various heads of the express companies with his peace treaty, and got them to sign it in the form of a letter addressed to himself. The letter reads as follows:

"Henry R. Towne, Esq., President, Merchants' Association of New York, New York City.

"Dear Sir: We are willing to take back our employes who are on strike, whether or not they have joined a union, reserving the right, however, to decline to take back any of them, whether they be members of a union or not, who may have committed or incited acts of violence and hostility against us.

"Those of our companies whose employes have raised a question concerning their hours of employment or rate of wages will agree, after the men resume work, at once to take up these questions with their employes, or with committees of them, for the purpose of reaching a settlement which shall be just and satisfactory to both parties, with the understanding that the former hours and rates of wages shall continue in effect until December 1 next, and that on that date any changes mutually agreed upon shall then become effective. Yours very truly,

"ADAMS EXPRESS COMPANY,
W. M. Barrett, President.
"AMERICAN EXPRESS COMPANY,
H. S. Julier, Vice-President.
"NATIONAL EXPRESS COMPANY,
I. N. Smith, General Manager.
"UNITED STATES EXPRESS COMPANY,
Frank H. Platt, Director.
"WELLS, FARGO & COMPANY,
E. A. Stedman, Vice-President.
"New York, Nov. 10, 1910."

Drivers' Representatives Sign.

The agreement of the strike committee was drawn and signed by its members as follows:

"The undersigned, a committee representing the employes of the express companies which join in the annexed letter to Mr. Towne, hereby receive the terms of the said letter in settlement of the strike and advise the said employes to resume work thereon at once and end the strike. We proposed these same terms through the Mayor last Friday at his request, and adhere to them now at his request.

"DANIEL P. O'CONNOR, of Adams Express Company.
"THOMAS W. TALLON, of American Express Company.
"E. J. MARA, of National Express Company.
"JAMES G. ACKERMAN, of United States Express Company.
"JAMES W. DONNELLY, of Wells Fargo & Co."

Commenting on the Mayor's eulogy of Mr. Towne, the latter said last night:

"The Mayor is entirely too complimentary. I simply met the various officials of the express companies to-day, and after submitting the proposition we talked matters over pleasantly. I found the company officials eminently fair, and as anxious to settle the strike as Mayor Gaynor was."

A truce of forty-eight hours before taking action on calling a general strike of teamsters was granted by the labor leaders Wednesday night at the request of James McManus, a conciliator of the State Board of Mediation and Arbitration, in view of developments promised for yesterday.

Organizer Ashton intimated yesterday morning that a settlement was likely, and issued a signed statement to the public in regard to the letter which the express companies sent to yesterday's papers.

Sympathetic Strikes Forbidden.

"The express companies in their letter to Mr. Henry R. Towne, president of the Merchants' Association," it said, "lay great stress upon the great responsibilities of the drivers of their wagons, and assume that if they entered into an agreement with the International Brotherhood of Teamsters their business would be interrupted through sympathetic strikes with other unions.

"I wish to dispel any such erroneous idea from the fertile brains of the individuals who invented the supposition, as I can truthfully state that no union driver working under union conditions has ever been called out on sympathetic strike in New York, and that our constitution forbids such action, and we consider trade agreements sacred under any and all conditions."

Counsel for three of the express companies applied to Judge Lacombe in the United States Circuit Court yesterday afternoon for an order to show cause why Mayor Gaynor, the Police Commissioner and other city officials should not be restrained from enforcing the ordinance requiring the licensing of wagons and drivers employed by these companies, on the ground that they did an interstate commerce business and were exempt from the ordinance. Judge Lacombe granted the order and made it returnable to-day at 2 p. m. before Judge Coxe, in the United States Circuit Court. The companies represented in the petition were the Adams, United States and Wells-Fargo. The case was applicable as well to the American and other express companies, it was said.

City to Fight the Petition.

