



STRIKE CALLED ON ALL FRENCH LINES

Workmen Refuse to Meet Government's Call on Them as Reserves.

FEARS OF FAMINE IN PARIS

Military Engineers Taking Posts—Troops Guard Stations—Western Railway Employees Go Out.

Paris, Oct. 12.—The central strike committee of the National Railroad Union met last night and decided to call on the men of all the railroads to strike immediately.

Paris, Oct. 11.—France again faces a serious strike situation. The employees of the Northern Railroad went on strike early to-day, and to-night the strike spread to the Western Railroad, which is owned by the state.

The strikes at the present time involve about eighty thousand men. The strike on the Western road was voted this evening by eight thousand men employed in Paris and the suburbs. They count on the national unions to tie up the provinces.

As is usual in such circumstances, the city of Paris is threatened with a scarcity of food supplies. Freight, mail and passenger transportation is partly prostrated, and the vast army of working people in the Northwest are unable to reach their places of business.

Military engineers are taking the places of the strikers and troops are guarding various stations and important sections of the roads. Large military forces were hastily distributed on the first evidence that a strike had been declared, and additional troops were ordered out to-night.

The government has decided on an important step in an attempt to break the strike on the Northern Railroad. The official "Journal" publishes a decree calling to the colors about thirty thousand employees of the Northern road. This immediately subjects the men to military discipline.

The officials of the Northern Railroad have issued a statement that the wages of the employees were increased 3,500,000 francs during the year 1909-10, and that the increased cost of operation and the increased burdens imposed by parliament made it impossible to meet the demands of the men.

The tie-up on the Western road affects the American mail and passengers due by train at Cherbourg to-morrow for the steamships Kronprinz Wilhelm and Teutonic. The aeronauts Audemars, Barrier and Garros, who are to take part in the aviation meeting at Belmont Park and are booked sail on the Teutonic, will go to Cherbourg by automobiles.

Grave consequences may follow the action of the Cabinet in calling out the strikers as reserves, as the strikers have voted not to respond. They will base their refusal on the ground that the law provides for the mobilization of technical employees of the railroads only for the transportation of troops and materials of war. The government is at work on a plan to insure the transportation of necessities to Paris and other affected districts.

Up to this afternoon comparatively little violence had been reported, but as the telephone and telegraph wires to the north have been cut there is some apprehension as to what has taken place in outlying districts.

Troops occupy the terminus here. The important points along the railway lines and the roads are being patrolled by soldiers.

The men demand a minimum wage of \$1 a day and other concessions. Traffic from and to this city over northern lines is discontinued. The effect was immediately apparent on the Bourse, where railway stocks declined at the opening, and on the Bourse de Commerce, where sugar jumped 1 franc and flour 50 centimes.

Strikers Refuse to Yield. The employees met this afternoon and voted to continue the strike until their demands were acceded to, and the militant members of their organization who had been dismissed during the day were reinstated.

The conservative newspapers condemn the strike as indicating a revolutionary general Federation of Labor, trying to absorb the railroad unions, but the Socialist press holds it as a commendable battle to obtain needed redress.

By 11 o'clock this forenoon the tie-up of the Northern system was practically complete. At that hour only trains for Calais and Cologne were moving.

Several acts of violence occurred before daybreak. At St. Quentin the tracks were torn up, and two locomotives were in collision at Tergnier and obstructed the main track.

There has been ill feeling on the part of the employees for some time, owing to the refusal of the Northern Railroad to increase wages. There have been rumors of an impending strike, but the men conducted their plans with great secrecy and not until last evening was it realized that the fight probably would be on to-day.

The demands of the employees are as follows: First—A general increase in wages to meet the higher cost of living.

BRAZIL'S RECOGNITION.

Lisbon Hears of the Sanction of the Republic of Portugal.

Lisbon, Oct. 11.—The official announcement was made to-night that Brazil had recognized the Republic of Portugal. Foreign Minister Machado expressed his thanks on behalf of the government to Dr. da Costa Motta, the Brazilian Minister.

