

AMERICA'S AIR VICTORY

GLENN H. CURTISS WINS BENNETT TROPHY.

Makes 12.42 Miles in His Aeroplane in 15 Minutes 50.3-5 Seconds, Fastest Time on Record.

Betheny Aviation Field, Rheims, Aug. 28.—The international cup of aviation, known also as the Gordon Bennett trophy, was won to-day by Glenn H. Curtiss, the American aviator, in the fastest aerial journey of 20 kilometres (12.42 miles) ever accomplished by man. His time, 15 minutes 50.3-5 seconds, was only 5.3-5 seconds faster than that made by M. Bleriot over the same course.

The two other pilots who represented France, Latham and Lefebvre, finished, respectively, in 17 minutes 32 seconds and 20 minutes 47.3-5 seconds. Cockburn, an Englishman, ran into a laystack as he was manoeuvring for the start and did not cross the line. Several other machines which were expected to start were not ready within the time limit.

The race lay between Bleriot and Curtiss, with Latham as a possible outsider. Lefebvre on previous performances apparently had no chance. Fortune favored the American. An accident two days ago to Bleriot's powerful fast machine, with which he held the lap record, was a serious handicap, as he had no opportunity to try out the repaired machine.

Curtiss stole a march on his rivals by getting away early. Finding conditions favorable at 10 o'clock in the morning, he decided to take no chances in the fickle weather, and after a trial trip, in which he made the circuit of the course in 7 minutes 55.1-5 second, lowering the world's record nine seconds, he started immediately on his attempt to win the cup. He handled his machine, which flew along at a speed never before witnessed, in masterly style, especially at the turns, which he took on the down grade. The first round, measuring 6.21 miles, was made in 7 minutes 57.2-5 seconds, somewhat slower than the trial, but the second round was covered two seconds faster, 7 minutes 53.1-5 seconds, another world's record.

TIME LIMIT APPROACHES.

This remarkable showing on the part of the American created consternation in the Bleriot camp. The French favorite, whose machine was equipped with a four-bladed propeller, made a trial, but could do no better than 7 minutes 58.4 seconds for the round. Then, upon the advice of Santos-Dumont, he substituted a two-bladed propeller, but this proved slower still, and the French began to doubt the ability of their champion. Bleriot replaced the original propeller and tinkered with his machine for several hours. In the mean time Lefebvre in a Wright biplane, but without hope of winning, flew over the course, but his time was five minutes slower than that of Curtiss.

The excitement grew steadily as 5 o'clock, which the public understood was the time limit for starting in this event, approached. Bleriot's and Latham's machines were run out and everybody stood watch in hand. At 5 o'clock the crowd concluded that the two French champions had decided and a murmur of protest arose, but a minute later it was officially announced that the wording of the rule had been understood, and that the rule allowed a set to be made any time before 5.30 o'clock.

VICTORY POPULAR.

A few minutes later Bleriot and Latham crossed the line in quick succession. Bleriot went by the tribunes at a terrific pace, and for a moment the Americans feared lest Curtiss would be beaten. He finished the first round almost in the identical time of Curtiss's fastest lap, covering the ten kilometres in 7 minutes 53.5 seconds, but his speed seemed appreciably to decrease in the last round, and before he reached the final turn the stop watches showed that he had lost.

The French crowds were greatly disappointed at the failure of their countrymen, but largely owing to the popularity of the Wrights in France and the general French recognition of the wonderful stimulus Americans have given to the science of aviation, no foreign victory could have been so popular as an American.

The judges immediately ran up the American flag on the signal pole on the timekeepers' stand in front of the tribunes and the hands played "The Star Spangled Banner." There was great rejoicing among the American spectators. Ambassador Henry White, accompanied by Mrs. Theodore Roosevelt, Miss Ethel Roosevelt, Quentin and Archie, had arrived in time to witness the flights by Bleriot and Latham from a special box placed at the disposal of the party.

When the American flag went up, Curtiss, who had refused to accept congratulations until it was officially announced that Bleriot's time was slower than his, was escorted, or rather, dragged, from the shed to the ambassador's box by several hundred enthusiastic Americans. Mr. White's first words were: "I came to see you win, and you have done it."

MRS. ROOSEVELT INTERESTED.

