New-York Tribune.

Vol. LXX....No. 23,221. To-day, fair and warmer. To-morrow, fair. NEW-YORK, TUESDAY, JUNE 14, 1910.—FOURTEEN PAGES. ★★ PRICE ONE CENT In City of New York, Jersey City and Hoboken. ELSEWHERE TWO CENTS.

ROOSEVELT'S SPEECH STIRS PARLIAMENT

Guildhall Utterance Leads to Debate on Egyptian Affairs in House of Commons.

MAKING AN ISSUE OF IT

Government Declares Its Confidence in British Agent in Egypt and Declines to Drag Roosevelt Into Controversy.

London, June 13.—Theodore Roosevelt's Guildhall speech led to a lengthy discussion of Egyptian affairs in the House of Commons to-night, the Conservatives demanding to know what course the ministers proposed to pursue, and some of the Liberal members denouncing what they termed Mr. Roosevelt's interference.

Arthur J. Balfour, leader of the Opposition, expressed warm appreciation of Mr. Roosevelt's sympathetic and kindly treatment of the subject. There was nothing in the speech, he said, to which the most sensitive Briton could take exception. The situation in Egypt, he declared, called for prompt action, and he hoped that the government would take steps to give support to the British representatives there, without which they will be helpless.

Sir Edward Grey, the Foreign Secretary, replying to the criticisms in behalf of the government, announced that Colonel Roosevelt's speech had been communicated to him before it was delivered. He had seldom listened to a speech with greater pleasure. Its friendly intention, he said, was obvious, and, taken as a whole, it was the greatest compliment to the work of one country ever paid by a citizen of another.

There was nothing in the present situation in Egypt, the Foreign Secretary declared, to occasion disquiet or justify a sudden resort to unusual methods, but if the symptoms already noted of anti-British agitation continued the government would take measures to assert its authority and protect the Egyptian ministers who followed the government's advice.

Interpellations were submitted in the House during the course of the day bearing on the same subject, to which the Secretary for Foreign Affairs made a brief reply. Sir Edward Grey declared that Sir Eldon Gorst, the British Agent and Consul-General in Egypt, had the complete confidence of the government. Sir Henry James Dalziel thereupon requested the Foreign Secretary to send a copy of his reply to Mr. Roosevelt. Sir Edward answered that he could see no reason for doing anything of the kind. The exchanges between the Foreign Secretary and Sir Henry Dalziel enlivened the day's proceedings.

Since the delivery of the speech it has been considered inevitable that the Conservatives would take advantage of the opportunity to attack the government's policy in its African dependency. Sir Henry is a Liberal of advanced political views, and last week he announced that he would bring the matter to an issue by asking whether the government had lost confidence in its agent. Accordingly, to-day he asked the Foreign Secretary to state the relations between the Foreign Office and Sir Eldon and the attitude of the government toward Sir Eldon's administration of affairs in Egypt.

Sir Edward, who entertained Mr. Roosevelt during the last day of his visit here, was prepared for the question, and replied briefly, but positively, that Sir Eldon possessed the complete confidence of the government. Then he added he was unaware that anything had occurred or that anything had been said to arouse a misapprehension.

When Sir Henry asked that the Foreign Secretary forward a copy of his reply to Mr. Roosevelt, the Secretary answered:

"I see no reason whatever for sending a copy of my statement to Mr. Roosevelt. It has no reference to that speech. There certainly was nothing in that speech to give rise to a question of this kind."

DOCTOR TRAPS TWO MEN

Detectives Say Prisoners Tried to Work Blackmail Game.

Thomas Neville, of No. 695 Lexington avenue, a clerk employed by the Children's Society, and Henry Newberger, a dancing master, also of No. 695 Lexington avenue, were locked up in Police Headquarters last night, charged with working a blackmail game on Dr. F. Seymour Van Nostrand, of No. 101 West 88th street. The men were arrested by Detectives Carette and Sullivan.

