

CLOSE CHOLERA BLOCKADE

Health Officer of Port Taking No Chances with Incoming Ships.

SHARP WATCH ON ITALIANS

Liners from Mediterranean Sea Cannot Come In on Usual Ship Surgeons' Reports.

Dr. Alvah H. Doty, Health Officer of the port, does not expect any danger from cholera in this country. At the same time he is determined to take no chances whatever with incoming ships, and will submit all the passengers and crews to the minutest examination to prevent the disease from gaining an entrance to this country.

It was in pursuance of this policy that on Thursday night detained the big Cunard liner Lusitania, with 2,944 passengers because one of the steerage passengers was ill, while he held the Italian steamer San Giovanni until every person on board had been examined.

The case of illness on the Lusitania was not typical of cholera, said Dr. Doty. "But I am especially on the lookout for irregular, mild and unusual cases. These are the very cases which carry the disease from one country to another. The typical cases are easily recognizable, for the patient dies within from twenty-four to forty-eight hours.

"I have divided the incoming steamers into two categories for the purposes of examination," said the Health Officer. "Those coming from Italy and all Mediterranean ports are the ones which we have most reason to suspect. Though they may not come from ports that are already infected, they are in the region to which the disease is likely to come from its home in India. It is raging in Russia now, and there have been cases in Berlin and in Vienna, but it is in India that it seems to have made the most ravages so far. In the ships from those ports I have suspended the ordinary regulations, under which the ship's surgeon may certify that everybody in the cabin is in good health. On ships from the Mediterranean every person on the ship must be examined—the crew and passengers alike.

"On transatlantic ships, the examination will be more strict than usual, but only in cases where there is some illness aboard. It is hard to say where it may break out next in Europe, so we will take no chances. On the Lusitania the man found ill in the steerage was vomiting, and that is a possible development of cholera. It is not so common as the bacteriological tests, but we use the bacteriological tests, and the organism of cholera may be isolated and thus discovered. We made a test on Thursday night on the sick man and found no traces of the disease. We were not satisfied with that, but made another test six hours later, at 5 o'clock yesterday. The second test developed to produce a positive result, and we are now taking the same precaution with every ship that comes in, for we assume that the disease may break out anywhere.

"With the San Giovanni, after we had examined every man, woman and child on board we allowed her to proceed. The same routine will be followed with every ship from Italy, and if the cholera breaks out on any other port on the other side we will follow the same rule with regard to ships from such regions.

"Says Plague is Impossible. "I do not look for any trouble with the disease in this country. It would be impossible for cholera to become a plague in this country, especially in New York, as it is in India, which is called the home of the disease. The great danger in cholera is that the intestinal discharges, which are constant from the sufferers, may get on the surface of water, and the spread of the disease, and the British government is powerless to stop it, for the English dare not attempt to enforce such sanitary regulations as they enforce at home, because it would be regarded as an interference with the religious rites of the natives.

"The same applies to the Mahomedans. Every good Mahomedan goes to Mecca once in his life. They bathe in the holy wells there and carry away the water with them in bottles. As many of those who visit the place have the disease and go into the wells in this condition, the discharges from their persons contaminate the wells, and those who carry away this sacred water, and use it for drinking, are spreading the disease. It breaks out sometimes on the return journey and sometimes after their arrival here.

"The proximity of Russia to the Mahomedans is one reason why that country suffers so much from the disease. It is evident that there is a great deal of trade between Russia and the East, and St. Petersburg last week was the scene of several cases and approximately three hundred deaths, while it is also raging in the southern districts of Russia.

"Some Encouraging Signs. "It is an encouraging sign to see that Italy seems to have the disease well under control, so that we need have little fear from that direction. Still, I am not taking any chances, and a strict examination of every ship is being kept. The approach of the cold weather is another encouraging thing, for the cholera does not last in winter. I am somewhat afraid, though, that when it is so prevalent as it is now in Russia there may be a further outbreak in the spring.