The ambassador then told how proud he was that America had triumphed and that the blue ribbon of the air would now be defended by the United States. He concluded by congratulating Curtiss in the name of the government and the people of the United States, and then presented Mrs. White and Mrs. Roosevelt, as well as the other members of the party, who added their congratulations in warm terms. Quentin said, "It was bully," at which everybody laughed. Mrs. Roosevelt expressed regret that the exhibition was not there to witness the American victory. Thousands watched the scene from the lawn below the stand. The entire party then visited Curtiss in the shed, where the hero of the hour got in the seat and explained how the machine was controlled. Later the ambassador made the rounds of several other sheds to congratulate the aviators, while Mrs. Roosevelt and Mr. and Mrs. Robert Bacon visited one of the dirigibles and were shown its workings.

Later the party witnessed the start of Bleriot, Lefebvre, De la Grange and Hunau-Varille. They saw Bleriot just at dark clip 5 1/2 seconds of Curtiss's fastest round in the international in a 10-kilometre flight in the lap speed contest, making the distance in 7 minutes 47 1/2 seconds, which is a new world's record, and Henry Farman, who yesterday won the Prix de la Chaine, add to his laurels by carrying two passengers around the course.

Ambassador White expressed the opinion that the achievements of aviation week will have an echo around the world and mark an era in the life of humanity. "It looks as if everybody will be on the wing," he said. The entire party were the guests of Cortland F. Bishop, president of the Aero Club of America, at dinner at the tribune restaurant, returning to Paris tomorrow.

PASSENGER CARRYING CONTEST.

Only Lefebvre and Farman appeared in the passenger carrying contest late in the afternoon. The former covered a lap with one passenger in

A SURGICAL TRIUMPH.

Dr. Doyen Grafts Sheep's Vein Into Man's Leg.

Paris, Aug. 28.—Professor Doyen, well known for his investigations into the origin of cancer, has created a sensation in the scientific world by successfully grafting the jugular vein of a sheep on to a man's leg. This is said to be the first time that the operation on vein grafting has been carried out between an animal and a human being.

Dr. Doyen's patient was suffering from an extensive arterial aneurism of the leg, which was cured by an operation, but there remained an oedemic condition of the limb, indicating the insufficiency of the deep venous circulation, which the superficial venous circulation could not compensate for. Accordingly, Dr. Doyen decided to substitute a sheep's vein, twenty-five centimetres long, for the vein which had been operated on.

After the patient had been chloroformed the sheep's vein was successfully put in position, and immediately the deep venous circulation was re-established and the oedemic condition of the leg rapidly disappeared. The segment of the sheep's vein before being grafted was placed in a salt isotonic solution.

Dr. Doyen, who has just left Paris to take part in the International Medical Congress at Budapest, where he will give a detailed description of this operation, says that it is one that must be completed within forty-five minutes; otherwise the transplanted vein dies and is useless. C. I. B.

WATCHED DEATH COMING

Aged Man Saw Heavy Elevator Slowly Descend Upon Him.

Philadelphia, Aug. 28.—Rendered helpless by a fall down an elevator shaft in the meat packing establishment of Swift & Co. here to-day, Theodore Facey, a watchman, seventy-five years old, was forced to lie in agony and watch death slowly approach in the form of a heavy elevator which he had started on its descent from an upper floor.

When found the aged man's body was terribly crushed. The face, hardly injured, however, bore mute testimony to the torture he had passed through in the few seconds it had taken for the elevator to reach him.

ECCLES'S LAST VOYAGE.

Had Resigned, but Sailed Pending Employment of New Operator.

Seattle, Aug. 28.—George C. Eccles, the wireless operator who perished in the wreck of the steamer Ohio, had not expected to make the trip with the steamer. It was learned to-day. The day before the steamer sailed he handed in his resignation, having obtained employment at Suisna, Alaska. As the company was short of men he consented to make one more trip before giving up his place. According to a wireless message received here to-day Eccles and F. J. Stephens, the purser of the wrecked steamer, went below to search for the quartermaster and a stowaway passenger. Unable to find them Eccles returned to his station and began sending a message. Just before the vessel made the plunge that carried her to the bottom the operator was seen to leap from the wireless 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.

