



SHERMAN ABSOLVED AT GORE'S REQUEST

Senator Curtis Also Exonerated of Improper Relation with Indian Contracts.

STATEMENT BY COMMITTEE

Only Mention of Their Names Made by Hamon, Says Oklahoma Senator, Who Repeated Conversation Reluctantly.

Sulphur, Okla., Aug. 20.—The committee appointed by the House of Representatives to investigate Indian land affairs and the so-called McMurray contracts...

The committee has heard and carefully considered all of the testimony submitted and is unanimous in the opinion that there is and was no warrant for any person to use the names of Vice-President Sherman and Senator Charles S. Curtis...

This is the opinion of the committee after hearing scores of witnesses who appeared following the testimony of Senator T. P. Gore. Senator Gore said he had been approached by "Jake" L. Hamon, and that Hamon, acting in the interest of J. F. McMurray, had offered him \$25,000 to promote in Congress the contract by which McMurray was to receive 10 per cent attorney's fee on the sale of \$20,000,000 worth of Indian lands.

The Senator testified Hamon had mentioned Senator Curtis and Vice-President Sherman as being "interested" in the deal, Mr. Sherman being named as the man "higher up" Hamon, on the stand, denied he had ever said anything about the contracts to Gore.

The committee's report was signed by Representatives Charles H. Burke, South Dakota; C. B. Miller, Minneapolis; E. W. Saunders, Virginia; J. H. Stevens, Texas; and Phillip P. Campbell, Kansas.

In giving its decision to-day, the committee announced that it had received from Senator Gore a statement relative to Vice-President Sherman and Senator Curtis, and that the committee "commended" Senator Gore's statement.

Senator Gore's Statement. This statement from Senator Gore, which was read and inserted in the official record of the investigation, follows: To the Investigating Committee: I feel in duty and in honor bound to make the following statement. It is also dictated by considerations of common justice toward the parties concerned.

Neither the name of Vice-President Sherman nor Senator Curtis was mentioned by me on the floor of the United States Senate. The name of either of these parties was alluded to by Mr. Hamon who was steadfastly withheld from the public until this investigation began.

No public mention of their names was ever made, either directly or indirectly, by me until I was required and obliged to do so, testifying as a witness under subpoena and under the compulsion of a subpoena which occurred between Mr. Hamon and myself. I then made formal protest against introducing their names, but the committee in the proper pursuit of its duties required me to make a full answer without reservation.

Their names were disclosed not with any view of implicating them nor with any view of suggesting guilt, but merely in order that the true and the whole truth might be related with reference to the details of the conversation on the subject. The public must realize that the name of any man could be used or misused in the same connection, either as an argument or otherwise, and no public official can have immunity and protection against such an injury and injustice.

In my last remarks in the Senate I said that "the integrity of no man can be impeached upon the testimony of an interested or unworthy witness." That was my conviction then. That is my conviction now. I am sure that in the court of public opinion no judgment can be passed upon the testimony of an interested or unworthy witness.

Senator Gore, who has attended all of the committee's sessions, left Sulphur today for Paxton, Ill., to fill a lecture engagement. Representative E. W. Saunders, of Virginia, a member of the committee, departed for his home.

The committee announced, however, that the investigation had not been concluded. McMurray will continue his testimony on Monday. Much of McMurray's testimony to-day related to Richard C. Adams, an attorney of Washington.

McMurray also stated it to be his belief that President Taft and the Attorney General were not aware that Adams was in McMurray's employ.

700 ON STEAMER AGROUND

Newark Party Quiet During Sam Sloan's Three-Hour Rest.

The steamer Sam Sloan, with about seven hundred members of the J. Wiss Association, of Newark, N. J., aboared went aground last night just after leaving the dock at North Beach, Queens Borough. It was three hours before the vessel was again able to proceed toward Newark. None of the passengers was taken off as they had been assured by Captain Van Bracken and the crew that the vessel was in no danger.

The excursionists were just getting settled for the return trip when, scarcely more than two hundred feet from the dock, the steamer went aground. Captain Van Bracken signalled for full speed ahead, but was unable to get off, and then he tried to back off, but the vessel stuck fast. After half an hour of this kind of work it was decided to wait until the tide rose.

In the mean time there was great anxiety on board, but the crew of the boat went among the passengers and quieted their fears. Several tugs stood by and word was sent to Manhattan that assistance might be needed. Harbor Squad E, with the patrol boat, ran alongside, ready to give aid. The vessel was floated a few minutes before 9 o'clock.

WALLACE IN FLAMES

Idaho Town Doomed by Forest Fires—Refugees on Trains.

