming a young actress as correspondent, she asks $1,000 a month alimony and $2,000 as counsel fee pending the determination of her suit. In her affidavit Mrs. Rice says her husband has not contributed to her support since last July.

Rice's attorneys make a general denial of the allegations.

Strikebreakers From Philadelphia

MANY OF THEM ARE MERE BOYS OF 17 OR 18 YEARS.

OVER 10,000 MEN ON STRIKE

Express Wagons Guarded by Mounted Patrolmen—Stones and Other Missiles Thrown—Situation Serious.

New York, Oct. 31.—The striking express men gained adherents today when between 1,500 and 1,800 workers of Monahan's Express, the Boston Despatch and the Manhattan Delivery company joined issues with them. The platform men of the American Express company at the Grand Central station and the same company's waybill clerks went out in sympathy. It had previously been reported that the Boston Despatch and the Manhattan Delivery company were involved, but the walkout did not occur until today. More than 10,000 men are now on strike, demanding increased pay and shorter hours.

American Express Helper's Skull Crushed.

There were small disturbances in various parts of New York city as strikers attacked wagons manned by strike breakers. Stones and missiles of all kinds were thrown and several drivers and their helpers were badly hurt. William Hoyt, a helper on an American Express wagon, had his skull crushed with a brickbat and probably will die. All the disturbances were quickly quelled by the police, who dealt in no gentle manner with the strikers. Many arrests were made and heavy fines imposed. Policemen sat with the drivers of the 325 wagons of all companies that made deliveries in the city, and an escort of from one to three mounted patrolmen followed each wagon.

Heavy Loss on Perishable Goods.

The loss to perishable goods still continues to be heavy.

Boy Strike Breakers.

The police tonight escorted a band of five hundred strike breakers to the stables of the Adams Express company in the lower part of the city. The newcomers, many of whom are only boys, around 17 and 18 years old, slept in the stables under police guard. Most of them were brought in from Philadelphia.

The stables of the Adams Express company resemble a garrison in a state of siege. Occasionally a strike breaker wanders a block or two from the police guard, but almost immediately reappears on the run, with his hat and part of his coat missing. The stragglers have been warned to keep in doors.

No Disorder in New Jersey.

Over the river in New Jersey there was no disorder today. Governor Fort arrived in Jersey City this afternoon and made a tour of the city with the mayor, visiting the headquarters of the express companies. His object was to determine whether it would be necessary to call out the troops to maintain order. National guardsmen have been awaiting emergency orders since Saturday.

FIFTY-SIXTH ANNUAL REPORT OF C., B. & Q. RAILROAD CO.

The Net Income from Operation Was $24,858,552.

Chicago, Oct. 31.—The fifty-sixth annual report of the Chicago, Burlington & Quincy railroad company for the fiscal year 1910 was made public today. Departing from a precious custom, reports on the Colorado and Southern lines and the Quincy, Omaha and Kansas City railroad are accounted for separately.

Operating revenue of the Burlington system $87,569,217, an increase over 1910 of $429,6,888; operating expenses were $63,010,964, an increase of $5,449,987. The net income from operation was therefore $24,858,552. Deducting taxes, etc., the road received an income of $21,723,522. Adding rents, etc., the gross operating income totals $24,247,227. Deducting from this amount interest on bonds, sinking funds, etc., the net corporate income is $13,308,746. After paying dividends and making appropriations for betterments, a balance of $1,112,611 remains as compared with a balance of $1,246,871 the previous year.

The gross income of the Colorado and Southern lines was $6,061,969. Deducting total expenses of $3,169,336, the net corporate income is placed at $2,931,633. Payment of dividends leaves a balance of $1,651,633.

The Quincy, Omaha and Kansas City road shows a deficit of $49,278 as compared with a surplus of $14,966 the previous year.

Gave His Life to Save Three Small Children.

Lynn, Mass., Oct. 31.—To save three small children who had wandered out to the Boston and Maine railroad tracks in front of an express train, Stephen Jones gave up his life today. The children were crossing the tracks near Chatham street, unaware of the approaching train, when Jones ran toward the spot and warned the children of their danger.

He himself had misjudged the speed and distance of the express, and his moment of hesitation before leaping to safety cost him his life, for the engine struck and killed him instantly. He was 55 years old and leaves a family in Beverly.

Cold Weather Damaged Georgia Cotton Crop 50,000 Bales.

Atlanta, Ga., Oct. 31.—Commissioner of Agriculture Thomas G. Hudson today estimated that the damage to the cotton crop in Georgia from the recent cold weather at 50,000 bales, amounting to $750,000. "I am now convinced," said Mr. Hudson, "that the total production in the state will not exceed 1,300,000 bales as against 1,900,000 or 2,000,000 bales under normal conditions."

San Francisco Aviation Meet.

San Francisco, Oct. 31.—On receipt of information from the aviators now flying in the east that they must be assured a field free from buildings, before they could consent to enter the aviation meet to be held here from November 22 to December 3, the directors today appointed a committee to select a suitable place for the proposed flights.

Steamship Arrivals.

At Liverpool: Oct. 31, Arabia, from New York.

At Plymouth: Oct. 31, Kronprinz Wilhelm, from New York.

At Christiansand: Oct. 31, C. F. Tietgen, from New York.