A dispatch from Rio de Janeiro on October 9 said that the government of Brazil had authorized its minister at Lisbon to enter into relations with the provisional government on current business and the protection of Brazilians in Portugal. The government also declared that this did not mean the recognition of the establishment of the new regime in Portugal. This recognition, it was pointed out, could not be accorded until Brazil was certain that the new rule had the support of the majority of the Portuguese people.

(Other news of the situation in Portugal on Page 3.)

MAY HAVE DYNAMITER

Sacramento Officers Arrest Former Los Angeles Man.

Sacramento, Cal., Oct. 11.—George Wallace nearly collapsed to-day after being arrested at the local postoffice while receiving letters which it is declared connect him with "The Los Angeles Times" dynamiting. He is supposed to be a miner and familiar with high explosives.

When arrested Wallace tried to destroy two letters. Picked together, one of them shows that Wallace left Los Angeles suddenly on the day following the dynamiting, and intimates that he knows much concerning the affair. The writer used bitter language in speaking of Harry Chandler, manager, and Harrison Gray Otis, owner of "The Times." "If I only could see you, George, I could tell you a whole lot of things, but one cannot be too careful what he writes in a letter," the letter says.

WON'T HEAR W. J. BRYAN

Iowa City Cancels His Date to Deliver Speech.

Red Oak, Iowa, Oct. 11.—At the request of the local Democratic campaign committee the state central committee has advised W. J. Bryan that his speaking date in Red Oak has been cancelled.

The committee gives as its reason for cancelling the date Mr. Bryan's "bolt of the head of the Nebraska Democratic ticket, his apparent inconsistency on the liquor question and his reported intention to attack Congressman Walter I. Smith in the 9th District."

THE CHOLERA IN ENGLAND

Virulent Case Discovered in Hotel—Authorities Busy.

London, Oct. 11.—The first case of Asiatic cholera has appeared in England. A man who lived in one of the Ravelin houses, a series of "poor man's hotels," died in a public hospital on Friday. The directors of the hospital ascertained that it was a virulent case, and are taking all measures to discover the cause and to prevent the spread of the disease.

Naples, Oct. 12.—Seven new cases of cholera and four deaths have occurred here in the last twenty-four hours.

NEWFOUNDLAND COMMITTEE

Members Reported Chosen Under Terms of Hague Award.

(By Cable to The Tribune.)

London, Oct. 11.—Part of the award of the Hague arbitration court consisted in the reference of certain questions to the committee of experts. These are the questions on which the court did not consider itself competent to give decision without the assistance of expert advice. The fisheries convention made last year between the British and United States governments contains a provision for the appointment of such a committee, and "The Manchester Guardian" understands in accordance with this provision and the award of the Hague tribunal the committee has now been nominated.

The United States government will be represented by Dr. Hugh H. Smith, Deputy Commissioner of Fisheries. The British representative on the committee will be Donald Morrison, K. C., Minister of Justice in Sir Edward Morris's government. Mr. Morrison does not possess expert knowledge of the technical side of the fisheries question, but he knows its legal aspects, and his advice in the matter has already been of great assistance to the Newfoundland government.

AERO RECORD FOR WELCH

Wright Aviator Up Three Hours, Eleven Minutes.

St. Louis, Oct. 11.—A. B. Welch, in a Wright biplane, to-day created a new endurance record for America of 3 hours, 11 minutes and 55 seconds. The previous record was made by Ralph Johnson, at Atlantic City, N. J., in 3 hours, 5 minutes and 40 seconds. Welch ascended at the Kinloch aviation field at 1:48 o'clock. Most of the time he flew at high altitudes.

Alfred Le Blanc, a French aviator, drove his Blériot monoplane for the first time in America at the local meet to-day. He made two flights, one of which was highly spectacular.

TUB BATHING STOPPED

Residents of Palmer, Mass., Must Conserve Diminishing Water Supply.

Palmer, Mass., Oct. 11.—Tub bathing is prohibited in an order issued by the Palmer Water Company to-day, in an effort to conserve the rapidly diminishing supply which the company's reservoirs hold until winter wells can be sunk and other emergency measures taken.