A copy of the petition and order was later served on Corporation Counsel Watson, in which William M. Barrett, as president and stockholder of the Adams Express Company, appeared as petitioner. Mr. Watson said he would appear for the city in court to-day and contest the application for a preliminary injunction which was asked for in the petition.

"This matter involves the question as to whether the Adams company is immune from the operation of the city ordinance," said Mr. Watson. "So far as I know this question relating to express companies has never been raised before, and, of course, the city will contest it."

The petition states that the Adams company has for fifty years been engaged as a common carrier of express matter and is under contract with the government to transmit money between Washington and New York City. As a common carrier it is subject to the act of Congress, approved February 4, 1887, an act to regulate commerce. The code of ordinances of this city provides for licensing drivers and wagons which may be designated as public express, the petition states.

In the conduct of the business of the Adams company, the petition continues, the wagons collect from shippers in the city express matter without discrimination or distinction between domestic and interstate shipments. It is impracticable to segregate domestic from interstate shipments, and the petitioner says that for many years an arrangement has existed between the express companies and the license bureau by which the companies took out a certain number of licenses for its wagons and drivers engaged in domestic business, and that the company has always stood ready to conform to the ordinances so far as they relate to city business.

"But your petitioner alleges that the ordinances do not apply to the company, its wagons and drivers engaged in in interstate transportation of packages, parcels or money within and through the City of New York," the petition states.

The estimated value of the company's city business is given in the petition as $2,000 a day.

The companies issued a statement yesterday morning in which they contended that it had heretofore been the city's uniform position that the ordinance was invalid as to wagons engaged in interstate commerce, at least since George L. Rives, former Corporation Counsel, wrote an official opinion to that effect several years ago. The companies declared that the effort to contest the validity of the ordinance was not being made to avoid the little payments demanded, but because the prompt procurement of the needed licenses was impossible. It was said that the question would probably be thrashed out in the courts whether the old men returned to work or not.

Licenses were granted yesterday for 150 wagons of the American Express Company and thirty for wagons of the National Express Company. About 150 applicants for expressmen's licenses appeared at the license bureau in the City Hall yesterday. Each applicant was asked to answer a long list of questions as to his antecedents and whether he was a professional strike breaker or had ever been convicted of a criminal offence. Two citizens are required to indorse each application. The applications were withheld pending a consideration of the men's answers and a quiz of the indorsers.

Strike Spreads to the Drivers.

The strike spread yesterday to the chauffeurs and conductors on the Fifth avenue 'buses and about 200 drivers of the Curtis-Blaisdell Coal Company. Several drivers of the Horton Ice Cream Company in Harlem also joined the strikers. None of these companies attempted to send out any of their rolling stock during the day.

Rioting and attacks on the express company wagons continued during the day, but there were not as many as the day before. The police found a deserted wagon of the Adams Express Company on 67th street, between Park and Lexington avenue, loaded with bundles which had been opened and despoiled of part of their contents. A wagon belonging to the United States Express Company was found deserted on Avenue A. The men on the wagons had been attacked and frightened away.

There was a lively encounter between four men on an Adams wagon and a crowd of strikers at Seventh avenue and 48th street yesterday afternoon. The strike breakers were getting the worst of it, and would have been pulled from the wagon into the hands of the crowd if the reserves from the West 47th street station had not arrived and charged the strikers with their night sticks. The crowd fought the police for some time, and there were many battered heads and five prisoners taken as a result of the riot.

Grocery Driver Uses Revolver.

Serious rioting followed the attempt of the Park & Tilford firm to move their wagons. One of the wagons was attacked at 49th street and Seventh avenue, and the driver, John Beck, drew a revolver, and after firing several shots in the air to frighten the strikers he fired one low which struck the sidewalk and, deflecting, lodged in the thigh of Charles A. Polk, a tailor, who had had no part in the attack. The crowd scattered when they saw Beck meant business with his revolver. Polk was not seriously injured.

Several of the Park & Tilford wagons were attacked in different parts of the city, the drivers beaten and the wagons overturned in the street.

