



OVER 118 MILES IN AIR

FARMAN WINS ENDURANCE TEST AT RHEIMS.

Official Record of Flight 111.78 Miles in 3 Hours 4 Minutes 56 2-5

Seconds—Latham Second.

Betheny Plain, Rheims, Aug. 27.—Henry Farman, the English aviator, a dark horse in the contests, in a biplane of his own design, broke the world's records for duration of flight and distance to-day in a heavier-than-air machine and won the Grand Prix de la Champagne—the endurance test—by a remarkable flight officially recorded as 180 kilometres (111.78 miles) in 3 hours 4 minutes and 56 2-5 seconds, although he actually covered an extra ten kilometres and remained in the air ten minutes after 7:30 o'clock this evening, when the timekeepers, under the rules, ceased to keep a record of the flight.

The other contestants finished in the order named: Hubert Latham, in monoplane No. 29, 154 kilometres, 500 metres; time, 2 hours 18 minutes 9 1/2 seconds; Louis Paulhan, in a Voisin biplane, 131 kilometres; Count de Lambert, biplane, 115 kilometres; Hubert Latham, in monoplane No. 13, 111 kilometres; M. Tissandier, biplane, 111 kilometres; Roger Sommer, biplane, 60 kilometres; M. De la Grange, monoplane, 59 kilometres; M. Bleriot, monoplane, 49 kilometres; Glenn H. Curtiss, biplane, 39 kilometres; M. Lefebvre, biplane, 21 kilometres.

Although Hubert Latham, with a different machine, took second and fifth positions, the aviation committee held that he was ineligible for two prizes and awarded the fifth to M. Tissandier and the sixth to M. Sommer.

Although Farman's brilliant record should have warned the experts that he was a dangerous competitor, his victory was a complete surprise. He had been preparing his machine secretly, had not appeared upon the field until today except for a few practice flights and had been almost forgotten. Indeed, after he started, about 4:30 p. m., keeping close to the ground, while M. Latham and others were soaring in spectacular fashion high in the air, Farman attracted no attention until he had flown eight kilometres. Then suddenly the spectators woke up and began to make inquiries, only to discover that he had gone out carrying petrol enough for a five hour flight and equipped with a self-cooling, revolving motor built by the Gnome Company after his own design.

A SURPRISE TO THE SPECTATORS.

All eyes had been riveted on the graceful monoplane of M. Latham, who, after Tissandier's foul of Paulhan in the morning had ended Paulhan's chances, had become the favorite for the Grand Prix de la Champagne. They also had watched the changing pictures unfolding above the sunlit plane, a genuine race for five miles between two biplanes, Latham's soaring monoplane, and finally the arrival of two huge dirigibles, which moved like giants of the air above the nimble machines in the lower strata. Thousands of spectators abbed their eyes to make sure that this evidence of man having conquered the air was not a dream.

Trouble with his ignition plug forced M. Latham to descend after he had covered 111 kilometres, and Tissandier came down after covering the same distance. The others had ended their efforts earlier, a majority of them in "aeroplane graveyard," a hollow at the lower end of the field.

Only Farman continued. Round and round he went, as regularly as clockwork, always hugging the ground, taking no chances and avoiding any attempt at display. Record after record fell before his methodical flight. Dusk came, darkness fell and twinkling lights appeared in the villages on the distant hills. Lanterns were hung on the towers marking the limits of the course. The judges no longer could tell whether the record-breaking aeronaut was flying, and the searchlight from the grandstand could not pierce the gloom.

A dozen automobiles raced to strategic points to make sure that Farman was still in the air. The crowds in the stands awaited patiently, content that all records had been broken. At 7:30 o'clock the announcement was made that the timing of the aeroplane had ended under the rules. Ten minutes more, and suddenly, out of the darkness, a ghostly thing appeared in front of the tribune and came to earth on the starting line.

AERONAUT ALMOST EXHAUSTED.

A great cheer arose, and hundreds of persons vaulted the fence in order to be first to greet the hero of the moment. Mr. Farman appeared almost overcome by the long strain he had undergone. He smiled faintly as he shook hands with those about him, but his face was white and his hands were cold. He almost fainted as he was helped out of his seat. Then a score of persons lifted him aloft and bore him in triumph on their shoulders to the Presidential tribune, where M. Millerand, Minister of Public Works, was waiting to receive him. The enthusiasm was boundless. Finally, however, the roar of cheering ceased, and M. Millerand, in the name of the French government, congratulated Mr. Farman.