AN EARTHSHOCK IN CUBA.

Santiago de Cuba, Oct. 11.—A severe earthquake was felt here at 3 o'clock this morning. Great alarm was caused, but no damage was done.

USES BOY'S BODY AS SHIELD FROM BULLET

Crowd Sees Prizefighter Kill Youngster in Effort to Murder Enemy.

CORNERED, KILLS HIMSELF

Unknown Man, Seeing Pistol Pointed at Him, Snatches Up Lad to Cover Himself, and Runs After Shooting.

Henry Greenwald, a pugilist, living in McKinley Square, The Bronx, shot and killed Charles Fischer, a twelve-year-old boy, of No. 1439 Madison avenue, at Madison avenue and 163d street last evening. The bullet Greenwald fired was intended for an unknown man, who held the boy before him as a shield. When Greenwald saw the result of his shot he turned and ran through the streets, followed by a mob, until he reached a hallway at No. 1206 Fifth avenue. As two detectives followed him Greenwald fired a bullet into his own brain, dying almost immediately.

Greenwald got some small degree of sporting notoriety in the last few months as the sparring partner of Harry Stone, a lightweight pugilist of Baltimore. He was known in the ring as "Bliz" Clark, but had not been boxing lately.

Charles Fischer was walking south in Madison avenue about 5 o'clock, after having done an errand for his mother, while Greenwald was walking north on the same side of the street. When the boy was about fifty feet away from Greenwald another man, whose name is unknown to the police, came up behind him, going in the same direction.

Upon catching sight of the man, Greenwald whipped a revolver of large calibre from his hip pocket and pointed it at him. The man dodged behind the boy and suddenly lifted him clear of the ground, holding the youngster before him as a shield. Greenwald began to circle about, watching for an opening for his bullet. Charley Fischer yelled as he realized Greenwald's purpose, but the man who was using him as a shield paid no heed.

Crowd Hastens Shooting.

While Greenwald awaited his chance to send in a bullet a crowd had collected. Greenwald was afraid of interference, so he stepped in and fired pointblank at his enemy's head. The man dodged the bullet and it struck Charley's temple.

As soon as he saw what he had done Greenwald turned and ran down Madison avenue. The unknown man dropped the boy on the sidewalk and ran east toward Third avenue, disappearing in a hallway. By this time the crowd had been roused to tardy action, some starting pursuit of the murderer, while others, mostly women, ran to the boy's aid.

When some of the women picked the lad up he was unconscious, and they called an ambulance from Harlem Hospital. Dr. Fulton examined him hastily and then rushed him to the emergency ward. Although everything possible was done for him, the boy died without regaining consciousness, at 7:20 o'clock.

The crowd in pursuit of Greenwald kept close at his heels, and at 101st street was joined by Patrolman Searle, of the East 104th street station, who was on post there. Searle is one of the speediest runners in the department, and soon began to gain on the murderer. Seeing this Greenwald faced around in the faces of the crowd, threatening to shoot. Although Searle was in the van of the avenging mob, he did not fire his revolver at Greenwald, being afraid of injuring some one on the sidewalk.

Murderer Pressed by Crowds.

The murderer was getting winded, and his breath came in short gasps as he ran. At 101st street he turned west and ran toward Fifth avenue, the crowd drawing closer all the time. When he reached Fifth avenue the hunted man dashed into a hallway, taking the nine steps with two leaps. As he ran up the steps he knocked aside three or four children who were sitting on the stoop, and continued into the hall. He was gently trying to run to the rear of the hall and escape by way of the cellar stairway. He ran into a trap, however, and brought up in front of a blank wall. Searle, with two detectives, was right on his heels as he entered the hall. Just as they reached the front doorway they saw Greenwald raise his revolver again and press the muzzle to his right temple, and they could interfere he had fired a bullet into his head. His body fell to the floor beside a baby carriage in the hall.

Dr. Richardson from the Harlem Hospital came, and said the man had died instantly. The body was taken to the East 104th street police station.