It is hard to tell just where the striking taxicab chauffeurs stand in view of the settlement of the express drivers' strike. They took the opportunity to make demands of their own and declared that they were not striking essentially in sympathy with the express drivers. It is doubtful if the teamsters will sympathize with them now, and they will have to go it alone or all seek re-employment. Several hundred of them returned to work yesterday, it was said, but that still leaves as many more on strike.

None of the large taxicab companies attempted to move their cabs yesterday with the exception of three or four, which started out from the garage of the New York Transportation Company on Eighth avenue, near the teamsters' strike headquarters at 48th street. They received such a warm reception at the hands of the strikers near by that the chauffeurs turned around and went right back again.

MINUTE MEN MEMORIAL

President Taft Approves of Marking Birthplace of American Liberty.

Lexington, Mass., Nov. 10.—A committee of the Lexington Minute Men to-day made public a letter from President Taft commending the project of the minute men to erect a memorial armory to mark the battlefield of Lexington as the "birthplace of American liberty." The letter from President Taft was in part as follows:

It seems to me that the erection of such a memorial will be most appropriate. I am deeply interested in the work and hope for its ultimate success, and that you will succeed in raising a fund large enough to build a suitable armory, not only as a memorial, but one that will be useful to the state as well.

Mrs. Taft heads the list of patronesses of a winter carnival to be held here in January in the interest of the armory fund.

BUMPER CROP YEAR

Production 9.1 Per Cent Larger than Five-Year Average.

Washington, Nov. 10.—Bumper crops, led by corn with the greatest harvest ever gathered, were produced by the farmers of the United States during this year. In a general review of crop conditions issued to-day, the Bureau of Statistics of the Department of Agriculture says:

"The harvests of 1910 have been practically completed, with results exceeding the expectations during the growing period. Preliminary estimates have been made of the production of most of the important crops, from which it appears that the aggregate production of crops in 1910 are approximately 7.6 per cent greater than the crops of 1909, and about 9.1 per cent greater than the average annual production of the preceding five years. Prices for important crops averaged on November 1 about 6.4 per cent lower than a year ago."

STRIKERS HOLD MEETING

Representative of Federation of Labor Warmly Received.

LOCAL LEADERS ALSO SPEAK

Express Drivers Decide Conditionally to Accept Mayor's Settlement.

There wasn't room for even one more man at a meeting of striking drivers in Eldorado Hall last night when William H. Ashton, general organizer of the Teamsters' Brotherhood, called for order. Hugh Frayne, general organizer of the American Federation of Labor, and a personal friend of President Samuel Gompers, was the principal speaker. He had such a hard time to get himself heard that he sat down, and apparently gave it up, but the crowd shouted and cheered so long that he jumped up and went at it again.

He told the men that their pay and conditions of labor were not what they should be, and after denouncing the agencies which import strike breakers into this city, he declared that, contrary to the advertisements of these agencies that there are not enough workmen in greater New York, this city was overcrowded with workmen who could not find a job and were walking the streets day and night.

Mr. Frayne told the strikers that the convention of the American Federation of Labor at St. Louis on November 14 will start a campaign for the parcels post, saying that labor expects to get satisfaction out of a Congress whose lower House has recently changed its complexion. He insisted that the express companies enjoyed federal privileges too long. He evoked great applause when he pictured the advantages which would come to the drivers of government parcels post wagons with shorter hours and more pay. Uncle Sam, he said, rarely ever lets his men go out on strike. Establishment of the parcels post, he declared, would not rob men of employment, but on the contrary would make more and better work for union men to do.

Other speakers were Michael Rogan, chairman of the joint executive council of the Express Drivers and Helpers of New York City. He said that the fines on chauffeurs are so unjust that many times a man who has worked all the week discovers that when payday comes he owes his employer for broken springs, lamps, etc. He was interrupted by laughter and cheers when he said that very soon the chauffeurs will have to pay for car bodies to renew the old worn out ones which they had been driving for three or four years.