STOLEN AUTO CHASE.

Broadway Sees Some Reckless Driving and an Escape.

Two men in an automobile which did not belong to them led a chauffeur employed by the company that owned the machine an exciting chase through Times Square at 6 o'clock last night, and finally lost him in the maze of automobiles and surface cars at Seventh avenue and 51st street.

Thomas Langy, of No. 206 West 45th street, employed by Kennedy & Schrader, whose office is in the Times Building, was returning there to make a report after leaving his machine in 44th street, between Broadway and Sixth avenue. At Broadway he saw two men in another car owned by the company proceeding north at a slow rate of speed. Langy shouted to them and they put on more power. Langy jumped into a taxicab to follow them, but was told that the machine was stalled. He was forced to get his own car to give chase.

Langy turned into Broadway on two wheels as the men were scooting across the Seventh avenue car tracks at 45th street. From them on traffic regulations were disregarded. Both machines used all the speed they were capable of in their interior. The leader grazed a Broadway car at 46th street, and several persons who were waiting to board the car escaped being run down by a narrow margin.

At 51st street the stolen car was turned sharply toward Seventh avenue. Langy was carried past the corner by the speed of his machine, and when he had backed up and dashed into Seventh avenue the other car and its occupants had disappeared.

"MACBETH" IN AN OLD ABBEY.

Maurice Maeterlinck's Notable Presentation at Caudebec.

Caudebec-en-Caux, France, Aug. 28.—A picturesque presentation of "Macbeth" was given to-night in the ancient Benedictine Abbey of St. Wandrille, near the home of the Belgian writer, Maurice Maeterlinck, whose wife was Georgette Leblanc, a well known singer.

Hamlet St. Wandrille was effective as stage scenery and auditorium. The tragedy was represented in its cloisters, halls and crumbling ruins, while the audience, limited to fifty, literally became "spying spectators," watching the ever changing play from the windows, nooks and corners, and the witches' dance about the boiling cauldron on a real height to the sleep-walking scene of Lady Macbeth.

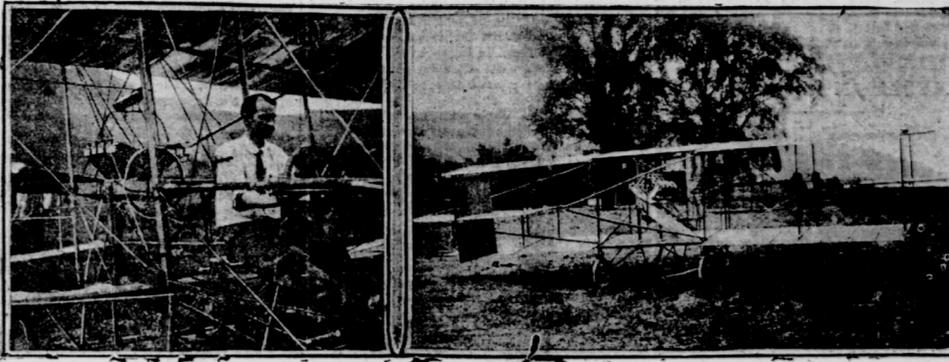
M. Maeterlinck wrote a special French translation for the occasion and a special company interpreted the play.

UNCLAIMED LETTER CONTAINED \$100.

Mailed in Boston—Neither Sender Nor Addressee Discoverable.

Washington, Aug. 28.—One hundred dollars in bills, inclosed between two pieces of postboard, was found in an unclaimed letter opened to-day in the dead letter division of the Postoffice Department. The envelope contained no message nor writing of any kind that would disclose the name or address of the sender. The envelope was mailed in Boston to an address in New York City, but the person to whom it was addressed could not be found.

GLENN H. CURTISS AND HIS AEROPLANE.



MR. CURTISS AT THE WHEEL OF HIS MACHINE, AND THE AEROPLANE IN WHICH HE WON THE INTERNATIONAL AVIATION CUP IN THE CONTEST AT RHEIMS, FRANCE, YESTERDAY.

BASLE WINS IN RENAULT

DISBROW FINISHES SECOND IN LONG RACE.

Desperate Driving by Patschke in Acme Car Marks Last Hours of Contest at Brighton Beach.