"I do not expect any trouble with the disease here, but in case of a sharp outbreak for irregular and mild cases, and will enforce the strictest and most extraordinary quarantine regulations so long as there is the least possibility of danger."

Dr. Walter Bessel, sanitary superintendent of the city, is by no means alarmed at the possibility of danger from cholera.

"The city will watch that does not get into this port," he said yesterday, "and he is equipped to keep it out."

"But should a case slip through, what then?"

"Oh, there would still be no great cause for alarm, unless somehow the conditions that make for cholera existed here. We had a few cases here in 1892 and it did not spread. The whole matter is one of care, prevent the conditions breeding cholera from getting a foothold."

MAY STOP NIGHT DOCKING

Cholera Scare Causes Discussion of Its Advantages

The cholera scare may prove the death knell of the night docking of incoming steamships and result in the saving by the government of many thousands of dollars a year now expended for inspectors and other employees necessary under the present circumstances. Surveyor Henry said yesterday that he and Collector said yesterday met steamship officials soon, with a view to stopping vessels coming up the bay after sundown until the cholera scare is over. It was said yesterday by one of the customs officials that the government and steamship men are awaiting an opportunity to stop the night docking. He said the committee made little by the operation. Very few passengers took advantage of the night landing. Those who did could remain aboard as well as not. Just the mania for haste impelled a half dozen or so to go ashore, it was said. And this official declared that should the night docking be suspended for the present, an effort would be made to forget to take it up again.

WEALTH IN THE STEERAGE

Lusitania's Cabins Full, Many Took What They Could Get.

The Cunard liner Lusitania, which came to port on Thursday night, but was unable to land her passengers until yesterday, had the distinction of bringing home several wealthy Americans in her steerage. She carried 2,969 passengers, 473 being saloon, 442 second cabin and 1,134 steerage. She was filled to capacity, and before leaving Liverpool no one had asked to cancel his transportation.

This was unpleasant news for the big waiting list of some two hundred persons anxious to get back to New York and willing to pay any price for saloon accommodations. At the last moment at least forty persons who could afford the best rooms on the steamship begged the officials to put them in the second cabin. Provision was made for a dozen of these wealthy travelers, and they made their first trip across the Atlantic "travelling second."

The demand for transportation struck the anxious Americans like an epidemic, and the fever ran so high that eleven persons, jeweled and richly gowned, accepted accommodations in the steerage and took their meals in the first cabin dining room. The immigration officials were surprised to find so many prosperous Americans in the Lusitania's steerage. There were 49 in all, and it is said that a third of them were wealthy and were made voluntary steerage passengers by the congestion of westward traffic and the scarcity of steamship accommodations. Among those said to have come over in the steerage were Judge Townsend, of Kansas City, and his family.

It was said by several immigration inspectors that the wealthy persons of the steerage had fairly comfortable sleeping quarters and that they had declared that the inconvenience was not nearly so bad as they had expected. Throughout the day they had the freedom of the entire steamship, and were compelled to spend only the night in the steerage quarters. It was said that about twenty passengers came over without stateroom or berth and curled up on rugs after midnight. Some of ruffled health slept at night on deck on the leeward side of the steamer in deck chairs and declared the experience was not at all unpleasant.

It is expected that the French liner La Provence and the American liner New York, due to-day from Havre and Southampton, respectively, will have similar conditions on board. The Hamburg American line, Cleveland, from Hamburg, and the White Star liner Celtic, from Liverpool, due here on Sunday, will also have many wealthy passengers making an enforced trip in the second cabin and steerage.

Among the Lusitania's passengers was Lord Cowdray, who before being elevated to the peerage was Sir Cowdray Colquhoun, an American Republic, went down the Bay on the revenue cutter to meet some friends on the Lusitania, and he also was held on board until yesterday. He had a dinner engagement and an after theatre supper to attend at 11:30 p. m., but managed to get a wireless message ashore informing his friends of his predicament.