Joseph Murphy, secretary of the Teamsters' Union, whose head was cut open in a mix-up at Eighth avenue and 59th street yesterday afternoon, called on all the men at the meeting to tumble out of bed at 5 o'clock this morning and do picket duty. He intimated that the men were not doing enough of the "going out and fighting for what they want."

M. C. Perkins, president of the Taxicab Drivers' Union, No. 267, also called on the men to do picket duty bright and early to-day. George W. Prescott, business agent of the Street Cleaning Drivers' Union, was loudly received. He paid a high tribute of loyalty to Commissioner Edwards of the Street Cleaning Department. He said Mr. Edwards was doing his best at the present time to better the condition of the drivers who work for the city.

The mass meeting was followed by a private meeting of the express drivers and their helpers, at which they accepted the agreement to settle the strike which was reached in the Mayor's office in the afternoon between the strikers' committee and representatives of the express companies.

They decided to accept the terms of the letter from the different express companies to President Towne of the Merchants' Association as the basis of settlement and return to work on Monday. They added a proviso, however, that if this was at variance with the meetings of the strikers of the various express companies in Jersey City to-day the strike would continue. If the strikers of the express companies in Jersey City also accept the basis of settlement the strike, so far as the express companies are concerned, will be ended. This, however, does not affect the others on strike.

ROBS WHILE FIRE RAGES

Daring Thief Makes Away with Harnessmaker's Savings.

A daring thief made away with the hoardings of a lifetime belonging to Amillo Albert, an Italian harnessmaker at No. 2432 First avenue, during the excitement of a fire in an untenanted store next door to the harness shop early last night.

When Mrs. Lanzetta, the harnessmaker's daughter, was returning home she saw a crowd of people collecting in front of No. 2430, next door, and presently the fire apparatus came clanging up. Smoke was issuing from the store adjoining her father's, which pushcart pedlers use to store their carts. Mrs. Lanzetta sent in the alarm.

She then collected the possessions of the family, consisting of about $450 in cash and about $350 worth of jewelry, into a package which she tucked under her arm and rushed into the street. Seeing that the fire was not likely to prove serious she left the crush of spectators. Soon after she discovered that the package of money and jewelry had disappeared.

TAFT STAYED EXECUTION

Granted Respite for Sailor Five Minutes Before Starting for Panama.

Washington, Nov. 10.—John Wynne, able seaman, waiting in his cell in a Honolulu jail for the call of the hangman on December 4, can thank an energetic attorney in the Department of Justice for a new lease of life.

President Taft, five minutes before he took a train to start on his trip to Panama yesterday, signed a respite of thirty days for the sailor. That will postpone Wynne's execution to January 3, and when the President returns he will consider an application for pardon, now pending.

Yesterday afternoon a respite was prepared, and to sign it Attorney General Wickersham postponed an engagement and James A. Finch, the attorney in charge of pardons, took it personally to the White House, where President Taft granted the stay five minutes before departing on his long trip.

Wynne was convicted of the murder of an officer on the oil ship Rosecrans, in Honolulu harbor, in 1907.

COLLAPSES IN SUBWAY TRAIN

Preacher Stricken as Train Pulls Out of Grand Central Station.

David Burgdorfer, fifty years old, a preacher, living at No. 87 Suydam street, Brooklyn, was taken suddenly ill in a subway express train at Grand Central Station yesterday afternoon while on his way home from uptown. Mr. Burgdorfer collapsed as the train was pulling out of the station, and a conductor shouted to one of the special officers on the platform to telephone for an ambulance to meet the train at the Brooklyn Bridge.

Dr. Wesson from the Hudson Street Hospital was waiting at the bridge with an ambulance when the train pulled in and the preacher was carried to it by some of the station employes. It was said last night that his condition was not serious.