"I do so," said the minister, "not only for the wonderful achievement you have accomplished, but as a brave man and for the example you have set for others."

Then Mr. Farman's white-haired father came to take his son away. Much sympathy is expressed for MM. Paulhan and Latham, both of whom firmly believed that they would set new records to-day. In luck continues to pursue the pilots of the Wright machine. Count de Lambert did not start to-day, and M. Tissandier made his attempt too late.

MR. CURTISS' FASTEST ROUND.

Mr. Curtiss, just before dark, made the fastest lap he has yet accomplished, his time being 8 minutes 9 1-5 seconds. M. Bleriot, with a big engine in his repaired machine, also made a fast trial, indicating that the contest for the international cup to-morrow lies between them. Mr. Curtiss says that he lost five seconds, owing to a shift in the wind during the run home.

The Grand Prix de la Champagne is of 100,000 francs, divided into six prizes of 50,000, 25,000 and 10,000 francs and three of 5,000 francs each, to be awarded to aeroplanes travelling the longest distance without having to be recharged with fuel.

Corlandt F. Bishop was authorized by Clifford Harmon, of New York, to negotiate for the purchase of the dirigible balloon Zodiac for immediate shipment to New York, but, after witnessing the flight of that airship to-day and considering it unsatisfactory, he sent a dispatch to Mr. Harmon, advising against the purchase. The Zodiac has been entered for the races to be held at the time of the Hudson-Pulton celebra-

EXPLOSION KILLS TEN.

Score Hurt on Florida East Coast Railway—Caused by Cigarette.

Key West, Fla., Aug. 27.—As a result of the explosion at noon to-day of seven hundred pounds of dynamite at Boca Chica, twelve miles from Key West, on the Florida East Coast Railway, ten men are dead, five are probably fatally wounded, and at least a dozen others are suffering from less serious injuries.

The explosion was caused by a member of the railroad construction force carelessly throwing a lighted cigarette into a box of fuses.

FIRE AMONG SEQUOIAS.

Merced Group Threatened at Yosemite—Big Hotel in Peril.

Yosemite, Cal., Aug. 27.—A forest fire at the entrance to the Yosemite Valley threatens destruction of the big tree grove, known as the Merced Group, one of the world's famous collections of sequoias.

The flames menace the hotel at El Portal, a \$100,000 frame structure, which is filled with summer visitors. Sparks from a freight engine started the fire.

TAKE TIPTON BANK HEAD.

President Shirk Charged with Misapplying \$24,000 in Funds.

Chicago, Aug. 27.—Elvert W. Shirk, president of the First National Bank of Tipton, Ind., was arrested at the Calumet Club here to-day, charged with misapplying \$24,252 of the bank's money. It is alleged in a complaint lodged with United States Commissioner Foote that Shirk obtained the money through drafts made payable to himself.

The alleged shortage is said to have occurred on July 23. The bank suspended for a few days, but resumed business, and the federal authorities began an investigation. The bank closed after the assistant cashier fled, taking with him, it is alleged, all the available cash.

KNIGHTS PREVENT RIOT.

Negro Pythians Wave Swords After Clash in Kansas City Parade.

Kansas City, Mo., Aug. 27.—Swinging their swords above the heads of the belligerents, and declaring that unless the trouble ceased they would use them, a company of negro Knights of Pythias to-day prevented what promised to be a race riot during a parade of the Supreme Lodge of the negro Knights of Pythias.

The trouble began when W. S. Jarboe, a laundryman, accompanied by his wife, drove through the parade of five thousand negro knights. Several negroes not in the line of march seized the bride of the horse.

"You can't pass here!" they shouted. Mrs. Jarboe seized a whip and struck at the men. Instantly a hundred excited negroes crowded about the wagon. One wrested the whip from the woman, striking her a number of times and inflicting painful bruises.

Many white men rushed to the aid of the laundryman. A riot call was sent to Police Headquarters, but before the police arrived the armed knights had restored order.

WORLD'S RECORD MADE.

The New Submarine Narwhal Exceeds All Surface Tests.

Provincetown, Mass., Aug. 27.—A world's record for speed on the surface by submarines was made off here to-day, by the submarine Narwhal, in the course of her contract trials. During twenty-five hours over an even three hundred miles, the Narwhal averaged 12 1/2 knots an hour, without a stop. The Narwhal was recently completed at the yards of the Fore River Shipbuilding Company, at Quincy, together with several sister vessels.