Dr. Van Nostrand said that Newberger recently called on him and told him that a charge had been made against him by a Philadelphia girl. The case could be quashed, said Newberger, for $25. He explained that he had a friend in the District Attorney's office who could steal the complaint papers.

The detectives said that Newberger called the doctor on the telephone last night and asked him to come to a saloon at 90th street and Broadway. The detectives watched the place and saw, they said, the doctor pass $25 in marked bills to Newberger. Carette arrested Newberger. Sullivan saw Neville break into a run from a corner near the saloon when Newberger was arrested, and he chased and caught him. The detectives said both men confessed.

COW DAMAGES AUTOMOBILE

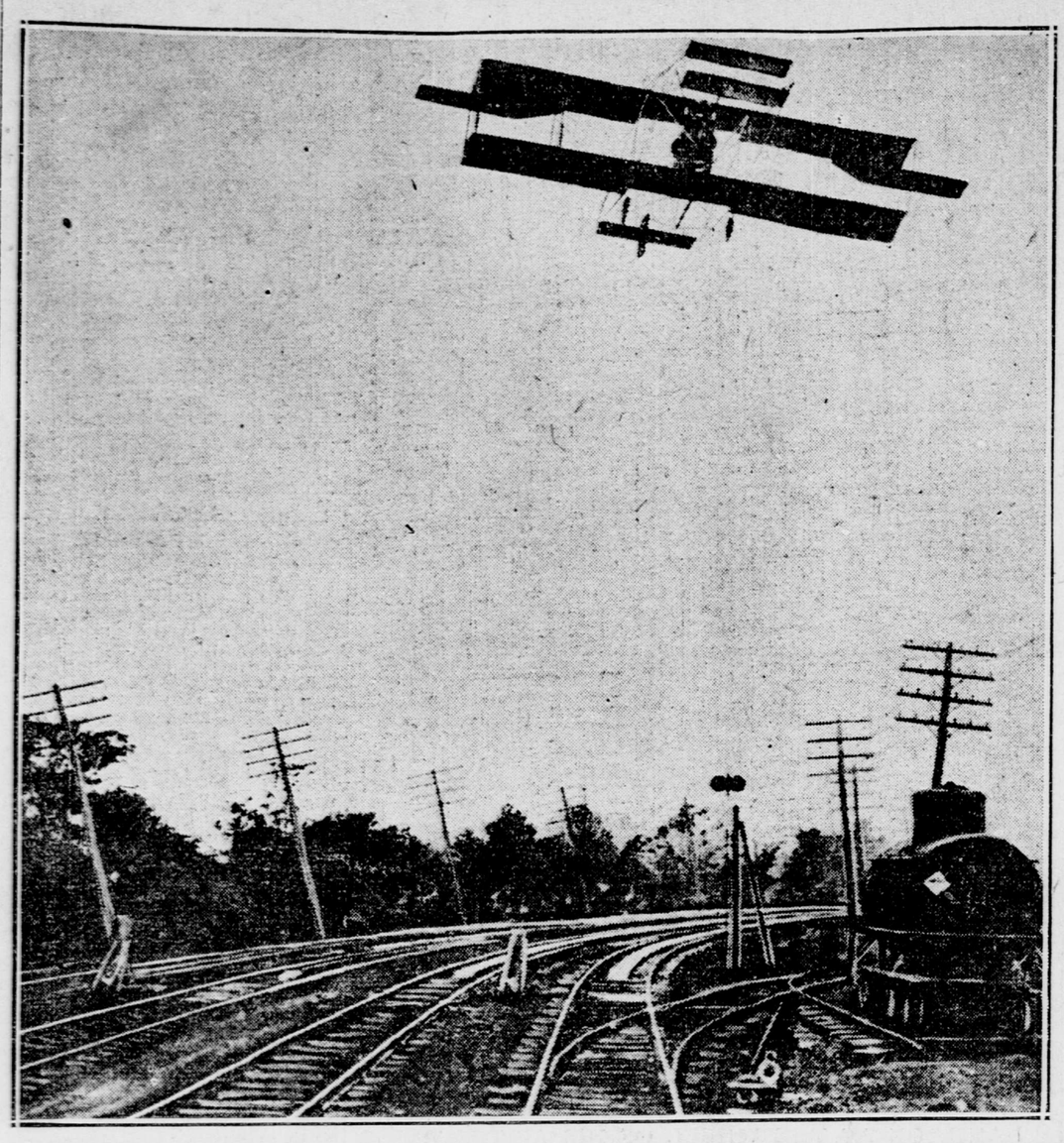
That Is, Owner of Car Sues for $10, Although It Caused Animal's Death.