THE DAYS DEATHS IN ITALY.

Rome, Sept. 2.—Eleven deaths from cholera and eighteen new cases of the disease have been reported from Barietta, Andria, Molfetta, Canossa, Margherita, Savola, Trinitapoli and San Ferdinando in the last twenty-four hours.

LOCKOUT OF 50,000 MEN

Shipyards Employers Say Workmen Violated Agreement.

London, Sept. 2.—Lockout notices were posted at the federal shipyards at noon to-day, advising the members of the Boilermakers' Society that their services would be dispensed with after to-day. Fifty thousand men are directly affected. The trouble is due to a strike yesterday of the riveters employed at the Walker shipyard at Newcastle-on-Tyne. The employers say that this constituted a violation of an agreement between the owners and workmen, and announce that those locked out will not be allowed to resume work until the Boilermakers' Society guarantees a fulfillment of the terms of the national agreement for the prevention of strikes and lockouts.

MR. TAFT HIGHLY PRAISED

Secretary Dickinson's Speech Unjust Land Charges.

Manila, Sept. 2.—Jacob M. Dickinson, Secretary of War, paid a tribute to the administration of President Taft at a fare well dinner given for him here to-day. The present progress of the American government was unparelleled, he said, and stood high in the history of the world. Among other things the secretary said that the policy of government outlined by McKinley and Roosevelt had been carried out unchanged by President Taft.

Mr. Dickinson discussed the charges made in Congress by Representative Martin of Colorado to the effect that Frank C. Carpenter, executive secretary of the Philippine government, and Commissioner Worcester had acted improperly in connection with leases of sugar lands in the islands, and said he was convinced that the charges were unjust and unfounded.

The speaker heartily endorsed the administration of Governor Forbes.

Later in the day the Dickinson party started for Hong Kong on the transport Crook.

OVER 1,000 DEAD IN FLOODS

Many Japanese Steamers Lost—200,000 Need Relief.

Victoria, B. C., Sept. 2.—The loss of life in the Japanese floods exceeded one thousand, according to advices brought by the steamer Antiochus, which arrived here from Yokohama to-day. The official list for fifteen prefectures shows that the dead or missing are 1,112. More than 180,000 houses were flooded and wrecked, 1,316 being swept away. More than 50,000 acres of land were flooded and 200,000 persons are homeless and receiving relief. Among the victims were the members of the family of M. Kondo, president of the Nippon Yusei Kaisha, who were drowned when his villa was demolished.

The great floods were followed by violent storms at sea, in which several Japanese steamers were wrecked. The steamer Hokuroku was lost in the Suruga Strait, with all hands, on August 13. On the same day the Shingu went ashore near Atsui, the 130 persons on board being saved by revenue steamers.

The Swanton, which was driven into the rocks for shelter, had 500 persons on board, and was wrecked. Two boats were lost, and the crew and passengers were rescued. The vessel ultimately reached Yokohama.

The volunteer vessel Umegaki, with 308 passengers, had a severe struggle, and reached Yokohama with her coal exhausted.

Several other steamers suffered, and several sailing vessels were wrecked. The Eirik, loaded with coal, foundered off Niki-jama, her captain and several others being drowned. Most of those on board swimming ashore.

THE TERRA NOVA SAILS SOUTH.

Cape Town, Sept. 2.—The British Antarctic expedition steamer Terra Nova sailed to-day for Melbourne.

RUSSIA STUDIES AVIATION

Two Army Tests of Machines Will Be Made at Manoeuvres.

LOOKS FOR GREAT PROGRESS

Commander Soldatenkoff, Expert in Submarines, Discusses Air, Water and Roosevelt.

