New-York Tribune.

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VOL. LXVII....No. 22,232. To-day, rain. To-morrow, fair; east winds. NEW-YORK, SUNDAY, SEPTEMBER 29, 1907.—FIVE PARTS.—SIXTY PAGES. PRICE FIVE CENTS.

MR. TAFT PEACEMAKER.

JAPANESE REASSURED.

Secretary Explains Mission—America Will Hold Philippines.

Tokio, Sept. 28.—Secretary Taft arrived at Yokohama early this morning, and already his first day in Japan has contributed much toward reassuring the Japanese regarding the feeling entertained toward them in America. Thomas J. O'Brien, the new American Ambassador to Japan, who arrived with Mr. Taft, did not fail in doing his part in the creation of a better feeling between the two countries.

The "Hochi," displaying commendable enterprise, publishes this evening a halftone picture of the Secretary landing at Yokohama, accompanied by an interview in which Mr. Taft is quoted as saying: "America and Japan always will be friends. The necessity for arms in trade is something we do not recognize. I speak as the Secretary of War of America and also as the Secretary of Peace." The newspapers to-morrow will publish similar interviews as well as long editorial articles welcoming Secretary Taft as the representative of "America, the friend of Japan."

After an uneventful voyage across the Pacific from Seattle, which she left on Sept. 13, the Minnesota stole up Tokio Bay just as dawn was breaking this morning and anchored at the Yokohama quarantine station.

The programme for the entertainment of the Secretary was changed at a late hour to-day, and all arrangements made by the Navy Department and the committee of the imperial household will be subject to this new plan. According to the expressed desire of the Emperor, Secretary Taft will be received in audience and entertained at luncheon on Wednesday. There will be no entertainment on Sunday. On Monday Count Hayashi, the Foreign Minister, will give a luncheon in honor of Secretary Taft, and on Monday night the municipality of Tokio will give a dinner in his honor, for which two hundred invitations have been sent out. On Tuesday the distinguished visitor will be the guest at luncheon of H. Percival Dodge, the American chargé d'affaires, after which he will attend a reception by the American residents of Yokohama, while on Tuesday evening the Secretary will be entertained at dinner by the Minister of War, Lieutenant General Terauchi-Masaki.

Among those who were received by Secretary Taft on board the Minnesota this morning were a number of the leading journalists of Japan. Replying to a felicitous speech of welcome, Secretary Taft said, referring to the matter of racial prejudice, that it was only necessary to refer his questioners to the message of President Roosevelt on this subject. The Secretary of War was then asked if the United States intended to sell the Philippine Islands. To this Mr. Taft replied that America had no intention of selling, adding that he had no mission in Japan except to bear friendly greetings and visit old friends on his way to Manila. Continuing, the Secretary outlined his proposed trip around the world, and spoke of his plans for the future government of the Philippines. In conclusion, Mr. Taft said: "The future lies in Mr. O'Brien's hands."

Mr. O'Brien then made a brief address, in which he said his mission was a peaceful one and that he was extremely gratified with his reception.

The various reception committees, the members of the American Embassy and others who had gone down to Yokohama to welcome Mr. Taft were awakened by runners at an early hour this morning, and at 7:30 o'clock they boarded the Minnesota amid the firing of salutes from the shore and the booming of seventeen guns from the American cruiser Chattanooga, anchored in the bay. After the reception on the Minnesota Mr. and Mrs. Taft and Mr. and Mrs. O'Brien had breakfast on board the steamer. Then Mr. and Mrs. Taft came ashore in a launch from the Chattanooga and landed at the pier, whence, preceded by a squadron of cavalry, they were driven to the Grand Hotel. Mr. Taft then rested for a few hours, after which he was entertained at luncheon by Count Terashima. The Japanese committee of welcome and several members of Mr. Taft's party also were present. Mr. O'Brien, accompanied by Mr. Dodge, Peter Augustus Jay, secretary of the American Embassy, and other members of the embassy staff, came to Tokio at 11 o'clock and is temporarily quartered at the Imperial Hotel.

Mr. and Mrs. Taft left Yokohama at 4 p. m. and arrived here at 4:50 o'clock. They were received at the railroad station by a delegation of high government officials and representatives of the American Embassy. The outside of the station was decorated in honor of the visitors. Owing to the fact that the hour of their arrival here had not been announced, only a small crowd had gathered to greet the Secretary and his wife.

