

HUGE CARGO CRANES AT PANAMA, WHERE THERE IS A 20 FOOT TIDE

By J. A. BRECKONS. (Special Correspondence of the Star.)

WASHINGTON, August 19.—The government has let a contract for eight four-ton electric cargo handling cranes for the Balboa pier, at the Pacific entrance to the Panama canal, at a cost of \$91,720.56.

The difference between high and low tide at Balboa is about 20 feet. The cranes must move along the face of the dock and handle cargo from ships through the legs of the cranes into the covered portion of the pier and were designated to meet these conditions. They consist of a structural steel framework and a hinged vertical swinging steel boom. They must be able to hoist a load of 4 tons 40 feet from center of crane to center of ship, through a maximum height of 90 feet, at a speed of 300 feet per minute, trolley it along the boom at a speed of 600 feet per minute, and deliver it upon the wharf within one minute from the beginning of the operation. The tower must be able to move along the dock at the rate of 100 feet per minute against a wind pressure of 30 miles an hour.

These cranes will be delivered within eight months of the time of signing the contract, and will be erected one by one in order that the cranes which they replace may be used as much as possible during the erection. This installation is part of the effort to increase temporarily the handling facilities at the Pacific terminus of the Panama Railroad.

ARMY AND NAVY

By J. A. BRECKONS. (Special Correspondence of the Star.)

WASHINGTON, August 19.—A revival of the old line and staff controversy in the navy is imminent. Parties at interest are making efforts to obtain legislation during the Sixty-second Congress looking to the designation of all staff officers by their equivalent rank. Such a movement will of course meet with the determined opposition of the line officers of the navy.

It is believed by some of those backing the movement that it would alleviate, if it did not wipe out, this source of continuous irritation. For several years all staff officers of the army have been designated by the rank they hold both in the official correspondence and in the official register. It is possible that similar action will be taken with the navy. The navy department and the line officer have always opposed any movement which gave to the staff officers an equivalent rank.

The question was actively agitated several years ago, when Surgeon Stokes was placed in command of the hospital ship Relief on the Pacific coast. Line officers felt that only officers of the line should command a naval vessel.

A New Army Hat.

WASHINGTON, August 19.—A new campaign hat has just been adopted for the army. It has a three-inch stiff straight brim and a five-inch crown with the "Montana" peak. The selection was the result of a compromise between two different types recommended by the infantry and cavalry boards. Distinctive features of the hat are the stiff brim and the "Montana" peak, the latter being produced by slight indentations on each side of the crown just below the top, giving the headgear a pointed effect. A standard sample hat is being made for the quartermaster's department which will be used as the basis for specifications for its manufacture by private bidders.

IT'S GRANDPAPA ROOSEVELT NOW

SAN FRANCISCO, August 18.—Theodore Roosevelt Jr., has been building a reputation in San Francisco for a year or more as an extremely modest and friendly young man. He established a home here and went into business and walked bravely among his fellow men and impressed his associates as one who was not spoiled by being the son of a president of the United States.

But he spoiled it all yesterday. When he walked out of his house at 1942 Pacific avenue it was plain to be seen that he was the most conceited young man in all the great city. He looked as though he had done the most valorous deed in the world and had been knighted or given the cross of the Legion of Honor or been left unnumbered millions or something that set him way above his puny fellows.

"It's a Girl," He Says.

"Theodore," said a friend, approaching him in awe, "may I be permitted to say good morning to your highness?"

After some minutes Roosevelt seemed to gather that someone was talking to him. His head came down

HOW ATWOOD "DROPPED IN" AT CHICAGO; HIS OWN STORY OF HIS WONDERFUL FLIGHT

Atwood—St. Louis to Chicago.

8:30 a. m.—Left city of St. Louis.

9:07 a. m.—Reached Alton, 26 miles.

9:37 a. m.—Reached Carlinville, 59 miles.

10:01 a. m.—Reached Girard, 72 miles.

10:30 a. m.—Reached Springfield, 91 miles.

12:45 p. m.—Started from Springfield after 2 hours and 15 minutes' rest.

2:02 p. m.—Reached Funk's Grove, 146 miles.

2:53 p. m.—Reached Pontiac, 190 miles.

4:30 p. m.—Left Pontiac after renewing his gasoline.

5:38 p. m.—Reached Joliet, 245 miles.

6:19 p. m.—Arrived in Chicago, 282 miles.

Total time of trip—9 hours 49 minutes.

Actual time in air—5 hours 57 minutes.

Average speed—47.56 miles an hour.

CHICAGO, Aug. 15.—Harry N. Atwood, the Boston aviator, flew into



HARRY N. ATWOOD.