MOTHER GETS BOY AGAIN

Former Mrs. McLaughlin to Have Temporary Custody of Son.

Justice Aspinall, of the Supreme Court, Brooklyn, decided yesterday that Mrs. Cella B. Holt, of No. 27 Halsey street, should have temporarily the physical custody of her son Michael McLaughlin, nine years old. His father, Michael McLaughlin, a real estate operator, may see him every afternoon, and the boy must be produced in court when required.

The father told the court he was afraid that Mrs. Holt would kidnap the boy again. Justice Aspinall warned her of the severe punishment that would follow such a contempt of the court's order. The question of the real custody will come up on Tuesday.

Mrs. Holt, who was Mr. McLaughlin's first wife, got a divorce from him in 1907 and then became the wife of Dr. Henry P. Holt, of Brooklyn. Mr. McLaughlin asserted that she was to have the custody of their son only while she remained single.

In June Mrs Holt kidnapped the boy from Albany. They were finally found in Baltimore, where Mr. McLaughlin regained the custody of the boy. Mrs. Holt had her former husband arrested, and their son again changed hands. Later the father got him and now the mother has him.

ROSENHEIMER CASE AGAIN

Grand Jury May Indict Him for Violating Callan Law.

The grand jury will consider next week the second charge which has been hanging over the head of Edward T. Rosenheimer since August 18 last, when Miss Grace Hough was killed in the collision between his automobile and the buggy in which she was riding on Pelham Parkway. It relates to Rosenheimer's failure to return to the scene of the accident or to report his name and address to the police. The first charge on which he was indicted was murder in the first degree, of which he was acquitted a week ago.

The matter will be presented to the grand jury probably on next Tuesday. Should an indictment be reported, Rosenheimer will be placed on trial during the November term in the Criminal Branch of the Supreme Court. He will be prosecuted in all probability by Assistant District Attorney Maynard, who conducted the prosecution in the last trial.

The penalty for the offence is $500 fine or two years in state's prison or both. The so-called "Callan law," which defines it, went into effect on August 1 last.

Should Rosenheimer be indicted, the evidence given by himself at his trial on the murder indictment will be used against him by the prosecution. In fact, it is acknowledged that but for Rosenheimer's own evidence there would have been no chance of making out a case against him under this new law.

FINGER PRINTS NEMESIS

Negro Burglar Sentenced to Death on No Other Evidence.

Chicago, Nov. 10.—Marking what is said to be the first conviction on finger print evidence in this country, Thomas Jennings, a negro, was found guilty by a jury to-day of the murder of Clarence A. Hiller on the night of September 19. The jurors felt so confident of the guilt of Jennings that the first ballot resulted in a unanimous vote for conviction, with eleven of the jurors demanding the death penalty and one life imprisonment. On the third ballot the sentence of death was made unanimous.

Counsel for Jennings asked for a new trial, on the ground that the finger print evidence should not be allowed. As a result, it is probable that the Supreme Court will be asked to rule on the use of such evidence in criminal cases.

Hiller, who was chief clerk in the Chicago offices of the Rock Island Railroad, was shot to death in the front hall of his suburban residence, at Washington Heights, Ill., by a negro burglar. Hiller encountered the burglar in an upper hall. The two grappled and fought down a stairway to the first floor. During the struggle the burglar left his finger prints on a freshly painted railing.

The railing was sawed off and taken to detective headquarters, where photographs were made of the finger prints in the paint. These photographs were enlarged. Following Jenning's arrest, the imprints were compared with new imprints of his left hand, made at the police bureau of identification.

THE PURITAN UNDER FIRE

Armor Plate Test on Site of the Merrimac's Destruction.

Norfolk, Va., Nov. 10.—In order to test the resisting power of armor plate when it comes in direct contact with high explosives the monitor Puritan, which cost $1,500,000 more than ten years ago, will be blown to pieces in Norfolk Harbor next Tuesday.