At the railroad station Mr. and Mrs. Taft entered one of the imperial carriages, and were at once driven to the detached palace of Shiba, one of the picturesque ancient residences of the imperial family. Once installed in the palace, Lieutenant General Terauchi-Masaki called on Mr. Taft, and this visit the Secretary soon returned. Secretary Taft to-night was the host at an informal dinner at his residence.

EXTREME SOCIALISTS DENOUNCED.

Reaction in France Against the Leaders of the Anti-Military Element.

Paris, Sept. 28.—A healthy reaction is manifesting itself in France to-day against the anti-patriotic and anti-military campaign which the extreme members of the Socialist party of the Jaurès and Hervé type have been conducting with impunity for months. Since the congresses held at Nancy and Stuttgart, where the French anti-militarists openly advocated a general strike in case of war, the danger to the country from such a propaganda has been more fully realized and members of the Cabinet and other parliamentary leaders in their recent speeches have not hesitated to declare war on the anti-military doctrines. Furthermore, the government papers have joined the demand for an open rupture in the relations with the Jaurès party. At Nancy some of M. Jaurès's lieutenants deserted him, and M. Guesdé, the new leader of the socialists in the Chamber of Deputies, announced his intention of starting a newspaper to sustain the theme of country above party.

SUCCEEDS CHANDLER AS CHAIRMAN.

J. P. Wood Appointed as Head of Spanish Treaty Claims Commission.

Washington, Sept. 28.—J. P. Wood, a member of the Spanish Treaty Claims Commission, has been promoted to the chairmanship of that body, to succeed ex-Senator William E. Chandler, of New Hampshire, who recently resigned the chairmanship. The vacancy caused by Mr. Wood's promotion has not been filled. Mr. Wood is a former Mayor of Athens, Ohio, and was prosecuting attorney there.

Boston Excursion via Albany, Oct. 1st. See Hudson River Day Line Advs. Autumnal Foliage. Music.—Advt.

EDITOR SPIRITED AWAY.

Friend of 'Frisco Graft Prosecution Charged with Libel.

San Francisco, Sept. 28.—Frémont Older, managing editor of "The Bulletin," and prominently connected with the graft prosecution, was arrested here yesterday evening on warrants issued in Los Angeles, charging him with criminal libel. Older was arrested on the street and taken in an automobile to Redwood City, twenty-five miles south, where a connection was made with a southbound train for Los Angeles, on which he was placed in charge of officers from that city.

The arrest of Older and the methods employed to take him to Los Angeles have created excitement here. Older has been working with Heney, Spreckles, Langdon and Burns in the prosecution of bribers and bribe takers, and through the vigorous course of his paper has incurred the enmity of all the indicted men. Luther Brown, who swore to the libel charge, is a Los Angeles lawyer and detective, and has been engaged in the defence of Tirey L. Ford, general counsel of the United Railways Company, who is now on trial for bribery. Porter Ashe, who is said to have accompanied the arresting party on the train, is also one of Ford's attorneys.

Santa Barbara, Cal., Sept. 28.—Frémont Older arrived here shortly after midnight. At a session of the Superior Court held at 2 o'clock this morning papers were prepared in habeas corpus proceedings, on advice of District Attorney Langdon of San Francisco.

When the train arrived Mr. Older was taken from it by the Sheriff and at once conducted to the Superior Court, where a hearing on the habeas corpus writ took place.

Later in the day Mr. Older was released in $3,000 bonds. He left Santa Barbara for his home in San Francisco to-night.

STOP AUTOS ON BRIDGE.

Police Capture Alleged Speeders Until Citizen Warns Drivers.

After some lively sprints against a policeman mounted on a motor cycle, four drivers of automobiles were taken into custody on the Williamsburg Bridge yesterday afternoon as a result of a trap that was set to catch violators of the speed law, complaints about whom have been received by Deputy Commissioner O'Keeffe.

Sergeant Samuel W. Johnson, in company with Patrolmen Sheppard and Grace, was sent to the bridge in plain clothes. A course was laid out where the automobiles were timed, and if they were going too fast Sergeant Johnson took after them on the motor cycle.

James Brady, of No. 451 Amsterdam avenue, operating a large touring car, was the first man arrested. When he saw the motor cycle after him he increased his speed, but the big machine was soon overhauled. Johnson alleges that the car was going twenty-eight miles an hour.