The twenty-four-hour automobile race which ended at Brighton Beach at 10:20 o'clock last night was one of the hardest fought contests seen in the East this year. The desperate driving resulted in the killing of one man, the serious, if not fatal, injuring of another, and the more or less serious injury of five others. Three cars were totally wrecked and a fourth had to be withdrawn from the race because of accidents.

More than a hundred miles in the lead, with his car in superb condition considering the great test to which it had been subjected, and running smoothly, Basle dashed across the line winner of the second twenty-four hour auto race of the season at Brighton Beach. The winning car covered 1,050 miles, which was 122 miles less than the record established last October by G. H. Robertson with a Simplex car.

The prize for the car making the greatest mileage in an hour goes to the Acme No. 3, it having made fifty-five miles in the first hour of the contest. While the Acme No. 4 car was tied with the Acme No. 3 in this hour, the latter car was first over the line.

The Rainer car, driven by Disbrow and Lund, finished second, 111 miles behind the winner. The Acme No. 3 was third, with 883 miles, the Palmer and Singer fourth, with 870 miles, and the Allen Kingston fifth, with 865 miles, while the Acme No. 4 finished last, with 769 miles.

It was a race marked by periods of desperate driving, of half-raising sprints between cars far behind the leaders, the drivers of which nevertheless raced as if first place was within grasp. It was a race also marked by numerous accidents; a race which cost one life, probably will cost another, and in which five other persons were seriously injured. Three cars totally wrecked and another sadly damaged illustrate the large number of accidents which occurred.

With the Renault car racing along smoothly miles in the lead the interest in the later hours centred on the desperate fight between the Palmer and Singer, the Allen Kingston and the Acme No. 4. Basle during the last hour or two took no chances of jeopardizing a sure victory by reckless or desperate driving.

The feature of the night was the daring drive of Patschke, in the Acme No. 3, who was off the track in the earlier part of the evening on several occasions. Although the two leaders were miles and miles ahead of him, and there was no hope of his winning, he sped his car around the course in dandee fashion, swinging it wide on the turns and stretch in passing the other cars. Patschke succeeded in regaining third place in the twenty-third hour over the Allen-Kingston car, which position the Acme car had held from the sixteenth to the twenty-first hour.

In the latter part of the twenty-third hour the Renault car was delayed for twenty minutes, owing to the breaking of its gasoline supply pipe, and met more trouble of a similar nature in the last hour.

The following remark was heard by a Tribune reporter from an old man on the lawn after a yell from the spectators to the drivers to "hit up."

"These outbursts remind me of the bullfights of the olden days we read of. It seems to me that many of the persons who attend these races are bent on excitement, no matter what the sacrifice may be. They should have had their appetite appeased since the start of this race."

Disbrow, in the Rainer car, stopped in front of the Judges' stand shortly before 10 o'clock and protested about a crowd that had got on the track over the fence on the far stretch. A number of policemen in automobiles were hastily sent to clear the course.

All through the night the crackling of the mighty machines, sounding like the crashing of volleys of musketry, broke in on the silence customary at Brighton. The track was a brilliant picture, studied under its entire circumference with a double row of powerful acetylene lamps which threw the brightness of midday on the brown, oil soaked track with its flying jugs and nuts. Two piercing bright eyes sending out a shaft of light that cut the pungent, smoke-filled air with the sharpness of a knife, an ever increasing roar; a whirl of sand and pebbles; and a car had flown past and was tearing around on another lap, leaving only the bright gleam of a set of red tail lights.

In the grandstand all was different, however. Not a ray of light pierced the inky gloom of the vast, steel ribbed structure, and here and there in faint outlines could be seen groups and whole blocks of figures who spoke in whispers for the most part and burst into loud applause when a favorite began to gain. There was a constant shifting of this vast mass of humanity from the stand down to the edge of the track and back to the stand. Eyes were straining on the scoreboards, on the long line of white tents where the different contestants had their camps, and most of all on the flying specters that shot through the gloom, screeching and with sputtering from overheated exhausts.

It was a strange sight that met the sun when the big red ball slowly lifted itself out of the ocean, sending welcome light to grimy drivers and weary spectators. Many who had been asleep awoke and began to take an interest again in the race and the new day, and others went off in search of something to appease their hunger. A long line of automobiles had stood

Continued on ninth page.