Russia is right in line in aviation, according to Commander Basil Soldatenkoff, a naval officer, who has been at the Plaza for some days with his brother, Lieutenant Alexander Soldatenkoff. Commander Soldatenkoff has the unique distinction of being not only the first Russian to go down in an American submarine, but the first to make a flight with wings. In fact, he was the fourth man that ever sat beside the thin-tipped, tufted flyer in the air. He has seen service in many countries, was in command of submarines during the Russo-Japanese war, but was locked up at Vladivostok and had small chance to get into action. At present he is attached to the embassy at Rome.

"We are paying great attention to aviation in Russia," he said last night. "When we became interested in submarines a large appropriation was set aside for this class of boats, but it was not entirely used, and it is due to the energetic and virile Grand Duke Alexander, brother-in-law of the czar, that the rest of the sum, amounting to about \$1,000,000, will be used for airplanes. "We now have a school of aviation near Paris, and this month we will have manoeuvres for Russian officers. The manoeuvres will be held at two places, Krasnoe Selo and Gatchino, under the guidance of foreign instructors. In time our own officers will take the reins of the instruction. We will use French planes and some American ones.

"The aeroplane is going to be a great thing in warfare. Oh, I'm an enthusiast. Some day the gyroscope will be used for stability, there's no doubt of that. But not at present. It will take time, practice and a good deal of calculation to use this principle, but it will come. "Next to the aeroplane I'm most interested in the submarine," he continued. "When I think of the first submarines, which had so small space that the men and officers had to stand cramped and stooped, and such poisonous gases from the engines that our uniforms fairly rotted off our backs—that's the truth—it makes me wonder when I read that a French officer has asked permission of the War Department to go from Paris to New York under the sea.

"But in time that feat will be accomplished, and the time is not so far off. A submarine can go from Brest to Paris now in three days. It can carry a lavish supply of fuel and food. "Commander Soldatenkoff is a great admirer of Theodore Roosevelt, and returned yesterday morning from Denver, where he went to hear the ex-President speak. "The West was wonderful, marvelous. I think of all impressions I have received in all countries that was the greatest," he said. "I heard Mr. Roosevelt speak in Paris, and I have followed his speeches in Sweden and other places, and I believe in all that he advocates. I cannot say how they would work in application, because I do not know the country, but I believe in the principles of his policy."

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Residents of Many States Need Not Register in New York.

Albany, Sept. 2.—Attorney General O'Malley to-day advised S. S. Koenig, Secretary of State, that owners of automobiles, residents of other states, under the laws of which residents of New York State are entitled to freedom from the requirements of registration for limited periods of time, should file the necessary certificates with the state under the Callan motor vehicle law. Under this opinion residents of Massachusetts, which allows owners of automobiles living in New York State to be exempt from the requirement to register in Massachusetts for ten days in any year, are entitled to the same privilege in New York. The Attorney General pointed out that this question was not involved in his previous opinion, in which he held that residents of states granting non-residents temporary license were not entitled to any exemption under the New York law. In that case the non-resident is required to register and pay a fee, and a certificate is given in exemption from the requirement of registration. As there is no machinery provided by the New York law for temporary registration, the Attorney General held that residents of such states could not enjoy similar privileges in New York State.

The Secretary of State said to-night that in conformity with the Attorney General's opinion these states are now exempt from registering under the Callan law. California, Colorado, Delaware, Florida, Illinois, Indiana, Iowa, Kentucky, Maryland, Massachusetts, Michigan, Minnesota, Missouri, Nebraska, Nevada, New Jersey, New York, North Carolina, Ohio, Oregon, Pennsylvania, Rhode Island, South Dakota, Tennessee, Texas, Virginia, Washington and Wisconsin.

The Province of New Brunswick, Canada, had also been exempted, as they register motor tourists to register. New Jersey is the only state which does not still does not have reciprocal relations with New York relative to automobile registration.

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RODE IN FIRST STEAM TRAIN

Last Pennsylvania Tunnel Excursion Includes Man with Memory.