Charles Fischer lived with his mother, a widow, and three elder brothers at the Madison avenue house. He was a pupil of Public School 103, at Madison avenue and 119th street.

The police say that while Greenwald was in the Elmira Reformatory four years ago, he tried to commit suicide by jumping from a window. He landed on his head and was seriously hurt.

ELY, EXASPERATED, QUILTS

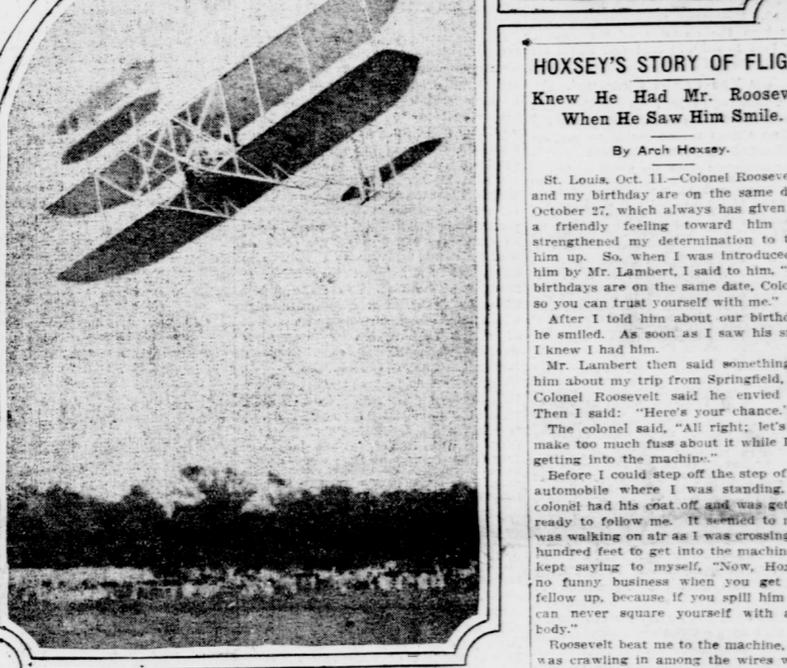
Flies 21 Miles in Three Days, Then Takes a Train.

Chicago, Oct. 11.—Eugene Ely, an exasperated aviator, gave up to-day his attempt to make a flight from Chicago to New York for the \$25,000 prize offered by "The Chicago Evening Post" and "The New York Times." Ely left his aeroplane in a field near South Chicago, twenty-one miles from Hawthorne Park, whence he started on Sunday at 4:11 p. m., and departed by train for Cleveland. The machine will be shipped to New York to-morrow.

Ely declared that his continued trouble with his aeroplane was due to the failure of mechanics to arrange the gasoline tank on the machine properly. He said that the gasoline feed was interrupted by lack of a vent hole in the tank.

ARCH HOXSEY, WHO TOOK MR. ROOSEVELT ON HIS FIRST AIR TRIP.

Governor Fort of New Jersey is in the seat by the aviator which was occupied yesterday by the ex-President.



HOXSEY MAKING ONE OF HIS AIR DIPS.

MONORAIL CAR HITS AUTO

Smashes It on First Trip Since Accident in July.

MOTOR'S OCCUPANTS HURT

Passengers of Bifurcated Car Escape Injury—Road's Franchise Just Restored.

A second attempt was made yesterday to operate the monorail line of the City Island & Bristow Railroad Company, and again there was an accident. Those in the monorail car were not hurt this time, but Norbert Robillard, a builder, of No. 1445 Zerega avenue, The Bronx, and Charles Dietz, son of the proprietor of the Tallapoosa Club, of Westchester, occupants of an automobile, owned by Mr. Robillard, which crossed the track near Bristow station of the New York, New Haven & Hartford Railroad yesterday afternoon, are painfully hurt, and the automobile was completely wrecked when it was struck by one of the cars.

The monorail franchise was restored by the Public Service Commission yesterday, having been revoked after the accident at City Island last July, in which several persons who were riding in one of the cars were injured. That was on the first trip on the monorail road, and the car which struck Mr. Robillard's automobile yesterday was the first that has been run on the road since that day.