SOUTH CAROLINA FINISHES TESTS.

Declared To Be the Fastest Battleship of Her Class—Economic Coal Consumer.

Lewes, Del., Aug. 27.—The battleship South Carolina finished her official trial runs off the Delaware Capes to-day, and the consensus of opinion of the experts is that she is the fastest battleship in her class and most economical in coal consumption.

On the four-hour endurance run the South Carolina consumed 14 pounds an indicated horsepower. On each of the two twenty-four-hour runs the battleship consumed 15 pounds a horsepower. On the first twenty-four-hour run, at 17 1/2 knots, the engines developed 12 1/2 revolutions a minute, one and a half above the requirements. On the second twenty-four-hour run, at 12 1/2 knots, 7 revolutions a minute were indicated, three above requirements.

INFANT SEES DOUBLE MURDER.

Her Drunken Father Shoots Mother and Then Commits Suicide.

On returning home from a drunken debauch yesterday evening John Milhaud, forty years of age, employed as a sweeper in the Street Cleaning Department of Brooklyn, shot and killed his wife, Louise, thirty-six years old, and then turned the weapon on himself, dying almost at the same instant that his wife ceased to breathe. The double shooting occurred at No. 24 Hart street, Williamsburg, in the presence of Milhaud's little daughter, Christina, five years old.

Besides little Christina there are four other children, all under fifteen years of age. Because of the little money coming in every week, Mrs. Milhaud had been forced to take in washing to buy food for the family. Last night the husband demanded money from his wife with which to get beer. His wife said she had no money left and then he began to abuse her. Words led to blows, and the enraged man knocked the woman to the floor, drew a revolver and fired a shot into her body, then another into her head. He then rose to his feet and shot himself in the head.

OUTWITS RIVAL POTATO DIGGERS.

"I Win," Says Farmer After Contestants Turn Up His Two-Acre Patch.

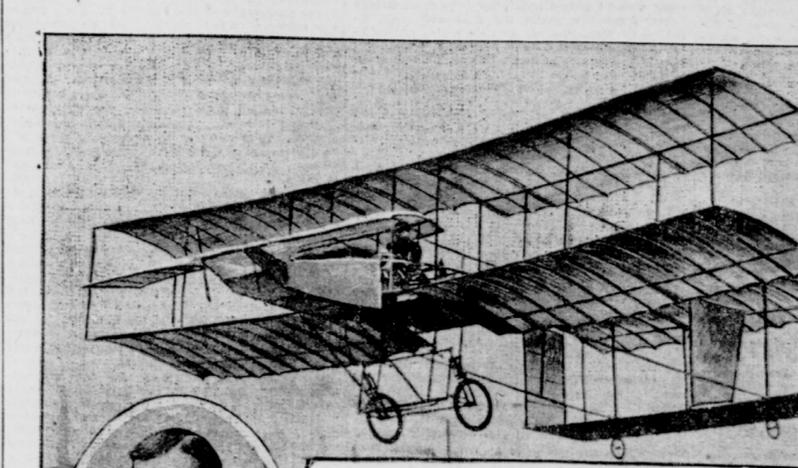
When Ira Young, a Southampton (Long Island) farmer, learned that two rival potato digging machines were being exploited by their owners as the very best ever, he chewed a straw a time, then by letter invited the champions of the two machines to make a fair test on his farm. Both accepted.

Nearly five hundred farmers gathered on Wednesday to see the demonstration in Ira's potato patch. Ira urged himself to another straw and cordially urged each farmer to do his level best with his potato digger, and not to let his rival outdo him. When each digger had turned up a full acre of potatoes, four hundred bushes in all, Ira announced that he would name the winner.

"I win," said he, standing forth and stroking his chin. "I've had two acres of spuds dug free."

HENRY FARMAN AND HIS AEROPLANE.

In which he won the Grand Prix de la Champagne, covering over 118 miles, at Rheims yesterday.



AUTO HIT BY 2 TRAINS

FOUR OCCUPANTS ESCAPE. Machine Tipped Over by One Express, Is Tossed by Another.

