

MYSTERY DEEPENS ABOUT HARRIMAN

Newspaper Men Establish Camps in Vicinity of His Home... For What Are They Waiting?—Rumored Serious Operation to Be Performed—No Statements Given Out.

Adren, N. Y., Aug. 27.—One camp of reporters has been established here at Arden another at Turner, the railroad station, and another at the base of the inclined railroad. No one enters or leaves the estate without being subjected to inquiry.

A glimpse of the grounds failed to reveal any unusual preparations or a spirit of unrest among the members of the Harriman family. Mrs. Gerry and the two unmarried Harriman girls, accompanied by Mr. Gerry, and Ronald Harriman's tutor were seen with tennis rackets going down back of the house to the courts.

No word came from the house and no one descended either to Turner or Arden. If the two men who ascended to the house were physicians, no one but the family knows, for neither would tell who they were.

A special train consisting of an engine with a combination baggage car and smoker and one passenger coach rushed through Turner about 3 o'clock stopping at Goshen, 15 miles west of here.

About the same time Mr. Gerry came down the mountain in his automobile and was last seen headed toward Goshen. In about an hour he returned with three men in the car. The machine hurried up the steep winding road to the Harriman residence and the identity of Mr. Gerry's passengers could not be learned.

Whether or not they were surgeons or nurses, could not be ascertained, but everything indicates that the world's greatest railroad man is about to undergo an operation.

No Statements Given Out. Whatever E. H. Harriman's ailment, whatever his true condition, the public is not to know until he and his family decide that such an announcement is opportune.

All avenue of information was carefully guarded today and tonight, but rumors were spread broadcast that Mr. Harriman was about to be operated upon. This supposition was strengthened by the arrival here of two oxygen tanks and a collapsible cot such as is used in hospitals to move patients between wards.

Coincident with the arrival of these requisites to an operation, came two men from New York, one of them carrying what appeared to be the black bag of a surgeon, one of the men, it is said, is Dr. George W. Crile of Cleveland, Ohio, an eminent specialist in abdominal surgery.

No confirmation of the report that there was to be an operation on Tower Hill could be had. On the other hand those who spoke of Mr. Harriman today were inclined toward optimism. Robert Geery of New York, Mr. Harriman's son-in-law, said:

"I have just left Mr. Harriman sitting on the porch," he said. "He was talking to some workmen. He has passed a good part of the day out there in a chair."

Mr. Geery denied the operation report, and said Dr. Crile was the only physician in attendance. C. T. Ford, superintendent of the estate confirmed Mr. Geery's statement. "The stories that Mr. Harriman is in a critical condition, are not founded on facts," said Mr. Ford. "He has a firm grip when he shakes hands and he appears brighter."

BETWEEN TWO FIRES



ECCLES FLASHES MESSAGE THROUGH SPACE AS SHIP SINKS BENEATH WAVES

Heroic Wireless Operator on Steamer Ohio Sticks to His Key and Summons Aid, Saving Over 200 From Watery Graves, But Gives His Own Life in Exchange—Last Message Not Finished.

"C. Q. D."—the call for help—the same call that Jack Binns flashed in ether from the Republic—was the call that George Eccles, wireless operator on the Ohio, sounded yesterday, and, after getting into communication, stuck to his post, giving the directions that brought aid and saved 200 souls from a horrible fate. Unlike Binns, Eccles had no time to leave his post and seek safety, but went down with the ill-fated vessel—a hero—giving his life for others.

Seattle, Aug. 27.—One man, a wireless telegrapher, gave his life this morning that more than 200 might be saved, when George W. Eccles of Seattle, according to the meager details in wireless dispatches, went down with the Alaska Steamship company's steamer Ohio, while sounding the "C. Q. D." for aid.

His calls for help brought the steamers Kingfisher, Humboldt and Rupert City to the rocks off Steep Point, in Hiskish narrows, British Columbia, and all but himself, the purser, quartermaster, a soldier and one steerage passenger were saved. The Ohio went down within 30 minutes after it struck.