[By Telegraph to The Tribune.]

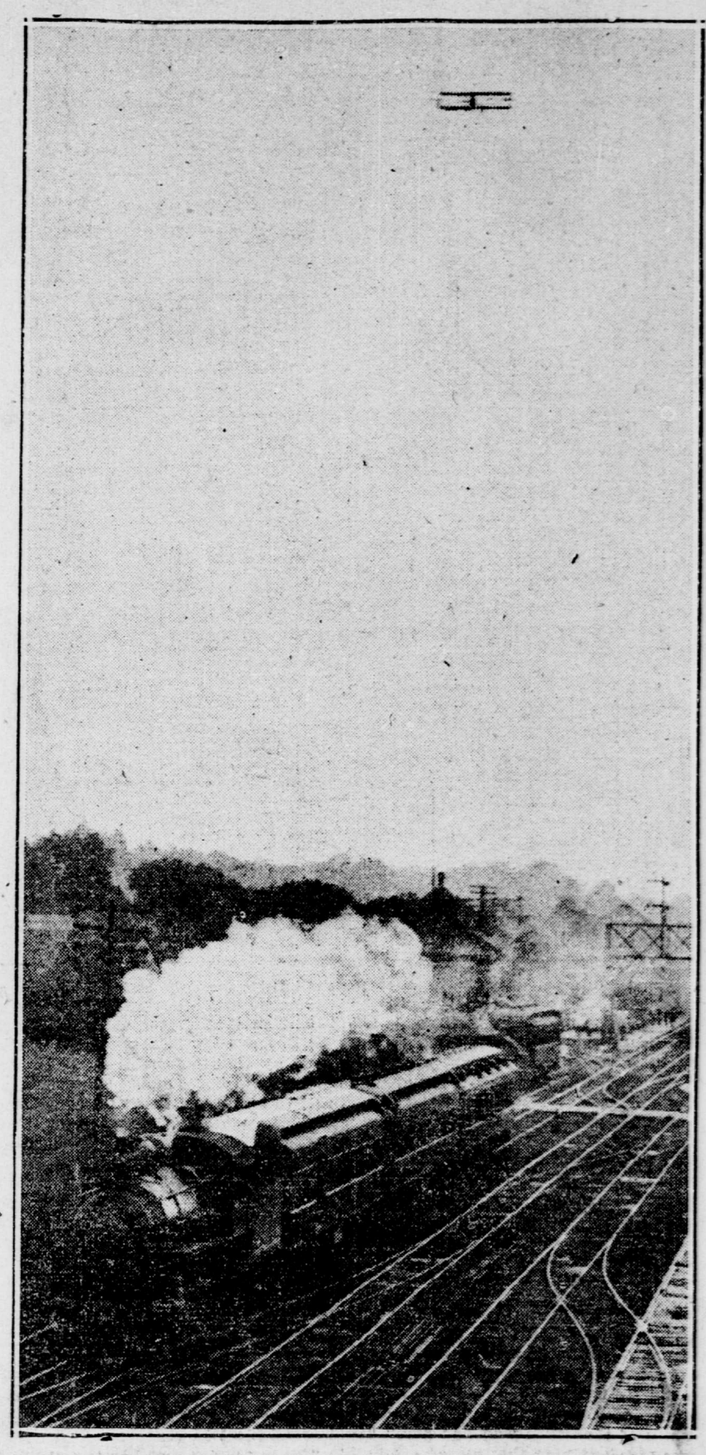
Poughkeepsie, N. Y., June 13.—Sued for $10 for the death of a cow which his automobile hit on a Dutchess County highway, James J. Dunbar, of Pine Plains, makes a counter claim for $19 for damages done to his car by the cow. Harry Gray, also of Pine Plains, owned the cow.