Mr. Robillard was going east on Pelham Parkway, when the monorail car appeared suddenly out of the Pelham tunnel, running north on the New Rochelle road. Mr. Robillard tried to pass in front, but his automobile was struck by the car and smashed to splinters. Mr. Robillard was thrown out and stunned, and Mr. Dietz, who was in the tonneau, was pinned under the automobile, which turned turtle.

Another automobile with three occupants was close behind Robillard's car. The three men jumped out and rushed to the assistance of Mr. Dietz. They lifted the wrecked car off him and took him to a nearby hotel. They wanted to get an ambulance, but the injured man objected, saying that he preferred to be treated by his own doctor. Mr. Robillard, who recovered consciousness in a short time, also refused medical aid.

Neither of the injured men could be seen last night, but it was learned that Mr. Dietz had both knees badly torn and was unable to walk. Mr. Robillard, it was said, was badly shaken up.

To Quebec Without Change.—Conn. River Special carries through sleeping car. Lv. N. Y. 5:02 p. m. week days; 4 p. m. Sundays. Ar. Quebec 11 p. m. next day. N. Y. N. H. & H. R. R., 11 E. 47th, N. Y. C.

PARKER ON ROOSEVELT

Sure Ex-President Plans To Be Candidate in 1912.

STATE CAMPAIGN HIS TEXT

Former Judge Discerns a Purpose to Deceive People of New York.

Former Judge Alton B. Parker gave out an interview at his home, in the Hotel Essex, last night on the state campaign and Theodore Roosevelt.

To the question, "Is it true that you are to take an active interest in the campaign?" Mr. Parker replied: "Yes, it is true. I shall be in Indiana the last of the week, and am sorry that I cannot give all the time requested of me in that state. But I am obliged to return early next week to begin the platform work in the state which the committee has assigned to me."

"I am informed that Mr. Roosevelt has been advised by his friends that in this state the tide has set in so strongly against his 'new nationalism,' with himself as the steward of the public welfare in 1912 and thence on for the balance of his life, that he can only hope to save the situation for himself and his ticket by announcing that he will not be a candidate in 1912, and further, that he has agreed to make such a statement within the next two or three days."

"There can be no doubt of the fact of his candidacy in the mind of any man who has watched his course, carefully read his speeches and noted his almost brutal treatment of President Taft. From my knowledge of and experience with him I have no hesitation in saying that while the assurance will be given by him that he will not be a candidate in 1912, his purpose is to deceive the people of this state in the hope that they will elect his ticket."

"That done, he will accept the result as a command by the people of this state that he be its candidate. Then, with the political machine under his control, nothing can prevent him from securing the delegates from this state."

"There is one sure way, and only one, to avoid Mexicanizing this country, and that is to defeat his ticket now."

JOSEPH CHAMBERLAIN'S HEALTH

May Be Enabled to Return to Parliamentary Work.

London, Oct. 12.—According to a correspondent of "The Daily Chronicle," Joseph Chamberlain's health is so much improved that there is a possibility he may again sit and speak in Parliament.

YALE-WEST POINT FOOTBALL GAME. 31 25 Round Trip, Oct. 15. Special Train. Lv. Dearborn St. 12:30. West 62d St. 12:15. Arr. West Shore R. R. Returning after the game. Phone 6410 Madison.—Adv.

ROOSEVELT GOES UP IN AEROPLANE

Circles Aviation Grounds Near St. Louis Twice in Hoxsey's Machine.

ENTHUSIASTIC OVER TRIP

He Urges Federal Control of Corporations and Tells How Murphy Bossed New York Democratic Convention.

(By Telegraph to The Tribune.)