Members of the Long Island City Business Men's Association made a trip from Long Island City to New Jersey, and returned yesterday afternoon, and this trip ended the series of special excursions in the eight trips, which extended over four days, fully three thousand business men and engineers inspected the tunnels and the big terminal station in Manhattan. A miniature battleship was placed in position on the field to-day for use in the bomb-dropping contest. While Dixon was in the air, the Blériot monoplane of Grahame-White was pushed on to the field, and the Englishman, now about the height of about one thousand feet, heading out over the harbor toward Boston Light. At this elevation White made a circle of about four miles, swinging well out over the harbor and then over Dorchester. His average speed was close to a mile a minute. The flight will be officially opened at 5 o'clock to-morrow morning, when several aviators, including G. H. S. Harmon, of Pennsylvania; Claude Grahame-White, of England; William H. Hilliard and others will make the first flights of the meet. A miniature battleship was placed in position on the field to-day for use in the bomb-dropping contest.

WOMAN'S RECORD IN AIR

Mlle. Dutrieu Carries Passenger Over Twenty-eight-Mile Trip.

Ostend, Belgium, Sept. 2.—Mlle. Hélène Dutrieu, the French aviator, established a record for women pilots in distance and altitude with a passenger to-day. With a companion in her aeroplane, Mlle. Dutrieu flew from this city to Bruges and return, a distance of about twenty-eight miles. At Bruges she circled above the belfry of Les Halles, at a height of 1,300 feet.

A PARIS-BORDEAUX FLIGHT

M. Bieloucci Reaches Angoulême After a Stop at Poitiers.

Angoulême, France, Sept. 2.—M. Bieloucci, who is attempting to fly from Paris to Bordeaux, arrived here late this evening in his Voisin biplane, having covered the sixty-four miles between Poitiers and Angoulême in 1:20. He will continue his flight toward Bordeaux to-morrow morning. The aviator arrived at Poitiers at noon, having covered the distance between there and Orleans in 2:35.

STATEN ISLAND SEES A FLIGHT.

Staten Islanders living in New Dorp, Dongan Hills, Grassmere and other villages in the southern part were treated to a splendid view of an aeroplane in flight yesterday morning, when George F. Russell, the youthful aviator, who will make daily flights at the annual county fair, which opens on Labor Day, had a try-out of the biplane which he will use. He experienced no difficulty in getting away despite the many buildings on the fair grounds. Russell has contracted for six flights, and he promises to encircle Staten Island at least during the season. If conditions are favorable, he says, he will fly across the Bay to Manhattan and return to-day at a rate of ninety kilometers, or approximately fifty-six miles, an hour, establishing a new record for speed with a passenger.

FAST TRIP WITH PASSENGER.

Douai, France, Sept. 2.—A military aeroplane, piloted by Louis Bréguet and carrying also Captain Madier, who made observations, flew from Arras and returned to-day at a rate of ninety kilometers, or approximately fifty-six miles, an hour, establishing a new record for speed with a passenger.

SKENE'S CLERK TESTIFIES

He Is Expected to Make Important Disclosures To-day.

Albany, Sept. 2.—Charles H. O'Neill, of New York, confidential assistant to Frederick Skene while he was State Engineer in 1907 and 1908, and one of the principal witnesses for the state in the prosecution of Skene on charges of grand larceny in connection with the award of good roads contracts during his administration, was called to the stand to-day. In presenting the prosecution's case to the jury yesterday, Deputy Attorney General Bronx intimated that O'Neill had personal knowledge of a good roads bid in Nassau County being raised \$2,000, of which Skene was to receive \$5,000 and the Russell Contracting Company, which was awarded the contract, \$1,000.

Mr. O'Neill was examined as to how he secured his position, his duties and the procedure in receiving good roads bids and awarding contracts. His important testimony is expected to be given to-morrow.

While O'Neill was testifying the name of Charles E. Murphy, leader of Tammany Hall, was mentioned. O'Neill said that he secured his place after Thomas J. Dunn, a New York contractor, had talked with Mr. Murphy. Mr. Jerome, counsel for Skene, objected to this line of examination and was sustained by the court.