The machine hit the cow and broke one of her legs and it was necessary to kill her. Gray says Dunbar was driving "recklessly, negligently and unskilfully." Dunbar alleges the cow jumped at the car and bent a mud guard and lamp.

HAMILTON IN HIS AEROPLANE RACING WITH A FLYING TRAIN.



HAMILTON FOLLOWING THE LINE OF THE PENNSYLVANIA RAILROAD.
Photograph taken south of Bristol, Penn.



THE AEROPLANE FOLLOWING THE SPECIAL TRAIN.
(Photograph, copyright, by the Pictorial News Company.)

"WASTE AND LARCENY" IN CITY RECORD WORK

Investigating Committee Shows Where at Least $410,000 May Be Saved Every Year.

PRINTERS RETURN $13,500

One Exhibit Showed That Matter for Which $29 Was Charged Could Have Been Set for 29 Cents.

Forty per cent of the money spent by the city annually for its printing, stationery and book supplies is "waste and larcenies," according to the report to the Mayor of the special commission appointed some time ago to investigate the management of the City Record. The term "larcenies" is used by the commission to describe expense saddled on the city by setting many things in a style of type in violation of the contract for printing.

The commission, which was composed of John A. Hennessy, James E. Sullivan and William J. Ellis, says that the cost of printing the City Record, the official publication of the city, published six days a week, and the cost of printing the minutes of the various boards and of reports of various kinds could be cut in half. It costs now about $300,000 a year to print the City Record, and the cost of printing the reports is about $200,000. The commission recommends that an editor be appointed to prepare the copy for the printers and that an expert stationer and bookbinder be engaged to assist the Supervisor of the City Record in those branches of his department.

An examination of the testimony before the commission of Patrick J. Tracy, who for six years has been Supervisor of the City Record; of Henry McMillan, his deputy, and of George R. Valentine, manager of Martin B. Brown & Co., the official printers of the city, shows that "precedent" was responsible to a large degree for the repeated violations of contract and for the wasteful methods employed. They continued to do things in such a way because it had been done so for years.

An Example of "Precedent."

But "precedent" was carried so far that it was found by the commission that an old brevier measure out of date for six years was used in measuring up that kind of composition. Both Supervisor Tracy and Mr. Valentine expressed surprise when the use of this measure was brought to their attention. Checking up old city bills showed that the city had overpaid the company $13,596 for brevier composition as a result of the improper measure. The company has sent a check to the Controller to cover this overcharge.

In doing this the company contended that there was an undermeasure of nonpareil and an insufficient charge for alterations which would offset the city's claim. But the commission held that such a claim would have to be taken up later. The report says:

The commission is convinced that this measurement was due to a simple and unintentional error in the measuring rule, not discovered either by the accountant for the Controller or by the accountant for "The City Record." An old form brevier measure was used, which was all right in measuring type set by hand, but not a correct measure for machine type.

What Could Be Saved.

Following is a summary of what the commission reported could be saved annually by proper management of the City Record:

In the printing of "The City Record" and its supplements, it is a conservative statement to say that the amount that can be saved at once under a proper administration of the office is (which is about 50 per cent of the amount now expended)	$150,000
The saving in the cost of the quarterly and annual reports, even with a liberal allowance, can be easily 50 per cent, or a saving to the city every year of	100,000

This can be done without any loss in the matter of any records of value to the city. It is simply a case of cutting down exorbitant charges for printing and of cutting useless matter from annual reports.