Charles McDonald, of No. 354 West 55th street, was also caught, and was charged with going twenty-eight miles an hour. Edward Zellner, of No. 942 Eighth avenue, was charged with going twenty-five miles an hour. Richard Cullen, of No. 265 West 54th street, it is alleged, was going thirty miles an hour.

The speeding across the bridge stopped when a man learned what the police were doing and went to the Manhattan end of the bridge, where he collected a fee for warning automobile drivers.

RAILWAY MAIL SAVING.

Attorney General Upholds Postmaster General's New Order.

Washington, Sept. 28.—After a conference with President Roosevelt to-day Postmaster General Meyer announced that the Attorney General had completed an opinion sustaining the Meyer modification of the Cortelyou mail weighing order, which, it is stated, will save the government several million dollars a year in railway mail pay.

The Meyer modification makes Sunday a "working day" in all cases where the mails are carried and weighed on that day.

NORTH CAROLINA'S APPEAL FILED.

Fight Over State's Rail Rate Law Taken to United States Supreme Court.

Washington, Sept. 28.—The papers in the appeal of Sheriff Thomas F. Hunter, of Buncombe County, N. C., against James H. Wood, the agent of the Southern Railroad Company, who was found guilty by a state court in Buncombe County of violating the North Carolina railroad rate law, reached the Supreme Court of the United States to-day. Mr. Wood was sentenced to thirty days' imprisonment, when Judge Pritchard, of the United States Circuit Court, intervened in his behalf and discharged him on a writ of habeas corpus, on the ground that the rate law was unconstitutional. The case as it comes to the Supreme Court is in the nature of an appeal by the state.

In his petition for an appeal Mr. Hunter contends that Judge Pritchard's decision was erroneous, in that he assumed jurisdiction and admitted testimony to which exception was taken. It also is declared that Judge Pritchard was out of order in holding the law to be unconstitutional and in assuming that, because he had taken cognizance of the rate law in a previous case, he had control of the litigation under that law.

BINGHAM CLOGS SEA WITH PISTOLS.

Drops Year's Collection from Prisoners from Police Boat.

With five thousand revolvers in her hold the police boat Patrol steamed outside of Sandy Hook yesterday afternoon and sank into the ocean the weapons collected by the New York Police Department from criminals in the year. Commissioner Bingham was on the Patrol and he saw that every weapon was sent to the bottom.

The collection filled thirty-two large boxes, which were taken from Police Headquarters in a patrol wagon under guard. Many of the weapons cost but little, but there were some with gold fretwork which brought the value of the whole number to more than $10,000.

The revolvers were of every known make, calibre and appearance. Every variety, from the duelling pistol of one hundred years ago to the modern automatic, bayonetted ordnance of the Black Hand, was represented.

The Commissioner would permit no one but men in the Police Department to board the boat. He said he would cruise around the Hook dropping a few weapons here and there, so that it would not be worth while for any one to go dredging for the treasure.

THE MONTE CARLO MURDER CASE.

Monte Carlo, Sept. 28.—The examination of Sir Vere and Lady Goold, who confessed two days ago to the murder here early in August of Emma Levin, came to an end to-day. The report of the magistrates will be at the disposal of the defence until the evening of September 30, when it will be turned over to the public prosecutor.

EIGHT DEAD IN WRECK.

TRAINS CRASH IN OHIO.

"Spring Chicken" Company in Fatal Baltimore & Ohio Collision.

Wheeling, W. Va., Sept. 28.—Eight persons were killed, four fatally injured and seventeen more or less seriously hurt late to-day, when the Chicago & Wheeling Express Train 14, on the Baltimore & Ohio Railroad, was wrecked in the yards at Bellaire, Ohio, a few miles below this city. A freight train had just taken a siding for the express. The passenger train, however, failed to pass over the switch and crashed into the freight. Until a late hour to-night the exact number of dead and injured was not definitely known.

The dead:

BEREron, Carl, No. 1785 27th street, Milwaukee.
GALBRAITH, I. N., freight engineer, Newark, Ohio.
HEINZE, Michael, Wheeling.
LIPSCOMB, H. A., passenger engineer, Newark, Ohio.
MOTZ, F. E., freight conductor, Newark, Ohio.
ROSE, F. L., Arcade, Cleveland.
SHAW, William, Wheeling.
SEITZ, Harry, newsboy, Massillon, Ohio.