MOST MARRIED WOMAN.

Mrs. Grace Snell-Coffin-Coffin-Walker-Coffin-Layman-Love-Loce.

Los Angeles, Aug. 28.—Mrs. Grace Snell-Coffin-Coffin-Walker-Coffin-Layman-Love-Loce, probably the most married woman in the world, eloped to-day with her last former husband and became Mrs. Love again. They ran away to Santa Ana, the Gretna Green of Los Angeles, and were married by Justice Smith Wick.

Hugh M. Love, the latest and present husband, is a former local newspaper man and ex-secretary of the Board of Health. Love and his wife were first married a little over a year ago. She divorced him on the grounds of cruelty. Mrs. Love is a daughter of the late Amos J. Snell, the Chicago millionaire banker, who was murdered twenty years ago at his home in Chicago. She began getting married in 1884.

MUST GO TO KANSAS.

Requisition Granted for Alleged Kidnappers of "Incubator Baby."

Jefferson City, Mo., Aug. 28.—Acting Governor Gmelch honored the requisition of Governor Stubbs of Kansas to-day for the return of Estella Barclay and John W. Gentry to stand trial on the charge of kidnaping Marian Beakley, the "incubator baby."

PELLAGRA IN ILLINOIS.

Over 150 Cases at Insane Hospital—Corn Barred as Food.

Peoria, Ill., Aug. 28.—Over one hundred and fifty cases of pellagra have been discovered in the general hospital for the insane at South Bartonville. For a month Captain E. F. Siler, of the United States Army Medical Corps, has been investigating the epidemic.

As far as the analysis has gone, it is believed that the disease has been caused by eating mouldy corn, and corn has therefore been tabooed at the hospital. It is not known whether the disease can be cured or not. In some cases it resembles the first stages of leprosy. Photographs of twenty-four patients have been made and will be submitted to the government with Captain Siler's report.

SEEK HEIR LONG LOST.

Last Heard of in This City Twenty-five Years Ago.

Boston, Aug. 28.—Henry Haviland, a former Boston man, last heard from nearly a quarter of a century ago in the vicinity of New York. It is sought by a firm of lawyers in this city as the heir to an estate left in the hands of trustees by Haviland's wife when she died in 1886.

Although it has been twenty-three years since Mrs. Haviland's death and the property has passed through the hands of three sets of trustees since then the estate is still unsettled, but will now go to her heirs if this attempt to find the missing husband does not succeed.

"This property was left by Thomas Haviland, a builder in Boston, many years ago," said R. W. Hale, of Dover, senior partner of Hale & Grinnell, when seen by a reporter. "Thomas Haviland died and left the property in trust to be divided among the heirs of his daughter, Mary E. Haviland, on her death."

EXCURSION BOAT HELPLESS.

In Collision with B. & O. Car Float—None of Four Hundred Passengers Injured.

The J. S. Warden, with about four hundred excursionists on board, was in collision with a car float off Robbins Reef last night. The Warden was bound for Newark from Coney Island. When the excursion boat was rounding the reef into Staten Island Sound the car float struck it on the starboard side, cutting the rail and damaging the paddle wheel. The J. S. Warden was made helpless, but two tugs towed her to Elizabethport. None of the passengers was injured.

BRIDEGROOM MAKES BIG GIFT.

Sister of J. N. Jarvis Said to Have Received \$1,000,000 at Brother's Wedding.

Montclair, N. J., Aug. 28.—James N. Jarvis, a wealthy banker, of No. 139 Upper Mountain avenue, who was married to-day to Miss Helen V. Newton, of Bloomfield, is reported to have commemorated his marriage by a gift of a large sum of money to his sister, Miss M. Scott Jarvis, of this town, who has for many years made her home with her brother here. Some say the gift was as much as \$1,000,000, but the report could not be confirmed.

Announcement was made to-day that Miss Jarvis had purchased a \$50,000 residence belonging to G. R. K. Smith, on South Pullerton avenue, in this town, where she will live in the future.