Missoula, Mont., Aug. 20.—Wallace, Idaho, is doomed, and at 10:20 o'clock the whole town was on fire. The flames were first communicated to the south end of the town from the forest fires.

The last words of the telephone operator were that the fire was within fifteen feet of him and that he had to run for his life.

Women and children were rushed out on a special train of the Oregon Railway and Navigation Company, and it is thought no lives have been lost.

Wallace, Idaho Aug. 20.—At a late hour to-night the city of Wallace seems doomed to destruction by fire. Flaming embers from the burning forests at the very entrance to the city started fires in several places at once.

At 7 o'clock the fires were within a mile of the city and the Mayor ordered the Chief of Police to impress every able bodied man into the corps of fire-fighters. Some, who refused, were either thrown into jail or run out of town.

Under direction of forestry officials, soldiers and laborers began back-firing between Wallace and the fire this afternoon, but without avail.

The forest fire situation became critical throughout the Coeur d'Alene today. The Placer Creek fire got away from the soldiers and new fires started.

Conditions at Murray, Idaho, are similar to those here. The town seems doomed.

PLANS AIRSHIP SERVICE

Baltimore-Washington Company with \$1,000,000 Capital.

Pittsburg, Aug. 20.—Eight dirigible airships were contracted for here to-day when the United Airships Company, of Baltimore, through its manager, Jean Belgiano, signed a contract with Captain Robert C. Millman. The deal involves about \$200,000. It is planned to operate the dirigibles between Baltimore and Washington.

Belgiano has organized a \$1,000,000 corporation to operate his line. Millman was associated with Santos-Dumont and Jean Goude, of France, and has been working on air navigation projects for twenty-two years. The dirigibles are to cost \$25,000, and a bonus of \$2,500 is to be paid for each mile above thirty miles an hour and \$1,500 for each mile above thirty-five miles that they may develop in speed. The airships will each carry sixteen passengers and will be 220 feet long.

ON, OFF AND UNDER WATER

Centreport Mariner of 85 Saved from Tumbling Sailboat.

Captain "Charley" Bunce, chipper and hearty at eighty-five, is a Baptist. He proved that fact to the population of Centreport, Long Island, on Friday afternoon. The old skipper, who has been most of his life before the mast and on the bridge, went out in his small sailboat to see a motor boat elimination race off Huntington. A puff of wind forced the sails over until they lay on the waves. Not the least important figure in the setting was Captain Bunce, who managed to land on top of the mainsail.

The captain started to work his way back to the overturned craft, when another puff of wind lifted the sail and dropped the boat over on the other side. That forced Captain Bunce into the water, underneath instead of on top of the sail.

After a minute of under water swimming Captain Bunce managed to get from under the sail, and he began yelling for help. His cries were heard by the Rev. Joseph W. Miller, of Centreport, and Roy Walker, a negro student at Boynton Institute, Virginia. The two set out in Mr. Miller's launch, saved Bunce and towed his boat to shore.

"I always thought you were a Methodist, captain," said Mr. Miller, "but now I know you're a Baptist." The captain smiled his affirmation.

CAN'T FLIRT WITH CONVICTS

Police Warn Young Woman Living Opposite Trenton Penitentiary.

Trenton, N. J., Aug. 20.—A young woman who lives opposite the state prison at this place has been notified by the police that she must stop flirting with convicts in the prison. The state prison authorities declare the young woman has greatly demoralized the discipline of the prison by standing in a window and flirting with prisoners who are employed in the shop.

The 2d Precinct police were notified to serve notice on the young woman, and their request was complied with to-day.

CLIFFORD B. HARMON AND BIPLANE IN WHICH HE FLEW ACROSS THE SOUND.



FIVE FLYERS BOW TOGETHER IN THE AIR

Dip Their Aeroplanes in Gay Salute to Cheering Thousands on the Earth.

COULDN'T TELL THEM APART

Curtiss and Mars, Willard, Ely and McCurdy All Look Alike at Sheephead Bay as They Soar on High.

Aviators were cheap at Sheephead Bay yesterday. They were in the "twenty-third" matinee class. Five Curtiss cut-ups were all up at once. Fifteen thousand spectators saw them, at a cost of only 10 or 20 cents for each aviator, depending upon whether the spectator sat in the grand or grandstand.

When all the wayward sky things came back to the racetrack in time for the aviation congress to close at the advertised hour the fifteen thousand were relieved from doubt and neck strain.