FREDERICK J. STEPHEN, purser, Seattle. GEORGE ECCLES, wireless operator, Seattle, formerly of Winnipeg, Man.

The quartermaster, a soldier and a steerage passenger, names not known. Details of the wreck are still lacking. The wireless dispatches say that the Ohio sank in three minutes. Pilot Snow was on the bridge when the ship struck. The boats were lowered at once and women and children were taken off first.

The soldier and steerage passenger were killed by the upsetting of a boat during the rescue of the passengers. The Humboldt took 29 survivors to Ketchikan, Alaska. The others will arrive at Vancouver tomorrow on the Rupert City.

Operator Eccles, who was a big man, worked valiantly in rescue work and is reported to have been drowned while so doing. Purser Stephen also is said to have given his life that the passengers and other members of the crew might be saved.

The Ohio left Seattle August 24 for Port Graham and Valdez, Alaska, and, including crew and passengers, had 210 persons on board.

The Ohio was an iron screw steamer of 3,845 tons, built by Cramps at Philadelphia in 1872. She was owned by the Alaska Steamship company of Seattle and was valued at \$300,000. It is said she will be a total loss.

Among the passengers was Clarence Cunningham, the Alaskan coal land baron, who has claim to Alaska coal mines valued at an enormous sum, and whose title is being investigated by President Taft.

What Operator Booth Says. New York, Aug. 27.—The United Wireless company, one of whose operators, G. E. Eccles of Winnipeg, perished in the sinking of the steamship Ohio, received an account of the disaster from Operator Booth at Ketchikan, Alaska, late today. Booth says in a dispatch to headquarters of the company here:

"About 1 a. m. I was sitting with my receivers clapped to my ears, having just finished working with Operator Eccles on board the Ohio, when I was startled by hearing him call 'C. Q. D.' 'C. Q. D.' I immediately answered and he sent the following message:

"Ohio struck a rock; steamer sinking; send aid immediately or everybody will be lost." The steamers Rupert and Humboldt of the McKean Brothers happened to be near and they both called the Ohio, asking for her latitude.

"Eccles gave it at once and the Rupert flashed back that they would change their course and stand by the Ohio as soon as possible.

"Meanwhile Eccles sent another message, saying: 'Ohio sinking fast; can't hold out; passengers being taken off in small boats; captain and crew will stick to the last.'

"The Humboldt and Rupert both replied that they were headed for the Ohio and would pick the passengers up. Then came the first message from

the stricken vessel. It was never finished.

"Passengers all off and adrift in small boats," it said. "Captain and crew going off in the last boat, waiting for me now; good bye."

"I was unable to get him again and know he had gone down with his ship."

Company Makes Statement. Seattle, Aug. 27.—A brief report received tonight by the Alaska Steamship company from Captain John Johnson says:

"Ohio struck rock 1 a. m. August 26 off Steep point. Afterward ran her toward shore in Carter bay. She now lies submerged in six fathoms forward and 12 fathoms aft. Purser, wireless operator, quartermaster, one steerage passenger and one soldier missing. Ship damaged on port side on bottom. Some bulkheads are gone. Impossible to say the extent of damage. Captain and four men are standing by the wreck. Passengers and crew were picked up by fishing boat Kingfisher and landed in Swanson bay. Send instructions to Carter bay."

Messages received from Ketchikan, Alaska, state that George W. Perkins' private yacht Yonatan left there this morning and will stop at Swanson bay to pick up Captain Johnson and the members of his crew who are still there.

According to a wireless message received tonight, operator Eccles and the purser went below to search for the quartermaster and a steerage passenger. Unable to find them, he returned to his station and began sending a message. Just before the vessel made the plunge that carried it to the bottom the wireless station was seen to leap from the operator station. He fell on his head, and his apparently lifeless body rolled into the water and was carried down by the whirlpool made by the sinking steamer.