The Puritan, now at the Norfolk Navy Yard, will be towed to Craney Island and experts from the Navy Department will place mines along her water-line. These will be connected by electric wires running to the island and at the appointed time the charges will be exploded.

The spot selected for the destruction of the Puritan is almost the identical place where the Merrimac, of Civil War fame, was destroyed by Confederates to prevent her falling into the hands of the Yankees.

Portland, Me., Nov. 10.—The Maine naval militia has been assured that the experiments on the monitor Puritan at Norfolk will not destroy that vessel, but that whatever damage is done will be repaired and the vessel turned over to the organization for use as a training ship, as promised some time ago.

GIGANTIC WOOL HOUSE

Boston Firms Will Be Able to Store Third of Country's Clip.

Boston, Nov. 10.—The leasing of the largest wool house in the country, if not in the world, by a number of local firms, was announced to-day. The big house, which will have a capacity of 100,000,000 pounds, will be situated close to both steamship and railroad lines. It will be rebuilt to meet the demands of the lessees, and it is said will be capable of housing one-third of the entire wool clip of the country. About 80 per cent of the wool sold in the United States is marketed in Boston.

REQUESTS FOR MONEY BY 15TH

State Controller Tells of Provision of Budget Law.

Albany, Nov. 10.—State Controller Williams stated to-day that under the provisions of the so-called budget law, enacted by the last Legislature, November 15 will be the last date on which departments and commissions of the state government and all other persons desiring general or special appropriations may file statements in detail of moneys desired, together with the reasons therefor.

The requests will form the basis of the budget of general and special appropriations to be considered by the Legislature of 1911, which the law requires to be submitted to the Governor on or before December 15 and to the Legislature at the beginning of its session.

By this means the Governor and Legislature are to be aided from the beginning of their labors in 1911 with a comprehensive report from the State Controller showing in detail the estimated requirements for the operation of each branch of the state government as well as for meeting outside demands upon the treasury for the ensuing year.

WAR MANŒUVRES ALOFT

Target Practice and Bomb Dropping from Aeroplanes.

BALTIMORE AVIATION MEET

Secretary Hitchcock and General Allen Pleased After Flights with Count de Lesseps.

[By Telegraph to The Tribune.]

Baltimore, Nov. 10.—Sharpshooting contests and bomb throwing from aeroplanes were the features at the Halethorpe meet to-day. It was the first time the aviators made flights with passengers here, and among others who took the trip to the clouds were Postmaster General Hitchcock and General Allen, of the signal corps.

Mr. Hitchcock's flight lasted 5 minutes 10¾ seconds. The Postmaster General met Count de Lesseps upon his arrival, and after a short talk he accepted an invitation to go up. As the machine ascended the spectators applauded, and Mr. Hitchcock, who seemed to be enjoying the flight, waved his hand. The aviator, accompanied by his passenger, made three laps, and when the latter alighted he said he had had the "time of his life." He declared enthusiastically that the aeroplane could eventually be utilized to carry the mails.

Mr. Hitchcock was so pleased that he asked Arch Hoxsey for a higher flight in the Wright biplane, but Hoxsey had found the upper air too gusty to make passenger carrying altogether safe, and he asked the Postmaster General to wait until to-morrow.

General Allen was the next to go up with de Lesseps in his Blériot, and he, too, said it was a great experience. The general is more convinced than ever that for military purposes the aeroplane is valuable.

Secretary Dickinson Interested.

Secretary Dickinson of the War Department, who accompanied the Postmaster General and General Allen from Washington, was an interested spectator.

In the party from Washington were also General William Wotherspoon, president of the War College of the army; Count Zeppelin, Minister of the Netherlands Loudon, Thomas Nelson Page and several others, together with a number of women.

Sharpshooting from aeroplanes was scheduled as one of the principal events of the day, and this was the occasion of the ascent of Captain J. de P. Douw, 1st Maryland Regiment, in the big Blériot machine.