Will die:

BLUBAUGH, E. J., mail clerk, Newark, Ohio.
DAILY, Dennis, Pittsburg.
DOSANT, W. C., mail clerk, Newark, Ohio.
KNEER, D. E., mail clerk, Newark, Ohio.

The injured:

DALBY, Alfred, No. 419 West 121st street, New York.
DUNLAP, T. A., passenger fireman.
ELWOOD, Patrick, Wheeling, W. Va.
ENGLISH, Harry, Connersville, Ohio.
GLOVER, D. E., Kloe, Ohio.
HAWK, John, not known.
JACKSON, F., Cambridge, Ohio.
JOHNSON, O., Cambridge, Ohio.
JOHNSON, W. S., freight engineer, Newark, Ohio.
LAWSTON, F., Wooston, W. Va.
LAFFERTY, Curtis, Cambridge, Ohio.
MOOTTAR, A., Newark, Ohio.
PETERSON, H., No. 704 Willow avenue, Hoboken, N. J.
TERRELL, William, Albany, N. Y.
WILSON, F., Wheeling, W. Va.
ZIMMER, W. L., Cambridge, Ohio.

The wreck was due, it is said, to the failure of an operator to throw a switch. The westbound freight had received orders to meet the passenger at the western limits of the Bellaire yard, and was moving slowly along the siding. At the point where the wreck occurred there is a sharp curve which prevents the engineers of eastbound trains from seeing more than a few feet ahead. The passenger train swung around the curve at high speed, being three hours late, and should have gone on in safety on the main line. The switch to the siding, however, had not been turned, and the train shot on to the siding and into the freight. There was hardly time to apply the brakes and no time for the engine men to jump.

The two engines were reduced to junk by the impact, but the worst damage was done to the smoker, which was telescoped so completely by the baggage car that every seat was thrown out of the coach. Every occupant of the smoker was badly injured. The passengers in the other day coach and the two Pullmans were tumbled from their seats but not seriously injured.

Galbraith, the engineer, was burned to death by escaping steam. The injured were taken to the Glendale, W. Va., and Bellaire hospitals. General Manager Fitzgerald, who was in the neighborhood on an inspection tour, and General Superintendent W. C. Loree, of Wheeling, personally superintended the rescue work. Great difficulty was experienced in removing the injured passengers from the wrecked smoker. Work was slow because the victims were entangled in a mass of timbers and twisted iron.

Among the passengers on the wrecked train were the members of Richard Carle's "Spring Chicken" company, which was to have played at Wheeling this afternoon and evening. All the members of the company escaped serious injuries, except Alfred Dolby, the musical director. It was found necessary to amputate his right arm, thus ending his career in his profession. He was riding in the smoker, and was found with a heavy timber tightly binding him by the arms.

The wrecked passenger train left Chicago for Pittsburg and Wheeling at 9:30 o'clock last night and is known as train No. 14. The train is divided at Chicago Junction, part going on to Pittsburg by way of Akron and the other part coming through to Wheeling by way of Newark. The Wheeling end of the train consisted of six coaches.

At the office of Superintendent Loree to-night it was said that they were not yet certain which operator was to blame for the accident, but that a thorough investigation was under way.

The property damage will amount to about $60,000. A curious feature of the wreck is that the baggage car and the smoker were the only cars on the passenger train damaged.

STRIKE AT DOUGLAS SHOE FACTORY.

Trouble Due to Dispute Between Union and Independent Organization.

Brockton, Mass., Sept. 28.—In accordance with a vote taken last night, the majority of the striking lasters at the shoe factory of the W. L. Douglas Company here called at the factory to-day, gathered up their kits and personal belongings and went away. It was announced at the factory that of the 260 men who struck on Thursday fifty had returned to their places.

John F. Tobin, national president of the Boot and Shoe Workers' Union, with which organization the Douglas company had a working contract, has sent a letter to the lasters urging them to return to work, and announcing that unless the strikers were back in their places by Monday morning they would be liable to fine and suspension from the Boot and Shoe Workers' Union. The strike followed the declination of the company to recognize an official of the independent organization recently formed among shoe operatives, which, it is understood, is measuring strength with the Boot and Shoe Workers' Union.

DOUGLAS ROBINSON FOR ASSEMBLY?

President's Brother-in-Law May Be Republican Nominee in Herkimer County.