Eccles had not expected to make this trip with the Ohio. The day before the steamer sailed he handed in his resignation, having secured a position at Sushita, Alaska.

As the company was short of men, he consented to make one more trip before giving up his post.

Dark Horse Enters. Bethany Aviation Field, Bethos, France, Aug. 27.—Henry Farman, the English aviator, a hitherto unknown quantity in the aviation contests, in a biplane of his own design, broke the world's record for duration of flight and distance in a heavier-than-air machine today and won the Grand Prix de la Champagne—the endurance test—by a remarkable flight, officially recorded as 180 kilometers (111.75 miles) in 2 hours, 4 minutes and 54.5 seconds. He actually covered an extra 10 kilometers and remained in the air 10 minutes after 7:26 this evening, the hour that the timekeepers, under the rules, ceased to keep a record of the flight.

The other contestants finished in the order named: Hubert Latham, in a monoplane, No. 25, 124 kilometers, 509 meters; time, 2 hours, 18 minutes, 24.5 seconds. Louis Paulhan, in a Voisin biplane, 121 kilometers. Count de Lambert, biplane, 116 kilometers. Volson, biplane, 121 kilometers. Count de Lambert, biplane, 116 kilometers. Hubert Latham, in a monoplane, No. 15, 111 kilometers. M. Tassandier, biplane, 111 kilometers.

GREAT CROWDS MOORISH GUNS THRILL AT FLIGHTS INTERRUPT MASS

EAGER WATCHERS FOLLOW THE MOVEMENTS OF AVIATORS AT REIMS. WHILE SPANISH ARE ATTENDING REQUIEM SERVICES MOORS INTERRUPT ATTACK.

ZEPPELIN ON LONG TRIP TROOPS MAKE SORTIE

German Count on Way to Berlin From Friedrichshafen, a Distance of 450 Miles—Phlegmatic Germans Wax Enthusiastic When His Movements Are Reported by Bulletin. Tribesmen Literally Blown to Pieces by Artillery During Engagement—Battles of July 27 Cost Spain Many Officers and Over 200 Men—General Hintos Slain.

Reims, Aug. 27.—At the completion of the 14th round it was seen that Latham's distance record, only four kilometers more than 15 laps, was in danger, and the completion of his 15th lap put him ahead of the record of 2 hours, 53 minutes and 24 seconds made on Wednesday by Paulhan. Latham at the end of his seventh round had been in the air 1 hour, 2 minutes and 28.5 seconds; at the end of the eighth his time was 1 hour, 11 minutes and 29.1 seconds; the ninth, 1 hour, 20 minutes and 25.5 seconds; and the 11th 1 hour, 38 minutes and 51.8 seconds. He alighted after having covered a distance of 111 kilometers, or 68.93 miles.

Bunau-Varilla and Captain Ferber also brought out their machines for practice flights and soon five aeroplanes were circling around the course. At this hour the spectators were treated to a rare sight. The military dirigible balloon, Colonel Renard, came up from the south and maneuvered over the plain at a height of 1,000 feet. The tiny aeroplanes were swooping around beneath the balloon, and it seemed as though they were preparing to attack the aerial monster that dominated the scene. The dirigible balloon Zodiac was brought out of its shed back of the tribunes and dragged upon the field by a number of men tugging on the ropes. The Zodiac then ascended and prepared for its race with the Colonel Renard, Bunau-Varilla and Captain Ferber ended their flights in the "aeroplano graveyard" at a turn in the course.

The committee overruled Paulhan's claim that he had been fouled early today by De LaGrange, and requested the postponement of the finals in the Prix de la Champagne until tomorrow.

Curtis Gives Exhibition. Glenn H. Curtis, the American aviator, went up into the air at 6:31 this evening and started around the course at a great rate of speed. He completed his first round in eight minutes.