It is not easy to guess the identity of five simultaneously fading, floating spectres in the sky. They are not always fading, but it is not easy. All Curtiss machines look alike, anyway, even when they are on the ground. Leave the spectator on the ground and ask him to keep tally on the names of the drivers of five such similar contrivances while gawking about at the rate of sixty miles an hour, and the ordinary spectator would prefer the game of finding the little pea if he had pledged anything of value on the result.

If novelty and a delightful sense of uncertainty as to who is where while looking aloft are enjoyed—and the 15,000 acted that way yesterday—then there will be, it is promised, another and a final opportunity this afternoon, with possibly a thrill or two added and none of the charm of mystery lost.

Cut Daisies and Didoses.

It happened toward the close of a busy day. It would be hard to find five men in New York any busier than were Curtiss, Willard, Mars, McCurdy and Little "Get-There" Ely in their spy machines yesterday.

Five aeroplanes were made to wheel the mark at the northern end of the inner field at 6:45 o'clock. One after another the aviators cut first daisies and then didoses—the latter in the air.

Five—you could count them—but where was McCurdy? And was yon shadow an Ely or a Mars? It was said to belong to Willard, but when all was over it was Curtiss, more likely.

Willard flew out to sea, passing above the Oriental Hotel at Sheephead Bay. Ely was over there to the left, climbing higher. Mars was twisting about in the wind, McCurdy's engine was snorting to the south, and Curtiss? Curtiss was everywhere.

It was the final "flower pot" of the aerial display, and was all over by 7 o'clock.

Five machines will start together this afternoon, which is a difficult thing, because the swash of another's propeller is detested by an aviator. When the machines all start at once from a line the swash is very prominent while it lasts.

The Curtiss aviators worked industriously for three hours yesterday, and pleased the big crowd even when the flyers did not circle the course, derring therefrom by the wind.

There were no idle moments to speak of, as, with or without passengers, one or more aviators were conscientiously engaged in flight.

Willard carried two passengers, a man and a chorus girl, whose name was used once to designate a racehorse that has since stopped running.

Curtiss made the first turn of the afternoon and continued it into twice around the course, arousing much enthusiasm.

Curtiss a Pretty Sight.

Curtiss later went out to the north-east, over a clump of trees, flying with the wind to get there and against it on the way home without wavering, making a picture of great beauty, as it is difficult not to do when you are in a flying machine with the right sort of scenery about.

Mars, Willard and Curtiss followed this course in single file a few minutes afterward and after the others had alighted, first bowing their machines to the applause of the multitude. Willard stayed up there and hummed around for eight and a half minutes. That was the endurance record yesterday.

The highest down was approximately 700 feet, by Curtiss.



CLIFFORD B. HARMON. The leading amateur aviator of America.

CIVIL SUIT IN SUGAR CASE

Government Guarding Against Statute of Limitations.

To make the statute of limitations of no effect, a summons against the American Sugar Refining Company was issued last week in the federal government's investigation relating to the charges that the company collected drawbacks on importations to which it was not entitled. This summons was in a civil suit for the recovery of about \$1,000,000 in duties. But the investigation may go ahead at its convenience as to the criminal responsibility, if any, for the alleged acts.

Evidence that led to the beginning of the investigation was laid before the United States Attorney's office by Richard Parr in the autumn of 1907, soon after his raid on the Havemeyers & Elder docks, in Williamsburg. But the government took up the short weighing frauds first, and after a year's work resulted in the collection of duties evaded by the company amounting to about \$2,130,000 and the conviction of several employees, including the secretary of the company.

The Department of Justice at Washington called the attention of the local office last December to the drawback charges, and Mr. Wise, the United States attorney, was instructed to begin an immediate inquiry. Experts have been at work on the company's books ever since, and there have been numerous hearings before federal grand juries, but the work assumed such magnitude that it threatened to extend beyond the period of the statute of limitations, and therefore it was decided to protect the government by the issue of the summons.

The charges that brought about the investigation into the payment of drawbacks had been made on exports of sugar that had not been manufactured from the imported raw product. Of course, the drawback cannot be collected unless a concern exports a product made from the imported material upon which a duty has been paid. It was charged that the American Sugar Refining Company exported sugar made from domestic beets or cane and collected drawbacks as of goods made out of the imported raw sugars.

The company has freely submitted its books to the government for investigation, being used to that process in the prosecutions of the past and following a set policy of putting no obstacle in the way of the law officers of the government in their inquiries. The federal grand jury has examined much of the evidence obtained so far, and there may be action before the opening of the fall term of court.

The cases of Charles R. Heike, the former secretary of the company, and Ernest Gerbracht, former superintendent of the Williamsburg refinery, convicted of conspiracy in connection with the short weighing frauds on the docks, will come up for disposition next week. The two men have not been sentenced, but will be arraigned then, and it was said that although they might be sentenced there would be delay granted by the court to enable them to take steps to have their conviction reviewed.