There is testimony from even a hostile printer that with proper competition for the yearly contracts the price to the city would be 20 per cent less on the printing, blanks and stationery, and

Continued on seventh page.

BRITISH PARTY COMPROMISE

Premier Tells House of Commons He Hopes to Meet Balfour.

London, June 13.—The conference between the two predominant parties over the constitutional clash between the House of Lords and the House of Commons has now entered upon an official stage.

Heretofore the Ministers have avoided committing themselves in the matter, but Premier Asquith announced in the House of Commons to-day that communications on the subject had been exchanged by A. J. Balfour, former Prime Minister and now leader of the Opposition, and himself, communications which, the Premier added, "I hope may lead to an early meeting between us."

AUTO KILLS BROOKLYN LAD

Chauffeur Released on Bail Furnished by His Employer.

John Peters, fourteen years old, who lived with his parents at No. 80 Heyward street, Williamsburg, was run down by an automobile operated by Henry Hults, eighteen years old, of Cedarhurst, Long Island, late yesterday afternoon, causing injuries which resulted in his death in the ambulance which was taking him to the Williamsburg Hospital.

Peters was crossing Bedford avenue at Hewes street when the automobile came along. He was knocked down with great violence. In falling his head struck the asphalt pavement, crushing his skull. Hults stopped the machine, picked up the insensible boy and carried him to the sidewalk. A large crowd gathered quickly, but there was no demonstration against the chauffeur, as eyewitnesses declared the machine was not going over twelve miles an hour.

Hults was taken to the Lee avenue station, where he was charged with homicide. He is employed by John Moller, a wealthy retired sugar refiner of No. 132 New York avenue, who furnished bail for him.

TAFT VISIT EMPTIED TREASURY

Natchez Chamber of Commerce Went "Broke" Entertaining Him.

[By Telegraph to The Tribune.]

Natchez, Miss., June 13.—Entertaining President Taft when he made the lakes-to-the-Gulf deep waterway trip down the Mississippi River drained the treasury of the local Chamber of Commerce, according to a report submitted by S. H. Lowenburg, the retiring president, to-day. There is a deficit of $300, due to the expense incurred in arranging a dinner and other features for Mr. Taft's visit. President Lowenburg has appealed to the business men to come forward and save the reputation of the town.

FILLED CARS MUST NOT STOP

New Traction Ordinance Introduced in Cincinnati City Council.

[By Telegraph to The Tribune.]

Cincinnati, June 13.—An ordinance introduced in the City Council to-day is designed to take the place of the "no seat, no fare" measure recently declared invalid by the City Solicitor. The new ordinance, which provides that it shall be illegal to stop any streetcar to take on passengers after every seat has been filled and five persons are standing, was introduced by Councilman Reynolds, father of the "no-seat, no fare" law.

NEW SHOCKS IN ITALY

Severe Quake Near Avellino Damages Six Houses.

Avellino, Italy, June 13.—Earth shocks still continue to alarm the province.

A severe one this morning seriously damaged six houses in an adjoining village.

DEWEY'S PURE CLARET WINES.
The best of all dinner wines.
H. T. Dewey & Sons Co., 138 Fulton St., N. Y.—Advt.

BOY STEERSMAN LOSES LIFE ON TRIAL TRIP

Fell Into Water as the Launch Eva Was Testing Speed Down the Hudson.

FATHER ATTEMPTS SUICIDE

Crowd on Shore Sees Drowning of William Lehman, Who Helped Build the Boat at His Home.