Utica, N. Y., Sept. 28.—Ralph D. Earle, a lawyer, and a nephew of the late Judge Robert Earle, of the Court of Appeals, was to-day nominated by the Democrats of Herkimer County for Member of the Assembly. He is out of town and his acceptance is not assured.

He may be opposed by Douglas Robinson, of Jordanville, brother-in-law of President Roosevelt. At the Republican convention, recently held, Assemblyman Thomas D. Ferguson was renominated, but it is said that if the situation looks good after the Democrats have completed their ticket Mr. Ferguson is to be named as deputy postmaster at Little Falls, whereupon he is to decline the nomination for Assembly and make room on the ticket for Mr. Robinson. Mr. Robinson is not known personally to any extent in Herkimer County, but the county is strongly Republican. It was only a short time ago that he qualified as an elector in that county.

CAR ABLAZE IN TUNNEL

PANIC UNDER THE RIVER.

Short Circuit in Belmont Tube Terrifies Twenty-five Passengers.

A car with twenty-five passengers aboard caught fire yesterday afternoon in the north tube of the Belmont tunnel when midway under the East River. A panic followed, but no one was hurt.

The car was on the return trip from Manhattan to Long Island City when under Man-o'-War Reef a sheet of blue flame shot out from the steel roof. Before those aboard knew what was happening the thin steel plates of the roof showed red hot and began to peel back like so much paper. This let the flames into the interior, and, catching the woodwork, they were carried to the rear of the speeding car.

Instantly there was the wildest confusion. Several passengers jumped off, despite the fact that the car was moving at a lively rate. Everybody began shouting orders. Some wanted the car stopped, while others shouted to the motorman to put on full speed. Paul Hommert, the conductor, was unable to stay the panic.

At this juncture G. C. H. Van Duzen, superintendent of the tunnel work, who happened to be aboard, took charge. His quick commands restored order and soon quieted the passengers. The motorman shut off the power, but the flame continued.

"Full speed ahead!" was Superintendent Van Duzen's order then. Like a rocket the car shot forward, leaving a trail of fire and smoke. Into the Long Island City subway the car went humming under 4th street, but came to a dead stop before it reached the first station, at Jackson avenue.

It was not necessary to order the passengers out of the subway, for when the car stopped there was a wild break for the streak of daylight ahead. The entrance to the tunnel was immediately closed, and all information likewise shut off.

Ever since the official trip was made, the early part of last week, an electric car has been kept busy between Manhattan and Long Island City. The object was to give the new system a thorough trial and discover just such possibility of mishaps as occurred yesterday.

The car is built of steel, and is said to be thoroughly fireproof, although it would be hard to so convince the crowd who filled it yesterday. All yesterday free trips were run through the tunnel, and upon every occasion the car was crowded.

Power is supplied to the car from an overhead feed rail which is fastened to the roof of the tube. Up to yesterday the new device had been pronounced a decided success, and as the cause of yesterday's mishap was speedily discovered it will probably never happen again.

On the roof of the car, close to the overhead electric shoe, it is said, had accumulated, unknown to those in charge of the car, a little heap of steel filings caused by the friction of the steel shoe rubbing against the overhead feed rail. This little mound of steel filings tapered up in cone shape until it got high enough to cause a short circuit with the overhead rail. That caused the blaze.

Among those aboard the car were Postmaster George Ripperger of Long Island City, Benjamin Rhodes, manufacturer, of Long Island City; Harry Pemberton, Dennis Maloney and Conrad Bernhard.

PANIC AT HORSE SHOW.

Boxes at Morristown Exhibition Crash—No Injuries Reported.

Morristown, N. J., Sept. 28 (Special).—The collapse of the flooring in a section of the boxes amid a downpour of rain at the horse show here to-day marred the pleasure of hundreds of spectators at the Morristown Field Club grounds. A mild panic which followed was soon quelled. Just as the class for ponies in harness was being judged a crossbeam under a box broke. In an instant eight crowded boxes in the tier gave way and hurled men and women to the ground. The fall was only about two feet, and no one sustained serious injuries, though bruises were plentiful. The occupants crawled from the wreckage and took refuge in the nearby baseball grandstand.

HALF HOLIDAY FOR WELSH PUPILS.

John Bright Memorial School's Tribute to Ambassador Reid's Speech.

London, Sept. 28.—The pupils attending the John Bright Memorial School, at Llandudno, Wales, which Ambassador Whitelaw Reid opened September 25, are to have a half holiday every Fourth of July in commemoration of the school's dedication by the American Ambassador.