Chicago from St. Louis in his biplane at 6:19 o'clock last evening. Having arrived, he circled aviation field on the lake front before alighting, to the cheers of thousands. He is flying to New York for a prize of \$10,000.

He completed the aeroplane dash across the prairies of Illinois in five hours and fifty-seven minutes of flying time, the distance traveled between dawn and nightfall being 282 miles. The average speed of the journey was 47.56 miles an hour.

Atwood will delay starting on the next step in his try today until the opening of this afternoon's program at the lake front. He will leave at 3:29 o'clock, immediately after the opening salute. He intends to follow the Lake Shore railroad tracks to Elkhart, Ind., where he will stop for the night.

Atwood stated last night that if he is successful in his cross-country flight to New York he will attempt the ocean to ocean flight, from San Francisco to New York, for which a prize of \$50,000 has been offered.

Applause at First Glimpse.

The wildest enthusiasm since the

beginning of the Chicago aviation meet was manifested when Atwood's machine was first sighted. He was five miles from the city, near the old drainage canal. The thousands who had been watching the contests at the flying field throughout the afternoon turned their attention to the twinkling speck in the southwest sky, which marked the approach of the aviator.

"Atwood, Atwood!" a thousand shouted in concert with such a volume of sound that the flying men over the field heard and shifted their air machines so they could get better views of the coming aviator. It was 6:19 when Atwood was first seen. In five minutes more the spinning propellers could be distinguished as the machine rushed toward the goal. At 6:19 Atwood crossed the south line of the aviation field, and as the shouts of thousands reached him, the cross-country pilot inclined his head and smiled.

Aeroplanes Parade by Stand.

Directors of the meet rushed out on the field to receive him, but he did not alight until he had circled the field twice. The aviators who were in the air when he arrived fell in behind Atwood and paraded in their aeroplanes behind him past the grandstand. Atwood came to the ground a hundred yards south of the judges' stand. There followed a foot race between a half dozen of the field officials of the meet to be the first to welcome the daring air man. Harold F. McCormick, Frank X. Mudd, J. S. Stevens and Jean Wilmer pulled the flyer out of his machine saddle and bore him on their shoulders back to the judges stand, while the crowd cheered.

"Bud" Mars was flying when Atwood alighted and he steered his big "red devil" toward the alighting spot and landed within twenty feet of Atwood's machine.

"Congratulations—it was a dandy flight," he shouted at Atwood, whose nearing had been affected by the six-hour motor concert on his aeroplanes. He shook the Boston man by the hand.

Atwood "Glad He's Here."

"Glad to be here," Atwood said, "and I had a fine trip—not a mishap of any kind. The machine came

REMARKABLE STORY OF A CASHIER WHO HIRED A SAFECRACKER

NEW YORK, Aug. 7.—In their efforts toward solving a puzzling safe mystery in the office of the Long Dock Milling Company the Jersey City police today found themselves face to face with details of a supposed plot rivaling in its dramatic details anything which writers of dime novels or similar yellow fiction ever turned out. The desperate act of a cashier, admittedly behind in his accounts, cost one man his life and would have wrecked a business building in all probability for the sake of burning a few books, had it succeeded.

A mere accident spoiled what the detectives say was one of the most amazing schemes ever tried by a dishonest employe to cover his tracks when the police found a man last night, burned to the point of death, beside an exploded safe at the milling company's office. Had the safe blower succeeded in his attempt the books kept by the cashier would have been burned to ashes.

The man caught, though fatally injured by the explosion, would not tell on his principals. The police, suspecting an inside job, arrested the cashier, put him to question, and this afternoon said that they had his full signed confession, admitting that he and his fellow employe, Timmins, who lived in Newark, hired a burglar to break in, destroy the books and set fire to the place.

The cashier is Samuel Brown. The man who died in executing the orders of his employer was Frank Walsh.

Walsh's idea was to have it appear that the fire was the result of an explosion. He first made his preparations for the fire and then got ready to blow the safe.

The charge of nitroglycerin was too heavy. It blew the door off the safe, but also blew Walsh's eyes out, hurled him against a wall, the prey of flames he had started himself. His clothing was burned off and his body was a blackened bulk when the firemen found him, but he lived until this morning, regained consciousness long enough to tell his name, and, game to the last, declared he had wandered into the Long Dock office to sleep and had set fire to himself with a lighted cigarette.

The books for which Walsh sacrificed his life were found unharmed in the safe today. Brown is under arrest. The Jersey City police are looking for a man named Timmins of Newark, who is implicated by Brown in the latter's confession.

The office of the Long Dock Milling Company is near the Erie railroad station. There was an explosion in the office at 10:45 that rocked the neighborhood. Persons near rushed to the street, and saw the interior of the office was on fire. An alarm was turned in.