Mr. Heike's counsel will fall back upon the immunity plea, due to testimony before the federal grand jury in the investigation of the company under the Sherman anti-trust law. This was before the United States Supreme Court early in the year, soon after his indictment, but was referred back because of an irregularity in the proceedings.

MADRIZ RESIGNS; MANAGUA DOOMED

Jose Estrada, Brother of the General, Now President of Nicaragua.

INSURGENTS SACK TOWNS

Americans Preparing to Leave for the Coast, Fearing the Worst Era in Republic's History.

New Orleans, Aug. 20.—Nicaragua is practically in the hands of the insurgents. Dr. José D. Madriz to-day quit the Presidency and named José Dolores Estrada, a full brother of General J. J. Estrada, the revolutionary leader, as his successor.

The family of Madriz is fleeing to Corinto. Grenia has been captured and looted by the insurgents, who are moving on Managua, the capital of the republic. General Luis Mena leads an army of insurgents that appears to be bent on complete extermination of the Madriz followers.

General Estrada is willing to accept his brother as the provisional President until an election can be called. However, his two military advisers, General Luis Mena and General Emiliano Chamorro object to José Dolores Estrada assuming the reins of government.

When General Estrada made his first move toward an insurrection ten months ago, his two brothers, Aurelio and José Dolores, sent him a message branding him as a criminal and declaring that Nicaragua was one man condemned his scheme to oust Zelaya from office.

That is why Generals Mena and Chamorro are now opposing José Estrada. For the same reason Madriz chose the brother of General Estrada, hanging his hopes to the last chance, and believing that his successor will turn against his own brother.

Advices received here by private cable to-night say that Americans in the interior of Nicaragua are preparing to get to the coast. The insurgents are sacking every point within reach, and foreign interests fear the worst era in the history of the republic has arrived.

Representatives in New Orleans of the Madriz government admit that Madriz has abdicated, but insist that he has named a successor favorable to him. On the other hand, the Estrada adherents declared that the new President will lean toward his brother, and that the affairs of Nicaragua are now in undisputed control of the original insurgent faction as organized by General Estrada.

Washington, Aug. 20.—Estrada's army succeeded yesterday in crossing the Tiptapa River, in Nicaragua, after fourteen hours' fighting with the government troops, and is now encamped before Granada, ready to advance on the capital, Managua, less than fifty miles away, according to cable advices received here to-night from Bluefield by Señor Castillo, Estrada's representative in Washington.

On the other hand, it was announced to-day by Madriz's "peace commission" here, Dr. Barrios and Sebastian Salinas, that they had received a dispatch from Madriz stating that the insurgents had been defeated yesterday in attempting to cross the Tiptapa at Panaloya. The dispatch added that a band of insurgents had crossed the river below Panaloya and appeared before Granada. The defeat of another band of insurgents yesterday at Nandaima also occurred, with heavy losses to both sides, according to Madriz.

Madriz announced in his dispatch that he intended to take the field himself to assist in repelling the insurgents' advance on Managua.

Fourteen Hours' Fighting. Señor Castillo said to-night that it was only a question of a few days before Estrada's army would be in possession of Managua, and then would be in a position to dictate terms of peace. He regarded the reported crossing of the Tiptapa as a most important event, and ridiculed Madriz's contention that the main insurgent army had been repulsed. He made public the following dispatch, which he received to-night from Bluefield:

All our army forced a passage to Panaloya. The enemy was routed after fourteen hours' fighting, leaving in our hands one gun, more than one hundred thousand cartridges, two hundred rifles, provisions and prisoners.

The report from New Orleans to the effect that the Madriz and Estrada factions had agreed upon terms of peace was pronounced absurd by Señor Castillo, who explained that Estrada would not treat with Madriz until he had captured Managua or unless overtures were made to him.

When off the Delaware capes the animals deserted the Davenport and headed in a southerly direction.

SURROUNDED BY WHALES

Seventy-five Splashed Decks and Dived Under Keel, Says Captain.

Philadelphia, Aug. 20.—The schooner Ella L. Davenport, Captain Denton, which arrived here to-day with a cargo of lumber from Jacksonville, reports meeting a large school of whales off the Maryland coast on Thursday. The whales, about seventy-five in number, led by a giant bull, sported about the vessel for four hours, diving under the keel, splashing water over the decks and drenching the crew, according to the captain.

When off the Delaware capes the animals deserted the Davenport and headed in a southerly direction.