A touring car, in which were two men and two women, ran headlong into the Port Jefferson Express, west bound, on its way to Long Island City yesterday evening, and was thrown across to the eastbound tracks. There it was struck two minutes later by an eastbound express and broken into a thousand pieces, a few seconds after the party in the car had leaped to safety.

Had the latter train been exactly on schedule time all four persons would have been instantly killed. As it happened, only one of the men was slightly cut about the head, while the other occupants of the automobile were badly shaken up and scared.

It was at 5:23 p. m. that the westbound express, which runs between Port Jefferson and Long Island City, went thundering past Hyde Park station at more than a mile a minute. Calligan was the engineer at the throttle. As the train reached White's Lane, a short distance from the station, he felt a slight jar, followed by a blinding flash of steam. A moment later the train stopped.

When Calligan ran back to see what the trouble was he perceived the automobile, which had been completely overturned, lying on the eastbound tracks. Its four occupants, Dr. William S. Hubbard, of No. 1138 Bergen street, Brooklyn; his mother, Mrs. Elizabeth Hubbard, and Mr. and Mrs. A. C. Weaver, of No. 123 3d street, Newburg, N. Y., were lying beside the machine and on the tracks. As the engineer started to rush to their assistance an eastbound express train loomed up at full speed about two hundred yards away. Calligan shouted frantically to the prostrate figures on the track, expecting to see them ground to pieces beneath the oncoming train.

When the express was about fifty yards distant, however, the four people scrambled to their feet and rolled down an embankment beside the track, barely escaping the wheels. The spending train caught the overturned machine square in the middle and tossed it fully fifty feet into the air, and to one side, demolishing it completely.

Dr. Weaver said that the machine had just reached the rise in the road leading over the tracks when the westbound express train appeared in sight. It was too late to stop. He was driving the car, and knew that he could not cross the tracks without being struck. In this perilous situation he kept a cool head and determined to take the desperate chance of being sidestepped by the train in preference to meeting it head on. This he did, pulling the wheel of his car about with such force that the machine was brought to a position parallel with the train. Dr. Weaver yelled to his companions to jump for their lives, and they had just risen to their feet when the mud guard of the automobile was struck by the stopcock of the blow-off tube on the engine.

Instantly the machine was overturned on its side, while the breaking of the stopcock allowed all the steam in the engine boiler to escape, the train and automobile being enveloped in clouds of steam. The occupants of the automobile were thrown into the middle of the eastbound track. The engine kept on for two hundred yards, and came to a stop when all the steam had escaped.

HEAVY GULF STORM.

Sweeps Tarpon Beach—Damage Extends to Mexican Coast.

(By Telegraph to The Tribune.)

Galveston, Aug. 27.—The hurricane ploughing the gulf for four days struck the eastern coast of Mexico and the extreme southwestern coast of Texas at the mouth of the Rio Grande this morning. Great destruction of property, with perhaps loss of life, is reported, especially at Point Isabel, Tarpon Beach, Brownsville and other settlements in Texas, and at Caracol, Mezquital, Palo-Blanco and other Mexican coast points.

The hurricane is said to be the most severe that ever entered the gulf.

(By Telegraph to The Tribune.)

Brownsville, Tex., Aug. 27.—The storm in the Western Mexican Gulf last night did considerable damage on Padre and Brazos Islands, opposite Isabel. Every house, except the quarantine station and lighthouse at Tarpon Beach, was damaged and some entirely destroyed. The damage was done by high waves. Few visitors were at Tarpon Beach. They spent the night at the quarantine station, being brought to the main land to-day by the lifesaving crew from Brazos Santiago.

HERO SAVES 200 LIVES

WIRELESS OPERATOR GOES DOWN WITH SHIP.

Only Five Lost When Steamer Ohio Sinks Off British Columbia—The Last Message.

Seattle, Aug. 27.—Once more the story of man's heroism at sea has repeated itself. It is the tale of the wreck of the steamer Republic over again, only this time the wireless operator, who saved the lives of more than two hundred persons, was the victim of his own bravery and went down with his ship.

Five lives were lost in the sinking of the ship—the Alaska Steamship Company's steamer Ohio—off Steep Point, in the Highkiss Narrows, British Columbia, early to-day. All but two of the 128 passengers escaped, three of the victims being members of the crew. The loss of the steamer and the cargo is total.

The dead are F. J. Stephens, of Seattle, the purser; George E. Eccles, of Seattle, the heroic wireless operator; the quartermaster, a soldier and a steamer passenger. The last two were drowned by the upsetting of a boat.