The wedding of Mr. Jarvis and Miss Newton, which took place this morning at 10 o'clock in the parlors of the Newton home, was followed by the departure of the couple on the steamship America for a trip to Egypt, England, Scotland and France. The wedding ceremony to-day was performed by the Rev. William T. Wilcox, pastor of the Westminster Presbyterian Church, in Bloomfield.

HANGS HIMSELF AT EIGHTY-TWO.

Despondent because he was feeble and could work no more, Charles Maeyers, eighty-two years old, of Newark, committed suicide yesterday by hanging. Mrs. Maeyers is sixty-nine years old, but she managed to make enough money by doing light housework to support herself and husband. Maeyers worried over the fact that his wife was forced to this extremity.

HARRIMAN A WELL

MAN, SAYS SCHIFF

BANKER HOPEFUL AFTER ARDEN HOUSE VISIT.

Rector and Others Deny Condition Is Serious—No Operation Planned, It Is Said.

Arden, N. Y., Aug. 28.—Rumors of the preparations to operate on E. H. Harriman were punctured from several directions to-day. Jacob H. Schiff came out to see the railroad man, and after his visit talked of Mr. Harriman's condition and left the stories of serious illness in tatters and shreds. Mr. Schiff dropped off at Arden at 10:30 o'clock from a through train that was under special orders to stop for him. When he arrived Mr. Schiff was evidently greatly worried. He looked gloomy and depressed and refused to speak of the reason for his visit.

"I have nothing to say," he said, "positively nothing to say."

When it was learned that other Wall Street men had been excited by the sensational stories published in regard to Mr. Harriman's condition and that many telephone messages had been received at Arden House, it was evident that that also was the reason for Mr. Schiff's visit. It is known that he was not expected yesterday, but that arrangements for the visit were made late last night, and this morning telephone messages were sent to Jersey City to have Mr. Schiff's train stop at Arden. An automobile was there waiting for the financier, and took him up the winding road to the top of the hill. On his return to the railroad station nearly three hours later he was smiling and happy. His attitude had entirely changed in the three hours' interval. While he was not eager to talk, he had no hesitation in answering specific queries. In view of the many rumors that had pervaded the atmosphere for the last three days the first query was:

"Has there been an operation on Mr. Harriman?"

"No," said Mr. Schiff. "Positively, no. Mr. Harriman is a well man. There is no need for an operation; no reason for one; no cause for one."

"Is any operation contemplated?" he was asked.

"No," he said. "Why should there be?"

Mr. Schiff then made a large opening in another of the wild stories that had been spread. "Is there any great array of physicians at Arden House?" he was asked.

"No," he said. "Dr. Crile is the only one there."

DENIES DR. CRILE IS AT ARDEN.

Well informed newspaper men have not credited the stories sent out that eight physicians were at Mr. Harriman's bedside last night. They knew that it was impossible for so many physicians to have gone in unnoticed, and further that that number of men had not entered the grounds. It was known, also, that no special train had stopped at either Arden or Turner yesterday. Mr. Schiff's statement, however, clinched the knowledge. Later he confirmed it in even stronger terms. He was asked if he had seen Dr. Crile at Arden House, and he replied:

"Who is he? I never heard of him. Dr. Crile is the only physician with Mr. Harriman."

When he was asked from what ailment Mr. Harriman was suffering Mr. Schiff said:

"He has had a nervous breakdown from overwork. The rest and the air here seem to have improved him greatly. I met him on the piazza. He looked well and he was cheerful, even enthusiastic."

There was no significance to his visit, Mr. Schiff said. He had merely called to see a friend who had returned from a vacation, and business was not discussed. When the subject of so-called oxygen tanks was brought up, Mr. Schiff treated it as a joke.

"Are you sure the tanks contained oxygen?" he asked. "I always thought the air was good enough up here without any artificial stimulants." At the mention of the supposed operating table he became serious again. "I don't believe a word of it," he said.

Mr. Schiff took a local train back to town, calling goodbye to the newspaper men as he mounted the steps.

The Rev. Dr. J. Holmes McGuinness was another visitor at the Harriman home to-day. Dr. McGuinness is the Episcopal rector at Chester, N. Y., and at Arden, holding services at the two places alternately. He is known locally as Mr. Harriman's pastor. After he had been up the mountain he said he had not found Mr. Harriman in a critical condition.