Without preliminary trial De Lesseps sallied forth with his passenger shortly before 2:30 o'clock, and after a turn around the course Captain Douw began firing at the target fixed in the middle of the field.

Not to be outdone, Latham, sailing alone in his 50-horsepower Antoinette, drew a revolver from his pocket and popped at the target. A three minute flight was long enough for Latham to empty a seven shot revolver at the target, and he was followed to the ground by Count De Lesseps after his passenger had dropped two shots near the target.

An examination of the target showed that one of the bullets fired from the rifle of Captain Douw had struck within four and one-half feet of it. It is only fair to the captain to explain that he was handicapped by being unable to bring his rifle to play. He shot from the waist. The target was of white canvas, two feet square.

Latham, however, was more successful. He had borrowed a revolver from a policeman and fired free handed in passing. He hit the target and captured the $500 prize.

Latham also won $500 for duration in the air, he having remained thirty-four minutes longer than any other aviator.

Lieutenant Dupuy a Passenger.

Count de Lesseps also took up as a passenger to-day Lieutenant Dupuy, of the signal corps of the State of New York.

Just before 3 o'clock J. Armstrong Drexel began a try for altitude, the wind at the time blowing at the rate of nine miles an hour. In about ten minutes he had floated out of sight in the direction of the city. He returned after a trip of about a quarter of an hour, reporting too much wind aloft for high flight. His barograph recorded 820 feet only, though the manner of his flight gave the impression of much greater altitude to the audience.

Ely, in a Curtiss biplane, went into the air intending to try for the Commodore Barry bomb throwing trophy, but descended before completing a lap, for the purpose of making readjustments to his biplane. Latham began the bomb throwing contest and made a score of 15 points with six bombs. One of these would have dropped into the funnel of a battleship, and it therefore counted as a bull's-eye. Under the rules governing the Barry trophy contest bombs must be thrown from a height of not less than one hundred feet. Some of Latham's fell from more than double that altitude and against a rising wind.

Drexel followed Latham in the bomb contest. From his Blériot he dropped six of the missiles upon the outline representing the deck of a battleship, but as none of them struck a vital spot his score was only six.

While he was preparing to drop his second bomb, Hoxsey, in a big passenger-carrying Wright biplane, flew across the grand stand from the railroad station at Halethorpe, where his machine had been assembled, in record breaking time. He circled the course many times, performing brilliant evolutions and dividing the interest of the audience with Drexel, who continued his bomb dropping.

Hoxsey made three flights in all during the afternoon. Shortly after 4 o'clock black clouds appeared in the west, and a quarter of an hour later came the rain, and then the trio of bombs that signalled the official close of the day.

ANOTHER AVIATOR INJURED.

Mouscron, Belgium, Nov. 10.—Peters, an aeronaut, fell while making a flight to-day and was critically injured.

ST. LAWRENCE STEAMER ASHORE.

Ogdensburg, N. Y., Nov. 10.—The steamer Rosedale, with a full cargo of flour for Montreal, went ashore to-day on the Canadian side of the St. Lawrence River, below here. Tugs went to her assistance. The low water is causing all steamers to carry loads below their normal capacity.

AUCTION SALES.

IMPERATIVE SALE

2 DAYS ONLY

For a/c of whom it may concern

AUGUSTUS W. CLARKE, Auctioneer, sells

TO-DAY AT 2 P. M.

and TO-MORROW (LAST DAY) 1 P. M.

OLD GALLERIES, 43 Liberty St.

(Near Nassau)

The remaining 28 BALES

EASTERN RUGS

In consequence of delay in delivery caused by present EXPRESS STRIKE. They are for ABSOLUTE SALE and the result of which will form basis of claim.

NO TIME TO CATALOGUE
NO TIME TO EXHIBIT

The bales will be opened at time of SALE and intending buyers will have opportunity of judging quality.

AVIATION CHECKS HELD BACK

Allan A. Ryan's Illness Hinders Aero Corporation's Work.