HARMON IN FLIGHT ACROSS THE SOUND

Goes Into Air at Garden City and Lands in Greenwich Half Hour Later.

NEARLY MILE A MINUTE

Wrecks Machine Landing Near Benedict Estate, but Gets Not a Scratch—Tells His Own Story.

Clifford B. Harmon took a little spin across the Sound in his aeroplane just as the sun was sinking last evening. He did it on the spur of the moment, for earlier in the afternoon he had about made up his mind that he would stay in Garden City.

Perhaps it was the call of the wild that prompted him, the rhythmic and insistent purr of his motor, the red glow of the declining day, the limpid horizon of the Hempstead Plains. At all events, the big crowd at the Garden City aviation ground got an airy wave of his hand as his machine dragged its wheels from the turf, and then watched the pale purple in the northwest gradually unfold his little craft like a benediction.

From Garden City to Greenwich, Conn., is about twenty-eight miles. Harmon did it in almost exactly half an hour, pursuing his solitary way into the night. The shadows were long and thin even on the flat expanse of Hempstead Plains when, at 6:35 o'clock, he sent the spark to his motor.

Nearly Dark at Descent.

It was nearly dark when he descended at Greenwich in a field adjoining the summer home of his father-in-law, Commodore E. C. Benedict, and he fouled a nest of telephone wires whose thin strands broke the propeller, skids and front control of his machine.

On the level reaches of Long Island it is possible to follow the flight of man until the abyss of heaven swallows him, as it did Bryant's waterfowl, and it is easily possible, also, to entertain the same emotions which prompted the poet to sing:

There is a power whose care Teaches the way along that pathless coast— The deer and illimitable air— Lone wanderers but not lost.

But the awe which held the crowd silent as it gazed after the disappearing aeroplane, "darkly painted on the crimson sky," was rudely punctuated by the snorting of automobiles, which one after the other spurred the roadway behind the grandstand, and with a vomiting of blue smoke glided after the flyer.

The road led due north, almost under the whirling aviator, but only one machine was able to catch up with him, and that one accomplished it only as Harmon started across the Sound.

The aviator reached the Sound at Roslyn at 6:40 o'clock. At 6:45 he passed over the steamboat pier at Sea Cliff, and at 6:55 he had crossed the Sound. The Larchmont Yacht Club was directly in his path, and he passed over it flying two hundred feet in the air. He descended in Greenwich at 7:05 o'clock.

After he had rested and received the congratulations of his family and friends Mr. Harmon told of his experiences. He was at the home of his father-in-law, Commodore E. C. Benedict.

Harmon's Account of Flight.

"I left the aviation field at Garden City," said Mr. Harmon, "at 6:35 o'clock this evening, having taken Hamilton up with me for a half-dozen flights around the field, so as to enable him to take some photos. Then the engine was working so beautifully that I decided to go on across the Sound, leaving Hamilton at Garden City.

"My costume consisted of a leather coat, trousers, goggles, a life belt and low shoes with strings untied so that I could swim if need be. The wind was aft of me and blowing about fifteen miles an hour, increasing during the flight to twenty-five miles. In the flight of six miles to Roslyn I travelled over bad country, and when I reached the water I felt as if some one had just given me a quarter of a million dollars.

"At a dinner given to the Englishmen at the Larchmont Yacht Club last evening I had promised to fly to the clubhouse if I came across the Sound, and offered a cup to the first ones who would reach me either on shore or on water, and the club's fastest boats were to be in readiness.

"Once on the water I felt safe, and although my plane went up and down like a boat, owing to the cross winds, I was able to keep it going in a straight line, my altitude varying from four hundred to one thousand feet. It was a struggle to keep right side up crossing Hempstead Bay, but I reached the Larchmont Club at 6:55 o'clock, and turned over the vessels in the harbor there at the international meet.

Too Fast for Pursuit.

"I guess I was too fast for them to even think of starting a motor boat after me. Coming up the Sound from Larchmont I had the breeze with me, and I went the ten miles in ten minutes—sixty miles an hour.

"It was dark when I reached the island just in front of my father-in-law's estate, and so I went on a few hundred feet to a sandy beach just across the inlet, and came down in tall grass, after fending some telephone wires. That accounts for the wrecked machine.

"I landed on my feet all right, and have not even a scratch to remind me of my twenty-eight mile trip. My skids were turned upside down, and the chassis and frame smashed, probably to the extent of \$500 damages. My mechanics will be here to-night, and it will probably take all day to-morrow to take the machine down for shipment back to Garden City, where it will be repaired.

"I had planned to fly from here to Governor's Island to-morrow, but of course that will now be impossible. I experienced no unpleasant feelings on