An announcement to this effect was made today by the chairman of the governing body, the governors having voted to take this means of showing their appreciation of Mr. Reid's attendance at the opening of the school and his speech on John Bright and American education, which attracted much attention throughout the country.

It is believed this is the first time that such a decision has been reached in Great Britain. At least, never before has the American holiday been so recognized by an English school.

NAVAL PROGRAMME DISCUSSED.

The President, Secretary Metcalf and Admiral Brownson in Conference.

Washington, Sept. 28.—President Roosevelt, Secretary Metcalf and Admiral Brownson discussed the naval construction programme for 1908-'09 to-day. Secretary Metcalf is as yet unwilling to make any announcement as to the views of the President or himself on the naval programme. One proposition under advisement contemplates a battleship of 25,000 tons, while consideration is also being given to the scheme for a vessel of like character of 30,000 tons.

DAUGHTER'S DEATH BRINGS FATHER'S.

Lockport Woman Followed to Grave in Two Minutes by Grieving Parent.

Lockport, N. Y., Sept. 28.—James Tracey, a machinist, died to-day, two minutes after the death of his daughter Anna, twenty-three years old. The father was grief stricken on seeing his daughter pass away, and, going into a room off the bedroom, sat down in a chair and expired. His heart was affected by his great grief.

SAY HE STOLE REGISTERED LETTER.

Buffalo, Sept. 28.—James T. Stines, a registry clerk in the Buffalo postoffice, who has been missing since Saturday last, was placed under arrest at Hamburg this afternoon on a warrant charging him with stealing a registered letter. A number of letters have been missing from the registry division, but Stines denies having taken them.

TO SEEK NEW BIDS.

American Ship Owners to Have Another Chance, Conference Decides.

Washington, Sept. 28.—As the result of a protracted conference between President Roosevelt, Secretary Metcalf and Rear Admirals Brownson and Cowles to-day, it is understood that new bids will be asked of American shipowners for transporting coal to the necessary points to supply the Atlantic battleship fleet on its cruise to the Pacific.

The bids submitted, with one exception, were offers to charter the coal carrying ships for a certain specified time.

FLEE DETENTION HOUSE.

Two More Prisoners Break Out, Making Six for This Year.

Tony Fiscio, of No. 126 West 27th street, and Joseph Currion, of No. 216 East 96th street, escaped last night from the House of Detention, at No. 205 Mulberry street, where they were detained as witnesses, while two policemen were examining the building to see that everything was secure. Fiscio and Currion were in a room with nineteen others when the policemen went to the top of the building to examine a supposedly weak place in one of the floors.

After the policemen had left the two men went to the basement, where they wrenched the bars from one of the windows. They then climbed over the stone wall which surrounds the building, at the top of which is a high picket fence. From the fence they jumped into the yard at No. 201 Mulberry street.

This is the sixth escape from the House of Detention in a year. Fiscio was held as a witness against Robert Harding, who is charged with robbery, and Currion is wanted as a witness against Thomas Donohue, who will be tried for homicide.

BANKER'S AUTO KILLS.

Unidentified Man Dies in Bellevue Following Bowery Accident.

Stepping from the rear of a northbound car in the Bowery at Houston street last night, an unidentified man was knocked down by a touring automobile driven by Louis Nunnally, of No. 110 East 83d street, and owned by Benjamin T. McGuiness, a banker at No. 25 Broad street and living at No. 8 Washington Square. The victim died later in Bellevue Hospital. The chauffeur was arrested and locked up in the 5th street station on the technical charge of homicide.

Patrolman Brooks, of the 5th street station, carried the unconscious man to the sidewalk, and Dr. Gordon was summoned from Bellevue. The latter said that the man was suffering from internal injuries and a possible fracture of the skull. The man weighed about two hundred pounds and had dark hair. He had on a checked suit of clothes. Nunnally said that he had tried his best to bring the car to a stop and that the accident was unavoidable.

KILLED ON FIRE ENGINE.

One Dead—Two Injured in Brooklyn Collision.

One man is dead and two are suffering from injuries received in a collision between Engine 126 and Fire Truck 68 at Smith street and Atlantic avenue, Brooklyn, a little after 7 o'clock last night, while the apparatus was hastening to a three-alarm fire in a tenement house at No. 95 Union street.