Almost a Collision. Two dirigible balloons, the Zodiac and the Colonel Renard, while circling at a great height late this afternoon in front of the tribunes, passed within 40 feet of each other. A great catastrophe was averted by the skilful manipulation of Count De Laval, the pilot of the Zodiac. The two dirigibles were preparing for a race. At the time of the incident the aeroplanes were swooping around the course beneath them.

Don't Stop for Darkness. It was almost dark when Henri Farman completed his 15th round, giving him a total distance of 180 kilometers, or 111.75 miles. Searchlights located on the top of the tribunes swept the plain and aided the daring aviator in his flight. Farman stopped at the conclusion of his 15th lap. This gave him a total distance of 180 kilometers, not counting the curves in his flight, or 113.6 miles.

The committee ceased recording Farman's round at 7:26 o'clock. He had then covered 180 kilometers, or 111.75 miles, in 2 hours, 4 minutes and 54.5 seconds.

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Mellila, Aug. 27.—Solemn requiem mass for the repose of the souls of the large number of Spanish men and officers engaged in the sanguinary battle with the Moors July 27, was dramatically celebrated today.

The altar was decorated with flowers and surrounded by four cannon, snatching guns and stacked rifles. At the moment of the elevation of the Host the Moors opened a fierce fire from a distance and the guns on Fort Canales returned a response. Notwithstanding the attack, however, the religious ceremonies were completed after which a detache of troops and artillery did considerable damage to the camp of the enemy, in one of them blowing to pieces a group of tribesmen and their women. The engagement of July 27, was fiercely contested, but it cost the Spanish forces more than 200 dead and wounded, their slain including General Hintos and a large number of other officers.

To Continue Work. Madrid, Aug. 27.—Special dispatches received here from Mellila say that the Moerish chiefs, after further consideration of the communication of the sultan requesting them to cease their hostilities against the Spaniards, finally decided to continue the war until the Spaniards are driven from all positions beyond Mellila.

Night Attack. Mellila, Aug. 27.—The enemy attacked Sidimusa and other advanced Spanish posts Wednesday evening. The Spanish artillery replied vigorously and the Moors sustained numerous losses. The steamer Sevilla has transported two companies of Chasseurs to Restinga.

El Roghi Paraded in Cage. Fez, Morocco, Tuesday, Aug. 24.—Continued in an iron cage, strapped to the back of a swaying camel, El Roghi, the rebellious subject of the sultan of Morocco, who was captured recently by imperial troops, was marched through the streets of Fez today, escorted by a strong guard. The picturesque pretender to the throne calmly ignored the jeers of the populace. He was led to the cage by the interview El Roghi, still in his cage, was taken within the palace walls.

WITH DRAWN SWORDS COLORED KNIGHTS STOP RIOT

THREATENED RACE WAR AVERTED BY ACTION OF NEGRO K. OF P. COMPANY.

Kansas City, Aug. 27.—Saluting their drawn swords above the heads of the belligerents and declaring that unless the riot ceased they would use them, a company of negro knights of Pythias today prevented what for a time promised to be a serious race riot. The trouble began when W. S. Jarboe, a Lindbergh man, drove through the parade of 7,000 negro knights. Mr. Jarboe was with him in the parade. Several negroes seized the handle of Jarboe's horse and Mrs. Jarboe seized a whip and struck at the man.

A limited capital negro crowd joined the wagon, one which the whip from the woman striking her a number of times and inflicting part of bruises. Many white men rushed to the aid of the lady.

A riot call was sent to the headquarters but before the negroes could reach the armed knights, ordered to stand.

LOWER COAL RATES HOTEL THREATENED BY YOSEMITE FIRE

CHICAGO, MILWAUKEE & PUGET SOUND AND MONTANA RAILROAD AFFECTED. SPACE BURNED OVER SEVEN MILES LONG AND A MILE WIDE.

Special The Daily Missoulian. Helena, Aug. 27.—An order reducing coal rates on the Chicago, Milwaukee & Puget Sound railway and the Montana railroad, was made today by the Montana railroad commission, as a result of the hearing held here April 14. The reduction rates go in effect 20 days after the railroads receive a certified copy of the order.