Some of the passengers were taken ashore in lifeboats and carried by the fishing boat Kingfisher to Swanson Bay. Others were taken on the Humboldt and the Rupert City. The Humboldt's rescued passengers will be landed at Ketchikan, while the Rupert City is taking her passengers to Vancouver.

It is 320 miles from Seattle to Steep Point. The rocks where the Ohio sank shelve off rapidly into unusually deep water. The Ohio was insured for \$220,000. Captain John Johnson, her navigator, was regarded as one of the most skillful on the Pacific Coast.

The Ohio, which was bound from Seattle to Valdez, left the former port on August 24, and proceeded without incident until 1 o'clock on the morning of August 27, when Booth, the wireless operator at the distant post of Ketchikan, was startled by hearing the message "C Q D" flashing over the wire to him from across the Pacific. He had been in wireless communication with Eccles, the Ohio's operator, for more than an hour previous, and had just finished working with him, when the call for help brought into play all his faculties. Breathlessly he waited for a repetition of the message, and in an instant it was repeated, "C Q D, C Q D." Booth immediately answered the message that told of impending danger, and soon received this brief story of peril on the ocean:

"Ohio struck a rock; steamer sinking. Send aid immediately or everybody will be lost. Signed, Captain."

Booth flashed back across the water to Eccles, asking him what his latitude was. The operator on board the Ohio responded with this information, and immediately thereafter added to his previous messages:

"Ohio sinking fast—cannot hold out. Passengers being taken off in small boats. Captain and crew will stick to the last."

Almost simultaneously with this second message from Eccles came wireless flashes from the steamers Humboldt and Rupert City, of the McKenzie Brothers Steamship Company, who were near the scene of the wreck at the time, and in communication with the Ohio. These boats learned of the Ohio's position from Eccles, and flashed back that they would change their course and stand by the Ohio as soon as possible.

When Eccles's second urgent appeal for help was received by the Humboldt and the Rupert City they answered that they were headed for the sinking vessel and would pick the passengers up. Then back through the night came the final message from the stricken ship, a message that was to be left unfinished. It was Eccles's final statement, for immediately after he must have gone down with the Ohio. Swiftly the wires flashed in connection with the rescuing steamers and with Booth's Alaskan station:

"Passengers all off and adrift in small boats. Captain and crew going off in the last boat; waiting for me now. Goodbye. My God, I'm!"

Booth was stunned at his instrument for a moment; then he flashed back to the Ohio, hoping to get into communication again with the operator on the steamer, but his efforts were in vain; there was no answering flash from Eccles, and it became evident that he had stuck to his post until the last, when he found it was too late to save himself.

There were others on board the Ohio who proved themselves of the stuff of which heroes are made when the ship struck the hidden rocks. The purser, F. J. Stephens, of Seattle, insisted on helping off all the passengers and staying with the ship. Stephens might have been saved from death had he elected to jump into a lifeboat, but he saw every man, woman and child safely into the lifeboats before he made a move to save his own life, only to find it too late.

DEAD IN AUTO CRASH

MECHANIC KILLED WHEN CAR UPSSETS.

Driver Said To Be Fatally Hurt in Accident at Twenty-four Hour Contest.

Driving madly around the Brighton Beach track in the second hour of the twenty-four-hour automobile race that began there at 10 o'clock, W. Cole, mechanic of a Stearns racing car, was almost instantly killed last night when his machine smashed into a big Acme racer, driven by Patshke. A few feet from the mangled body of Cole, who died almost before the horror-stricken spectators could rush to his rescue, lay Grosse, the driver of the car, with his spine broken and suffering from such injuries that his recovery was said almost to be impossible, still breathing. For ten minutes the dizzy procession of the flying cars around the track was stopped. Then, with a rush and a roar the other cars began the grind again, and the crowd that had looked on the death of Cole turned again to the living, to cheer on the contestants in their wild race.

Splitting flames from their exhausts, the racers swept on and on around the track. But in a few minutes there came another crash, almost as terrific as the explosion that had marked the destruction of the Stearns, and a new cry of horror went up as overstrained nerves snapped at the sound. This time Van Tine, driving the second Acme car, as he made the same turn at which the first accident had occurred saw that he must choose between a collision and driving through the fence. He took the latter alternative and smashed right through the heavy timbers. Neither he nor his mechanic was hurt and the car only lost a wheel. It was swiftly dragged to its quarters, fitted with a new wheel, and started off again.