The fast launch Eva, with her owner, Henry Lehman, a contracting steamfitter, of No. 118 West 98th street, at the engine in the bow and his son William, nineteen years old, at the rudder, chugged her way down the Hudson River yesterday afternoon at her best speed, as if to justify the faith of her builders, the father and son. As passengers on the boat were two friends of the Lehmans. With his eyes keen for obstacles, William stood at the rudder alone. The two friends were in the bow with his father.

As the Eva sped by a point about opposite 138th street, William leaned his back against the small inclined flagstaff in the stern. The staff seemed strong, but suddenly it snapped, and with hardly a splash William fell backward into the river. The Eva kept on.

When he had driven the launch a few hundred feet from the spot where his son fell into the river, Mr. Lehman noticed that the little craft was off the right course. He was about to turn to speak to the boy when he heard a shout megaphoned from shore. He saw several men and women on the float of the Colonial Yacht Club at 140th street gesticulating and pointing toward the stretch of river behind him. He looked back and discovered that his son was struggling for his life in the water, several hundred yards behind.

One of his friends jumped to the rudder and the launch was put about and headed for the struggling boy. At the same time several boats put out from the yacht club float and from a boathouse near it. In the boats which pulled out from the yacht club were George A. Vestner, a former commodore of the club, and A. W. Holliker, its rear commodore. But the race was lost, for the lad disappeared beneath the waters as the boats reached him. The boats were stopped and held to the spot to await the boy's reappearance. He did not come. His cap floated on the surface.

The father's cries for his son alarmed his friends, and it was decided to take him ashore. The Eva was run to the yacht club float. Mr. Lehman stepped on the float, then tried to throw himself into the river. His friends were barely in time to catch him. A policeman took Mr. Lehman to the West 125th street station, as his frantic actions in the boathouse gave rise to the fear that grief had unsettled his mind. He was quieted at the station house by an ambulance surgeon, and sent to his home, where he could be watched by friends.

Just before he left the station house the father asked for a drink of water. A policeman handed him a glass. As he did so he noticed Lehman's hand go toward his throat. The policeman dropped the glass to the floor and grasped the hand. From it fell a pocket knife with one of the blades opened.

William Lehman and his father built the Eva indoors. When the time came to put her in the water it was found that she was too wide to be run out. The boat was run upstairs to the second floor of the Lehman home, and then lowered to the street. A truck bore her to the Hudson.

CLOUDBURST KILLS 150

Great Loss of Life in Valley of the Ahr, in Germany.

FLOOD CAME IN NIGHT

Whole Barracks of Laborers Swept Away While the Men Slept.

Cologne, Germany, June 13.—Great loss of life has occurred in the Ahr Valley of the Eifel region as the result of a cloudburst which swept the district on Sunday night.

Late estimates place the total number of dead at 150.

Numerous storms in the region had made the stream unusually high, and as a result of an unusually heavy downpour Sunday night the River Ahr suddenly overflowed, the water carrying death and destruction in its path.

The greatest loss of life occurred where two barracks, containing Italian and Croatian laborers employed on the railway, were swept away. The inmates were surprised in their sleep and generally were unable to help themselves. Thirty-seven bodies have been recovered.

The flood caused enormous damage, completely destroying the railway and devastating several villages. Lightning struck in one village, destroying ten houses and seriously injuring four persons.

The flood subsided early to-day, as suddenly as it came, and the danger is now past. Many peasants, however, have lost everything, and are dependent on charity.

TRY TO BLOW UP PRISON

Smuggled Dynamite Does Little Damage at Dannemora.

Plattsburg, N. Y., June 13.—A desperate but unsuccessful attempt to blow up the Clinton State Prison at Dannemora was made by convicts early to-day. A fierce fight with one of the men involved, who had obtained a revolver, followed, but the threatened outbreak of prisoners was quelled by guards. Details of the affair did not become known until to-night.