"He is rapidly regaining his strength," Dr. McGuinness said, "and I could not see that they were making any preparations for an operation. He does not look like a man who needed an operation."

FINANCIER WRAPPED UP IN PLANS.

Dr. McGuinness said that he spent most of his time at Arden on the porch with Mr. Harriman, who seemed wrapped up in his plans for the completion of his home.

"Mr. Harriman did most of the talking," Dr. McGuinness said, "and he talked mostly of his plans. He had very little to say about his health, except that he was rapidly recovering from the effects of his ocean voyage and that his appetite was much better."

From other sources it was learned that the sensational reports of consultations of physicians and imminent operations had brought many telephone inquiries to Arden to-day. From a source of the highest authority it was learned that there had been no surgical operation on Mr. Harriman and that none was contemplated.

"Mr. Harriman is not suffering from any disease that would make an operation necessary or for which an operation would be of benefit," this person said.

"From just what is Mr. Harriman suffering?" was asked. "There are so many rumors about that it would be well to have something authoritative on the subject."

"Mr. Harriman," was the reply, "is suffering from a nervous breakdown, caused by overwork and from stomach disorders. But he has no cancerous affection, and the story of the ossification of the lower vertebrae of the spinal column is wholly without foundation."

"While abroad," the informant went on, "Mr. Harriman was carefully examined by the best specialists in Europe, and was told that his heart, lungs, kidneys and all his vital organs were in good condition. He has no organic or chronic disease. His family and friends are convinced that his trouble comes from overwork and lack of proper regard for his health in his habit of living. This morning they said that of good preservation."

EIGHT HUNDRED DEAD

IN GREAT FLOODS IN NORTHERN MEXICO.

Loss of Twelve Millions of Dollars in and Near Monterey, Which Is Partly Submerged.

Monterey, Mexico, Aug. 28.—Eight hundred persons drowned, fifteen thousand homeless, and property damage to the extent of \$12,000,000 are the results of a flood which struck this city between 1 and 2 o'clock this morning.

The scene in the flood swept section of Monterey to-night is one of utter desolation. Four city blocks on the south side have completely disappeared.

For seventy-two hours rain has fallen in unprecedented volume throughout this section, and the Santa Catarina River rose gradually all day Friday, the crest of the flood reaching Monterey early to-day. At first it was thought that there would be no loss of life, but the water had a height never before attained and swept buildings from their foundations by the score. The electric light plant was put out of commission last night and the complete darkness was an added horror. Cries of the drowning could be heard, but the onlookers were powerless to render aid.

When daylight came the scene was indescribable. All through the flooded district groups could be seen huddled on the tops of the two-story buildings, entirely surrounded by a tumultuous, seething mass of water. One by one these houses disappeared with their human freight.

Nothing could live in the wild current of the Santa Catarina River, which was running at the rate of twenty miles an hour. During the early morning hours the depth of water remained stationary, and it was noon before a fall of four feet began. By 4 o'clock this afternoon the river was back in its banks, only to go out of them again at 6 o'clock because of the continued downpour of rain.

The great steel plant at Monterey suffered a loss of nearly \$1,000,000 by the flood and the smelter of the Mexican Lead Company is cut off from the city and submerged. It is estimated that the loss at this plant will be more than \$3,000,000.

The Santa Catarina River runs almost directly through the centre of Monterey. Along its right bank is located the suburb of San Luis, inhabited by the poorer citizens. It was in this section that the greatest loss of life occurred, for most of the suburb is composed of one-story adobe houses. When the flood waters struck these buildings they collapsed as though composed of paper and buried their inmates beneath a mass of debris in such a manner that they had absolutely no opportunity to escape and were drowned.

Many families having experienced other floods remained in their dwellings until compelled to seek refuge on the roofs, but too late, for they found themselves entirely surrounded by water and absolutely at the mercy of the raging sea.

For many months throughout the year the Santa Catarina River is a dry bed, absolutely devoid of water, but during the rainy season it becomes an important stream. For the last forty-eight hours such a deluge of rain had fallen that the stream reached unprecedented proportions, and as its waters rose it completely inundated the poorer section of the city.

Monterey, which is a city of approximately 70,000 inhabitants, is in a valley between high mountains and is traversed by the Santa Catarina River.

Mex