Just before the crash there had been a moment of wild excitement when Hugh Hughes, the driver of the Allen-Kingston car, narrowly escaped death as the gasoline tank of his car blazed up. Every stitch of his clothing was burned off before the fire could be extinguished, but he escaped almost unhurt, and resumed the race.

The accident that caused the death of Cole came at the dangerous upper turn. The Stearns, Acme and Renault cars were racing along almost side by side, when the Stearns car suddenly swerved, apparently because a tire had burst, and crashed into the Acme. There was an explosion a second later, as the Stearns car rolled over and over, grinding the life out of Cole as it upset.

Flames surrounded the wreckage of the car for a moment, casting a terrible light on the men it had held. But the fire was soon out, and every effort was made to save the two men, the race even being stopped for ten minutes. It was useless, however, so far as Cole was concerned, as he was dead before a doctor reached him. Although Grosse sustained a severe injury to the spine, and it is feared that it is broken, it was said at the Coney Island Emergency Hospital early this morning that there was about one chance in a thousand of his recovery.

(For other details of the race see Page 5.)

HOLDS TRACK OWNERS.

Coroner Calls the Grand Jury in Indianapolis Auto Inquiry.

Indianapolis, Aug. 27.—The owners of the new Indianapolis Motor Speedway are held responsible for the several deaths that occurred in accidents during the automobile races of August 19, 20 and 21, in the coroner's decision, made public to-night. He reports the matter for grand jury investigation.

HILL SOUNDS WARNING.

Big Northwestern Wheat Harvest, but No Bumper Crop.

St. Paul, Aug. 27.—A note of warning to crop statisticians who are predicting a bumper crop of wheat in the Northwest was sounded by James J. Hill, chairman of the board of directors of the Great Northern Railroad, in an interview to-day.

"I believe that the Northwest will harvest a crop that will be about 50,000,000 bushels larger than some previous years," said Mr. Hill, "but the statement that a bumper crop is expected is far from true. We will have a fair harvest, but not the expectations of the country, will not be fulfilled. Much harm has been done by recent published statements."

Omaha, Aug. 27.—Damage to fifty million bushels has already resulted to the corn crop in Nebraska from the drought. No rain has fallen, except locally, for more than a month, and the corn is burning badly, especially in the country south of the Platte River, where the damage is estimated at from 40 to 60 per cent. In the north Platte country the damage is not so heavy, and is estimated at 15 to 20 per cent. A conservative estimate of the damage is 20 per cent of the whole, which amounts to fifty million bushels.

REQUEST TO RAISE THE MAINE.

Havana, Aug. 27.—An application has been made to the Cuban government by Jacinto Alla, an Argentine engineer, for permission to raise the battleship Maine, in Havana Harbor. His proposal is under consideration by the Department of State.

ARDEN MYSTERY DEEP

HARRIMAN BETTER, SON-IN-LAW SAYS.

Belief That Physicians Are Gathering for Consultation—Preparations for Operation Reported.

(By Telegraph to The Tribune.)

Arden, N. Y., Aug. 27.—E. H. Harriman spent the day to-day on the porch of his home at Tower Hill, carefully guarded from intrusion, while rumors thickly pervaded the neighborhood of preparations for an imminent surgical operation. If the rumors reached Mr. Harriman, or if there was any good foundation for them, neither circumstance worried him. He sat wrapped in a light overcoat and shaded by an umbrella, and consulted his workmen. Late in the afternoon he was busily engaged with one of the masons employed on the grounds, when a reporter went to the house and saw C. F. Ford, the superintendent of Tower Hill. The reporter was not allowed to talk to Mr. Harriman, but he could see that from all outward appearance if Mr. Harriman were no better than when he reached home last Tuesday, at best he could be no worse. As a further evidence of his lively interest in current events, Robert L. Gerry, Mr. Harriman's son-in-law, motored over to Goshen this afternoon to learn the results of the races, in which Mr. Harriman had his horses entered.

Mr. Gerry talked for a few minutes with the newspaper men just as he was starting on the trip to Goshen.

"Mr. Harriman is much better to-day," he said, in answer to a query. "He has been on the veranda most of the day, and has been in a very cheerful mood. He is greatly interested in the work at Tower Hill, and a great part of his time has been taken up in consulting with the workmen."