Officers of the Aero Corporation, Limited, met yesterday at No. 11 Wall street to consider the financial affairs of the Belmont Park tournament. A brief review showed that the profits, if any, would be small.

Owing to the illness of Allan A. Ryan, who was business head of the meet, some of the bills payable will be permitted to wait a while. It is stated that in most cases F. S. Battershall will in the meantime act for Mr. Ryan. To facilitate matters a sub-committee was appointed to bear the burden of handling the larger items. The committee is composed of James A. Blair, jr., chairman; L. L. Gillespie, Mr. Ryan or Mr. Battershall and H. C. Brayton.

It is said that many bills received are fantastic in the matter of prices charged for ordinary labor and materials, and that in all such matters where his services may be of value Andrew Freedman has signified his willingness to co-operate. Mr. Freedman was active in the early organization of the tournament and at present is chairman of the executive committee.

The prize winning aviators will be paid on November 20. Several American aviators who, if they flew at all, did so with small regard to official expectations as to when, received checks yesterday that will probably be their final remuneration, even if in some cases the amounts were not so great as desired.

The men, besides the aviators, who made the meet an artistic success whenever the weather permitted were Allan A. Ryan, J. C. McCoy and Byron R. Newton.

Nicholas Ritterberm, of Perth Amboy, N. J., fell in his Farman type machine at Garden City yesterday. His Farman had a few Ritterberm touches throughout and was expected by the young man to act all the better on that account. The trouble came at the turn, when the machine fell, smashing it to pieces, but only slightly injuring Ritterberm.

AGED PAIR GETS GIFT OF GOLD

German Veteran and Wife Celebrate Fifty Years of Married Life.

Count and Mrs. Armand R. Stainach celebrated their golden wedding at their home on Davis avenue, White Plains, yesterday, and among the presents they received was a purse of gold which was given by the employes in the different offices in the Westchester County Court House.

Count Stainach, who served with distinction in the Prussian war and was richly rewarded for his brave work, was an interpreter in the White Plains courts for thirty-five years. He speaks six languages. For the last two years he has been confined to his home by rheumatism. He is ninety-five years old.

The couple were married fifty years ago by the Rev. Dr. Shroms, at the German Lutheran Church in this city. A few years later they moved to White Plains and have lived there ever since.

Conservatives believe in the liberal use of

Evans Ale

A Good Thing for Everybody

Restaurants, Cafes, Oyster Houses and Dealers

HORSES PLUNGE INTO RIVER

Dash Across Broadway with a Swaying Grocery Wagon.

A team of horses attached to a grocery wagon, the driver being engaged in a delivery at No. 114 West 79th street at the time, took fright last night at a passing automobile and dashed through the street toward the Hudson. They ran out on the pier at the foot of 79th street and plunged overboard. One of the animals went into the river and the other landed in the hold of a coal barge. Neither was seriously hurt when dragged out.

Traffic was heaviest at the time of the runaway, and when the horses raced across Broadway they narrowly missed crashing into automobiles and cabs. They continued on, the wagon swaying dangerously, and finally struck the pier. As they neared the end of the dock the stringpiece jolted the wagon, breaking the shafts and throwing the animals over the end.

One of the horses was suspended by the traces between the barge and the pier. The other went over his head and dropped into the empty hold of the boat. The police of the West 68th street station managed to cut the traces of the first horse, and after he had dropped into the water they lassoed him and dragged him to the beach at 81st street. The other animal was taken from the barge after a long struggle, with a block and tackle.

CHILDREN PERISHED IN FIRE

Excited Mother Used Gasolene in Mistake for Water to Extinguish Blaze.

Stonington, Me., Nov. 10.—Mistaking gasolene in a pan for water, Mrs. Edward Wood dashed the liquid over a small blaze in the kitchen in her home to-day and in the explosion which followed her six-year-old son and four-year-old daughter perished. Mrs. Wood was so seriously burned that recovery is doubtful.

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