The firemen had little difficulty in extinguishing the blaze. When they entered the office to investigate they found Walsh on the floor near the safe. He was hurried to St. Francis Hospital, where he surprised the attend-

ants by regaining consciousness and talking.

Walsh gave his right name and address in Newark. He said his step-mother was a sister of Edward Kenney, speaker of the New Jersey Assembly. The police have learned that Walsh has been estranged from his family for many years. His sister in Newark did not know whether he was alive or dead.

Walsh's statement that he wandered into the Long Dock Milling Company office and fell asleep with a lighted cigarette in his hand did not sound reasonable to the police, especially as the door of the safe had been blown off and the building had been wrecked by an explosion. After consultation with the officers of the company Brown, the cashier, whose home is in West 113th street, Manhattan, was sent for.

Brown, who is 35 years old, was put on the defensive as soon as the Jersey City police got hold of him. He kept his nerve until told that Walsh was dead, and then he broke down and made the following statement:

"I am short \$2500 in my accounts. The firm was getting suspicious and experts were to have been put on my books today. I had covered up my stealings in entries in two ledgers, but experts would dig them out.

"Yesterday I came over to Jersey City, desperate. They had changed the combination of the safe and I couldn't get to the books. In Cavanaugh's saloon, on Provost street, I met a man named Timmins, a friend of mine, and told him the hole I was in. I told Timmins the books must be destroyed. We talked about it a while, and then Timmins said it could be fixed without much trouble.

"In the afternoon we met this man Walsh, said to be an amateur with explosives. I didn't talk much to Walsh. Timmins took him off to one side and fixed up the deal. I don't know what kind of an agreement he made, but I know Walsh promised to open the safe, get out the books and fix it so they would be destroyed by fire.

"I left Timmins and Walsh at 9 o'clock and went home. Walsh said he would fix it so that not a trace of the books would remain and it would appear that safeblowers wrecked the building and set it on fire.

"I knew the scheme had gone wrong as soon as I was sent for. At first I thought Walsh had been caught. When I heard the truth, that the poor devil had been killed and that the books were still safe, with the evidence against me waiting to be dug out, I concluded I had best tell the whole story."

Brown's version of the affair is accepted by the police as true in many details, but they are not certain about a man named Timmins having engaged in the plot. Nor are they certain that Brown was not one of the two men seen by a hotel proprietor in the vicinity of the office of the Long Dock Milling Company at 10 o'clock last night.

"SEEING HONOLULU" IN A NEW WAY

Local health authorities do not propose to miss any opportunities to learn new wrinkles in sanitation and health matters. Just at present Dr. J. N. McCormack, the prominent lecturer of the National Medical Association who arrived yesterday to lecture on preventive medicine before the local medical society, and to the public at the Opera House tomorrow night, is being pumped with all diligence.

The distinguished visitor was under the wings of Secretary Mott-Smith, President Pratt, and Dr. Hobdy most of yesterday, in a sight-seeing trip about the city. The itinerary differed a little from that usually recommended to the tourist, in that it included many of the unpleasant places of the city, from which visitors are generally kept apart. Today he is being entertained in much the same manner, and Dr. Pratt deplores the fact that the eminent doctor cannot be kept here for an indefinite period.

Dr. McCormack is more than a mere theorist concerning sanitation matters, it is stated, and that he is familiar with conditions in the tropics through many trips through Cuba, Central America, and our own southern states. He yesterday pointed out the analogous conditions of a part of Honolulu's low-lying districts with those of New Orleans—a city which with the past decade has raised itself from a pestilential swamp city, without other than surface gutters for handling sewage, to one of the best kept cities in the world today.

COMING HERE TO BE A NUN.

NEW YORK, August 21.—Sister Mary Alida, a real Princess in the garb of a nun, is in New York city today on her way to Hawaii, where she will enter the house of the Sisters of the Sacred Hearts in Honolulu. She is a born Hawaiian of royal blood and has been studying in France for six years. Her mother, a Princess only two steps removed from the Hawaiian throne, married Wong Loong, a wealthy Chinese. Their daughter, who was regarded in Hawaii as a great beauty, decided, on becoming of age, to go into the church. She is a talented musician and artist and speaks eight languages.

NEW FEDERAL SHIPPING BOOK

By J. A. BRECKONS. (Special Correspondence of the Star.)

WASHINGTON, Aug. 20.—A new government publication designed to aid the business of those connected with foreign commerce and shipping in general is to be issued monthly, beginning with September. It will give the sailing dates from principal ports of the United States to foreign ports. Aside from the schedule of sailing, the bulletin will contain many general facts of interest to the shipper and business man. The new publication will be issued by the Bureau of Statistics of the Department of Commerce and Labor.