"The commission is convinced," the order says, "that the freight rates on coal on the Chicago, Milwaukee & Puget Sound railway, and the Montana railroad, are excessive in some instances for the service rendered, said rates being about on a parity with the rates in effect on the Northern Pacific railway, and which have by an order of the commission been reduced to certain territory, effective August, 1909."

The new schedule of rates to important points on the Milwaukee & Puget Sound railway are as follows: From Roundup and Lewistown to Durant Junction, \$1.75; Deer Lodge, \$2.05; Garrison, \$2.10; Drummond, \$2; Missoula, \$2.45; Superior, \$2.90.

The complaint against excessive packing rates from Billings filed with the railroad commission by the P. B. Merrill company, was dismissed today at the request of the company. A temporary agreement has been made with the Northern Pacific.

STRIKE BREAKERS STRIKE IN PITTSBURG CAR WORKS

Pittsburg, Aug. 27.—Imported men numbering 200 quit work today at the Pressed Steel Car company's works, McKee's Rocks, and in a body marched to the bank of the Ohio river, where they said they would camp until the company paid them for their work. After getting the money it is their intention to return to their homes in various eastern and western cities. These new men claim there are only 300 workmen left in the plant, and that all of them will leave the mill by tomorrow. Poor food and un congenial working conditions, they say, actuated the wholesale desertions.

TEN DEAD, FIVE INJURED; DYNAMITE EXPLODED BY CIGARETTE

Key West, Fla., Aug. 27.—As the result of an explosion today of 700 pounds of dynamite at Bonachina, 12 miles from Key West, on the Florida East Coast railway, 19 men are dead and five others are seriously injured. The explosion was caused by a member of the railroad construction force carelessly throwing a lighted cigarette into a box of fuses.

SUGAR PLANTER DIES.

London, Aug. 27.—Charles M. Cook, a multi-millionaire and one of the leading financiers of Hawaii, died today following a second stroke of paralysis and a severe illness extending over a period of several months. Cook was president and principal owner of the Bank of Hawaii and president and director of some of the largest concerns of the islands. He was heavily interested in several of the extensive sugar plantations.

SAPERTON, GEORGIA, HAS A RACE WAR

Saperton, Ga., Aug. 27.—Two negroes and a prominent white planter were killed today and were lynchings are expected. Ben Clark, a negro who escaped from a chain gang, was surrounded in the house of John Sweeney, another negro. Clark refused to surrender and fired on the posse, killing James Barden. He continued firing until his ammunition was exhausted. Then he was recaptured and killed with bullets. His body was cremated. The posse then caught Sweeney. Because he had harbored Clark, he was shot to death and his body hung to a tree. Late tonight the posse was hunting Sweeney's wife, who escaped.

HEATON MAKES GOOD EFFORT.

Dover, Aug. 27.—Edward Heaton of Liverpool came within a mile and a half of winning the English channel today. He gave up the attempt when within that distance of the French coast this evening. He was favored with ideal conditions.

FIRE IN B. & N. TUNNEL, AFTER HARD FIGHT, EXTINGUISHED

Great Falls, Aug. 27.—After several days' strenuous work, the fire in the Billings & Northern tunnel has been put out but it will be some time before trains can run through it. At one end of the tunnel about 15 feet of the timbering has been saved and 500 feet at the other end. About 17,000 feet is destroyed. Most of the tunnel runs through rock formations so that it will be possible to run trains through it without waiting for the timbering, and if the track is not materially damaged, officials say, trains may be running through it in 10 days.

WIFE MURDERER HANCED.

Walla Walla, Wash., Aug. 27.—Joseph Quattrone of Spokane, convicted of murdering his wife, was hanged at the state penitentiary this morning at 10 o'clock. Quattrone had a public statement to the effect that he favored the law and that he would be a law-abiding citizen if he were not hanged.