St. Louis, Oct. 11.—Ex-President Roosevelt broke all records for strenuousness in St. Louis to-day. He made a flight in an airship, laid down the especially applied propositions of his new nationalism to a club of railroad men and shippers, visited the Country Club, advocated a deeper waterway from the Great Lakes to the Gulf of Mexico to a club of St. Louis business men, rode seventy miles in an automobile through clouds of dust at breakneck speed, made a brief speech at Clayton, in Representative Bartholdt's district, attended a dinner at the home of Governor Hadley, paid a social call to Mrs. C. K. Elby and wound up a "quiet day" with a speech to a monster audience at the Coliseum, in the course of which he elaborated his views on the tariff, spoke a few thousand kind words for his new nationalism and emphasized the importance of Missouri's securing a Republican in the Senate wholly free from corporate control. Ex-Governor David R. Francis and James A. Reed, of Kansas City, Democratic candidates for the Senate, both have records of corporate affiliation peculiarly vulnerable to the line of Mr. Roosevelt's attack.

Incidentally he told the business men of the city that his greatnephew ran the first steamboat on the Mississippi, which accounted for his interest in deeper waterways. This greatnephew, which probably some of his friends under the shadow of Wall Street would think peculiarly appropriate when a Roosevelt went West. He discovered a few former Rough Rider comrades, and altogether had a perfectly bully time. That is a fact, for he said so himself. After this afternoon's automobile ride, some of those accompanying him on this trip are hoping that he will make the sprinkling of city streets and country roads also a part of his new nationalism in the interest of cleanliness and common humanity.

Flight a Surprise to All.

It was on the aviation field at Kinloch, eighteen miles west of St. Louis, that Mr. Roosevelt made his first airship flight, but from the enthusiasm which he displayed when it was over it need surprise no one if he is up in the air most of his leisure time in the future. He had received an invitation to attend the aviation meet at Kinloch, but he would not even have himself, expected that he would immediately take the chief role in the afternoon's entertainment. His decision to do so was so sudden that it fairly took away the breath of all who saw him do it. Followed by a string of automobiles extending back for more than a mile, he raced out to Kinloch, being greeted on all sides by cheering men, women and children. When he arrived there, instead of permitting his automobile to be guided to the place assigned to it on the side lines, he directed that it be driven to the centre of the field and stopped alongside of the aeroplane of Arch Hoxsey, who had at that moment descended from a flight.

Hoxsey was introduced and said: "Colonel, I'd like to have you for a passenger." "Thanks," laconically replied Mr. Roosevelt, as he proceeded to peel off his overcoat. Then he asked for a cap, which was immediately tendered, and before you could say "Jack Robinson" he was seated in the aeroplane. Hoxsey took his seat on the other side and started the engine, while a group of Missouri National Guardsmen held the aeroplane as it got up speed.

The six-cylinder motor barked and spouted smoke. Then the motor was stopped for a moment.

After two more tests the motor was allowed to run, and the machine ran over the ground quietly. The photographers who had been snapping Mr. Roosevelt in the machine had barely time to step aside before the aeroplane began to run over the grass.

Mr. Roosevelt gripped the rail hard and looked straight ahead. The machine skidded over the field for a few yards, then lifted its nose into the air, rising easily.

The aeroplane sped quickly around the field at a height of less than one hundred feet. It made the first lap of a mile and a half before news percolated through the crowd that Mr. Roosevelt was Hoxsey's passenger. When he swept past the grandstand he leaned forward a bit and waved his hands. The spectators seemed frightened and remained silent, watching the aeroplane intently.

Nearly a Mile a Minute.

The flying machine sped by and made the turn for the second lap. Hoxsey could be seen to bend over and shout something into Mr. Roosevelt's ear. The engine cracked regularly, hurrying the aeroplane forward at a speed of nearly a mile a minute, but from the ground it looked as though it were travelling much slower because it sailed so evenly and smoothly. There was not a breath of wind, and the engine did not miss fire once.

At the end of the second lap, Hoxsey dipped his planes and the machine descended easily, striking the ground without a jar a few rods from the grandstand. The machine glided over the grass a short distance and stopped.

Mr. Roosevelt, smiling his most expansive smile, disembarked backward. He became entangled in the wires, but was soon out of them.

When the spectators saw that he had landed safely, they cheered wildly, and

COLUMBUS DAY. The very best Holiday for DAY LINE outing.—Adv.