The dynamite was smuggled into the cell of Edward Brogan and touched off, but the explosion did little damage. Guards who rushed to the spot found Brogan armed with a revolver, but managed to overpower and disarm him. A double guard was then thrown about the section in which the explosion took place, and all the cells were searched. Another revolver was found in the cell of Fred Schultz, a life convict.

Brogan and Schultz, it is supposed, hoped to escape in the wreck they expected the dynamite to cause. A rigid examination is being made to determine how the explosive and arms were smuggled into the prison.

KITCHENER OFFICIALLY DECLINES

London, June 13.—Lord Kitchener's declination of the post of inspector-general of the Mediterranean forces, to which he was appointed last August, succeeding the Duke of Connaught, was communicated officially to the House of Commons by Richard B. Haldane, Secretary for War, to-day.

BREAKS PAULHAN RECORD

Walter Brookins Flies 4,384 Feet High at Indianapolis.

RISES AT 60 MILES AN HOUR

G. L. Bumbaugh Narrowly Escapes Death Under Wrecked and Burning Aeroplane.

Indianapolis, June 13.—Soaring to a height of 4,384½ feet, Walter Brookins, in a Wright biplane, to-day broke the world's aeroplane record for altitude, at the national aviation meet at the Indianapolis Speedway.

Brookins's achievement followed exhibition flights by several pupils of Orville and Wilbur Wright. None of the other entrants was prepared to fly except C. L. Bumbaugh, of Indianapolis, and his biplane was wrecked before he had well started.

Bumbaugh lost control of the forward planes, and the machine fell to the ground from a height of ten feet. It was smashed, with the aviator under it. The wreckage took fire and Bumbaugh would have been burned to death had not mechanics run to his assistance. He was slightly cut and bruised.

Brookins's high flight, in which he exceeded the record of 4,165 feet, made by Louis Paulhan at Los Angeles, last fall, was also a speed triumph. According to the register of the instruments, announced by A. B. Lambert, of St. Louis, the official timekeeper, Brookins was 1,900 feet in the air seven minutes after he left the earth. He rose to that point in a wide circle. The whirr of the propellers was then lost to the throng of spectators, and the aeroplane appeared only as a cross in the sky.

Continuing his circles, Brookins rose steadily at a speed estimated at sixty miles an hour. Thirty minutes after he had started he reached his highest altitude and began the descent, manœuvring at lower and lower levels, until, at a height of one hundred feet, he shut off the motor and glided easily to the ground alongside the starting rail.

The Wright brothers and the other aviators gathered around Brookins, cheering with the spectators as he stepped out of the machine.

Previous to his record flight Brookins rose 2,093 feet, and then in one lap of a mile and a half swooped down to within three hundred feet of the earth, manœuvred over the heads of the spectators and alighted alongside his starting rail.

Earlier in the day two other Wright machines left the starting rails in a contest for aeroplanes carrying two aviators. A. L. Welsh and Ralph Johnstone won, remaining in the air twelve minutes and circling the course six times. Brookins and F. P. Coffyn alighted after four minutes.

GIRL BEATS HIGH JUMP RECORD.

New Milford, Conn., June 13.—At the field day meet held in connection with the graduation exercises of the Ingleside School for Girls here to-day Carolyn Hale, of the class of '11, of New York City, broke the world's record for girls in the running high jump. She cleared the bar at 4 feet 7⅝ inches. She also won five of the six events on the programme.

HAMILTON MAKES HIS GREAT FLIGHT

Speeds Along the Air Lanes to Philadelphia and Back in a Single Day.

ONE STOP ON THE RETURN

Never a Pause as He Flew on a Schedule That He Stuck to Like a Limited Train on Outward Trip.

MOTOR STOPPED SPARKING

But He Repaired the Damage, Broke Propeller, Fixed That, Too, Jumped Out of Swamp a Thousand Feet in Air and Sailed in Triumph to His Journey's End.