The dead man was John Carey, of No. 642 Warren street, who was a fireman attached to the truck. He was internally injured by being thrown to the pavement from his place on the apparatus. One of the injured is Warren Snyder, thirty years old, of No. 343 McDougal street, also a fireman of the truck.

MR. ROOT IN MEXICO.

Entertained by City of San Antonio, Where He Meets Escort.

San Antonio, Tex., Sept. 28.—Elihu Root, Secretary of State, was the guest of San Antonio to-day. He was entertained in a befitting manner, and after a strenuous fifteen hours left the city at 11 o'clock on his way to the Republic of Mexico.

The Secretary was met here to-day by the Mexican welcoming committee, which consisted of General Pedro Rincon Gallardo, chairman; Major Porfirio Diaz, jr., son of the President; Julio Limantour, a brother of the Secretary of Finance for the Mexican Republic, and Lieutenant Colonel Samuel Garcia Cuellar, of the President's staff. The formal meeting of the representatives of the two republics took place this morning at 11 o'clock in the parlors of the International Club. From that time on Secretary Root and the representatives of Mexico took part jointly in the receptions and carriage and automobile rides through the city, ending with a dinner this evening on the roof of the International Club, where the Mexican and American colors were entwined.

Secretary Root reached the city shortly after 7 o'clock this morning, and two hours later was met by the local reception committee. The special train with the representatives of Mexico and Ambassador and Mrs. Thompson aboard reached the city from Mexico at 10 o'clock. Shortly after the arrival at the club the party was introduced to the Secretary of State and the state and city officials.

At 11:30 o'clock Secretary Root and party went to the City Hall, where the public reception was held. An immense crowd of citizens was there to greet him and bid him welcome. Governor Thomas M. Campbell welcomed the Secretary and other visitors, and the Mayor also spoke. Then Secretary Root responded briefly and the citizens shook the Secretary's hand. At 11 o'clock there was a luncheon at the hotel, at which were the Secretary, the representatives of the Mexican government, Ambassador Thompson, Brigadier General Albert Myer, Governor Campbell, Mayor Callaghan and J. E. Jarrett, president of the International Club. Secretary Root and party later drove to Fort Sam Houston, where a reception was tendered him by the officers of the post.

JUMPS TO DEATH FROM VIADUCT.

Body of Unknown Man with Neck Broken Found Lying in Rain.

An unidentified man, about forty years old, jumped off the viaduct west of Bradhurst avenue in 155th street last night, and, striking head first on the ground, broke his neck, killing himself instantly. Patrolman Stack discovered the body lying in the rain.

The man was about 5 feet 7 inches in height, and weighed 170 pounds, had light hair and mustache and was partly bald. He was dressed in black and had no underclothing.

DEWEY'S FRESH GRAPE JUICE.
Drink it right from the Press in Window.
H. T. Dewey & Sons, 138 Fulton St., N. Y.—Advt.

LEAGUE NAMES JUDGES.

PRESSURE MOVES HEARST

Accepts J. T. McDonough After Long Delay—R. R. Lyon the Other.

Reuben R. Lyon, of Bath, Steuben County, and John T. McDonough, of Albany, were nominated for judges of the Court of Appeals by the state convention of the Independence League at Carnegie Hall last night. The convention was dominated by William Randolph Hearst. In the afternoon, instead of attending the opening session of the convention, he held conferences on the nominations at his home, in Lexington avenue.

The greatest pressure was brought to bear on Mr. Hearst to consent to the nomination of Mr. McDonough, who was formerly Secretary of State. For a long time Mr. Hearst refused. Up to the time Mr. Hearst entered the hall it was expected that the nomination would fall to William H. Cuddebach, of Buffalo. Mr. Hearst and his lieutenants did not arrive until after 9 o'clock.

Mr. McDonough was indorsed for the place by the State Federation of Workingmen at its recent convention in Syracuse, and labor men pressed his claim on the place upon Mr. Hearst.

After Reuben R. Lyon, the temporary chairman, had announced that Mr. Hearst had been chosen permanent chairman and the latter had been brought to the platform, a typically manufactured storm of enthusiasm raged for about ten minutes. Most of it consisted of bands marching around the room, followed by scores of stragglers with fishhorns and banners.