The state tried to introduce a tally sheet of good roads bids for the purpose of showing that the Russell company bid when originally submitted totalled \$2,327 and was subsequently raised to \$3,327, but on Mr. Jerome's objection it was temporarily excluded.

The Attorney General made a motion to be permitted to introduce certain testimony, including conversations between Skene and subordinates under Skene, which were not made in his presence, but which the state contends related to orders issued by Skene and in which he is criminally liable. The motion was denied for the present by Justice Coman.

ALASKA'S NEED OF RAILWAYS

Attorney General Calls Province an Empire—The Coal Lands.

Cordova, Alaska, Sept. 2.—George W. Wickersham, Attorney General, and Charles Nagel, Secretary of Commerce and Labor, sailed for Seattle to-day on the government steamer Albatross after a trip through Alaska which has occupied more than a month. The Albatross is due at Seattle on Monday.

"We came to see a little place called Alaska," said the Attorney General. "I realize more and more the importance of opening the coal lands, and after we have a talk with the President he may have some recommendations that will result in straightening out the present tangle. The one great necessity of Alaska is railroad transportation, as it depends the adequate development of Alaska's mines and agricultural lands."

"It is evident that this transportation cannot be furnished until the coal lands are opened up. For cheap coal is required to operate a railroad. I am in hopes that something will be done in this matter this winter."

POLICE CHIEF IN INDIA SHOT.

Simla, British India, Sept. 2.—A native police inspector, Sarat Chandra, was shot and probably fatally wounded to-day at Dacca, where a number of young Indians are on trial for conspiracy against the government. The assassin of the inspector are youths of good families.

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RODE IN FIRST STEAM TRAIN

Last Pennsylvania Tunnel Excursion Includes Man with Memory.

Members of the Long Island City Business Men's Association made a trip from Long Island City to New Jersey, and returned yesterday afternoon, and this trip ended the series of special excursions in the eight trips, which extended over four days, fully three thousand business men and engineers inspected the tunnels and the big terminal station in Manhattan. A miniature battleship was placed in position on the field to-day for use in the bomb-dropping contest. While Dixon was in the air, the Blériot monoplane of Grahame-White was pushed on to the field, and the Englishman, now about the height of about one thousand feet, heading out over the harbor toward Boston Light. At this elevation White made a circle of about four miles, swinging well out over the harbor and then over Dorchester. His average speed was close to a mile a minute. The flight will be officially opened at 5 o'clock to-morrow morning, when several aviators, including G. H. S. Harmon, of Pennsylvania; Claude Grahame-White, of England; William H. Hilliard and others will make the first flights of the meet. A miniature battleship was placed in position on the field to-day for use in the bomb-dropping contest.

WOMAN'S RECORD IN AIR

Mlle. Dutrieu Carries Passenger Over Twenty-eight-Mile Trip.

Ostend, Belgium, Sept. 2.—Mlle. Hélène Dutrieu, the French aviator, established a record for women pilots in distance and altitude with a passenger to-day. With a companion in her aeroplane, Mlle. Dutrieu flew from this city to Bruges and return, a distance of about twenty-eight miles. At Bruges she circled above the belfry of Les Halles, at a height of 1,300 feet.

A PARIS-BORDEAUX FLIGHT

M. Bieloucci Reaches Angoulême After a Stop at Poitiers.

Angoulême, France, Sept. 2.—M. Bieloucci, who is attempting to fly from Paris to Bordeaux, arrived here late this evening in his Voisin biplane, having covered the sixty-four miles between Poitiers and Angoulême in 1:20. He will continue his flight toward Bordeaux to-morrow morning. The aviator arrived at Poitiers at noon, having covered the distance between there and Orleans in 2:35.

STATEN ISLAND SEES A FLIGHT.