Charles K. Hamilton, 110 pounds of genius, grit and go, all topped off with a splash of ruby hair, flew from Governor's Island to Philadelphia and return yesterday. It was a distance of approximately 175 miles, made with only two stops. The flight was made under the auspices of "The New York Times" and "The Philadelphia Public Ledger" for a prize.

Philadelphia was in a highly nervous condition throughout the day. It was feared that she would suffer the effects of a sleepless night.

The greatest intercity flight ever made in America was not without some accidents. On the return trip there was a mishap that swamped Hamilton near South Amboy, N. J. He was riding on six cylinders, two having stopped work. This checked but did not defeat him. He finished the flight as soon as he could make repairs. Never for an instant during the magnificent excursion did Hamilton weaken in his great purpose.

Two propellers broke on the trip. They were not fashioned out of the same timber as Hamilton. They were lighter but not so tough. They made more noise than Hamilton, but did not go so far. He put on a third propeller and soared at 6:20 p. m. to what must have seemed heaven after his exasperating wade through the Jersey meadows. He alighted at Governor's Island at 6:40 p. m. The start from there had been made at 7:35 a. m.

No Stop on Outward Trip.

Hamilton made no stop from Governor's Island to North Philadelphia, where he alighted, to the half-mad astonishment of thirty thousand persons, at 9:25 a. m., having travelled approximately 87 miles in 1 hour and 50 minutes. Toying with a cup of coffee and some cake, and obtaining his only real satisfaction, if not nourishment, from numerous cigarettes, Hamilton was ready to rise again from the field there at 11:31 a. m., the most sincerely idolized individual that had visited the Quaker City, perhaps, since Benjamin Franklin flew his kite.

When he started it was raining, but he wore no hat. Under his leather coat he carried inner tubes of automobile tires in case he fell into the water.

He resembled a brownie, but he was too big a figure in the minds of that populace to render safe the making of any light remark. When the laughing face of the aviator flew swiftly to the north tears were in thousands of eyes that also laughed.

"It seems so lonesome up there," said a woman.

One Cylinder Out of Commission.

On his way to Philadelphia Hamilton noted that one cylinder of his motor resigned from all responsibility at New Brunswick. So he did the best he could with the loyal seven. Intending to start on his trip at 7 a. m., the first propeller broke on a piece of wood sticking out of the sand on Governor's Island. Some remembered that it was the 13th of the month.

Hamilton replied to that suggestion with a wave of the hand, shot out over the Lower Bay and was off on the trail of the Kill van Kull. There was sunshine in the air, and it fell on the golden wings of the flyer. It was reflected in the faces of the four hundred persons who saw him start. The waters of the bay were fresh and musical. The wind was not important enough to receive even a mention from the lovable chap who sat at the all-steering wheel, whose confidence in himself was absolute and whose belief in his bamboo carrier was as honest as the day.

When the propeller broke on Governor's Island and the machine was forced to stop, many feared at least another day's delay. They forgot that it was Hamilton who said on Sunday night that the only thing he would permit to stop him would be the weather.

His Red Hair Waves Farewell.

He was disappearing straight south. He wore neither hat nor gloves. His red hair waved farewell, and behind him faded into the element in which he travelled thin indications of his lighted cigarette.

His wife and mother knew "their boy" was off on his perilous, private right of way. They were on the special train at Jersey City. The delay of Hamilton had been fraught with tender anxieties for them. The snort of the locomotive that jerked the coaches after the aeroplane was a relief, but a brief respite, after all.

They could not see "Charlie"; they only knew that he must be up and at them, because some one told them so, and because the train was now thundering toward Philadelphia.

Passengers on ferryboats, pilots and deck hands on tugs, crowds at Communipaw, the Battery and on the docks knew that Hamilton was flying where only birds had ever flown before.

He was three hundred feet in the air when the special train left Jersey City at 7:36 o'clock. He went the rest of the distance to South Elizabeth, seventeen miles from Governor's Island, at an altitude of 1,600 feet, and when he reached