Mr. Hearst started in to attack the judiciary by indirection. He was cheered when he said it was time to elect a judiciary that would not find all acts unconstitutional which tend to bring powerful interests to account and equality before the law. "No divinity hedges round the bench, except the sanctity of honesty and uprightness," he said.

MR. HEARST ON JUDGES.

On the question of judges, Mr. Hearst said in part:

You elect Legislatures to enact laws, you elect executives to administer the laws, and it is time you elected a judiciary which will allow the other branches of government to perform their proper functions, and not arrogate to itself all the power of government.

I do not differ with those who say that while it is not the duty of the judge to make the laws, it is his duty to construe and interpret them. But I go one step further and say that while it is not his duty to make the laws, neither is it his duty to repeal the laws, but merely to construe them impartially for all.

I maintain that the people have a right to consider a judge's acts and to criticise a judge's acts, and to reward or punish a judge or reject or re-elect a judge according to his acts. There is no office created by the people that can be above the commendation of the people, above the criticism of the people, above the control of the people.

The fact that an unsatisfactory judge has been on the bench for fourteen years is not an argument for his retention, but for his retirement. Indeed, it is a potent argument for shorter terms in order to give the people an earlier opportunity to retire unfaithful judges.

I believe in the direct responsibility of all officials, including judges, to the people, and in short terms, to keep those officials constantly conscious of that responsibility.

Beware of those who would take the judiciary out of politics by placing it in the hands of politicians. Look for no clean judicial ermine that has been fitted to a candidate by the grimy hands of political bosses.

There were hoots and cries when Mr. Hearst spoke of the present Democratic administration. He said:

In New York City the present Democratic administration has sounded a depth of corruption and degradation that the most infamous of its predecessors has never approached.

We can only expect to see that record surpassed by the further achievements of the same administration in the two years that remain.

This administration began in characteristic manner by stealing the offices it holds, and is now following that inspiring precedent by stealing everything else but the city itself.

And, my friends, the sale of New York City bonds at 4½ per cent indicates a justifiable suspicion on the part of investors that the city itself may not be available as security when the bonds mature.

Corruption pervades your public offices, and crime and vice run riot in your city streets.

All that the league foretold of loot and license, pillage and plunder has been exceeded, and more is yet to come.

On the one hand stretches this scene of Democratic debauchery, and on the other hand stands the old familiar picture of bland and smug Republican complacency, prolific of virtuous professions and prodigal of promises, but barren of beneficial achievements.

A RAP AT MR. HUGHES.

There were no cheers when Mr. Hearst tried to slur Governor Hughes. He said:

We have the distinction of possessing the only executive in the United States who has vetoed a bill designed to give the people, through a two-cent fare, some small part of the advantage of increased earnings that the railroads now devote to watered stocks and bonds.

We have seen the most important commission ever created in the history of the state made to be appointed for political or personal purposes rather than to be elected for the public good.

Attorney General Jackson was wildly applauded when he took the platform.

The speech of Attorney General Jackson was devoted to explanations regarding the things he had not brought to pass. He laid his failure to do much to the courts. "So far nothing substantial has been effected to reform the crying abuses under which the people suffer," he said. "While this fact is admitted, it is not meant as a confession that I have been remiss in the performance of my duty."

The Attorney General complained that the Legislature had not granted him the extra assistance he needed. "Nevertheless," he added, "I determined to start all actions that should be started and go as far with them as the resources at my command would allow, and trust the final outcome to the future."

The Attorney General said that most of the laws purporting to restrain unlawful combinations were dead letters. "The responsibility for this condition," he said, "if it does not rest with the executive officers or the legislative department, can only remain in one place—the judiciary.

"The efforts of the Attorney General have been thwarted not by decisions upon the merits of the actions he has sought to institute, but by judicial delays which have held him at the threshold of the court."

Clarence J. Shearn, in an impassioned speech and reading of the platform, led the audience on to give hoots and catcalls for Judge Edward T. Bartlett, Judge Willard Bartlett, Mayor McClellan, District Attorney Jerome and even members of the Public Service Commission.

The platform adopted declares that nomination of judges by party committees violates not only the plain requirements of the election law but the spirit of democratic institutions. It condemns "the practice of setting aside statutes upon a mere claim of unconstitutionality, supported generally by the speculative affidavits of hired expert witnesses, as was done in the 80-cent gas cases."

Judge Edward T. Bartlett is called a judge whose "trend of mind is unmistakably in favor of special interests where they come in conflict with public interests." He is criticised for his