Mr. Gerry then denied two of the rumors that have caused most of the scurrying in the neighborhood of Arden.

"It is understood," he was told, "that two tanks of oxygen were taken to Tower Hill."

"There is nothing in that story," Mr. Gerry said. "There has been no oxygen received here since Mr. Harriman came."

The other report was that an operating table had been sent up from Turner. Mr. Gerry laughed at this story also.

"No such thing," he said. "Neither oxygen tanks nor an operating table has been received."

SUGGESTIONS OF BULLETINS.

Mr. Gerry said that he thought some means should be taken to have regular bulletins of Mr. Harriman's condition reach the public. He added, however, that that was not a matter of which he had any control. Judge R. S. Lovett, he said, Mr. Harriman's closest friend, was the only one with authority to speak.

Mr. Ford, the Tower Hill superintendent, added his testimony to Mr. Gerry's in refutation of the rumors. He admitted that two tanks had been taken to Tower Hill this morning. "But," he said, "they were tanks of ammonia gas for the refrigerating plant. We send for two tanks every week."

"Well," he was asked, "how about the operating table?"

"That," he answered, "was a bed for one of the men in the camp."

"But it was neither of the size, the shape nor the construction of a camp bed," he was told.

"One of the men has a child," Mr. Ford said. For corroboration of his general denial Mr. Ford pointed to Mr. Harriman sitting on the porch.

"He has been there all day," Mr. Ford said, "consulting with the workmen about the affairs of the estate. He is talking to one of the masons."

"The stories that Mr. Harriman is in a critical condition are not founded on fact in my opinion," added Mr. Ford. "He has a firm grip when he shakes hands, and he appears brighter. He is in competent hands with Dr. Lyle and Judge Lovett, and while it is not my place to ask questions, I believe he is suffering from a natural breakdown from overwork and will rally up here with plenty of rest and good food, and be about again as usual after a while."

While Mr. Ford was talking to the reporter Mr. Gerry returned from Goshen with four men in the automobile. Soon after Mr. Gerry's return the younger members of Mr. Harriman's family came out of the house with tennis rackets in their hands and went over to the courts, laughing and chatting, for a game of tennis.

ON BILL OF LADING AS "OXYGEN."

The theory of the probability of a surgical operation is based on four points. The first is Mr. Harriman's trip abroad and his evident weakened condition on his return home, combined with the great secrecy that has been maintained about his ailment. The second that came up to-day was the arrival of the two tanks supposed to contain oxygen. The third was the coming of the supposed operating table to-day, and the fourth, apparently confirming the arrival of the oxygen and the table, was the news that Dr. George W. Crile, the well known surgeon of Cleveland, was coming to the Harriman home on a special train from Bretton Woods, N. H. Notwithstanding the denial that the two tanks contained oxygen, it is generally believed that that is what they did hold. They were recorded on the bill of lading as "oxygen." It was reported before Mr. Harriman returned that the surgeons on the other side wanted to operate on him, but he had insisted on coming home first. It was reported also that the surgeons on the Kaiser Wilhelm II wanted to perform an operation. Since Mr. Harriman reached Tower Hill Dr. Dittman has been sent for from New York to consult with Dr. Lyle, and Dr. Crile is now here or on his way here. Furthermore, no one can be found here who knows anything of a custom of having two tanks of ammonia gas sent to Tower Hill weekly, while in refrigerating plants the ammonia is converted into gas on the spot, and the ammonia is shipped in glass carboys, and not in tanks.

The supposed operating table was seen in the station at Turner by several persons, and all were agreed as to what it was. There was considerable anxiety at Tower Hill about the arrival of the table, as telephone messages, inquiring if the table had arrived, were received at Turner several times in the course of the day, and when it came an automobile took it up to the house. The table was a collapsible iron one, having folding wheels with pneumatic tires.

MRS. HARRIMAN NEVER FAR AWAY.

Judge Lovett has been at the house since early yesterday afternoon. He and Dr. Lyle are almost constantly with Mr. Harriman, and Mrs. Harriman is never far away. Judge Lovett is, apparently, running the Union Pacific affairs from Tower Hill, and it seems that Mr. Harriman has at last been convinced that he must leave business affairs, for a time at least, in the hands of his associates.

Judge Lovett was urged to say something concerning Mr. Harriman's condition, but he replied: "I have decided to say nothing, no matter what is