

Franklin Simon & Co.

Fifth Avenue, New York

Men's Clothing Shop

Men's Shoe Shop

8 West 38th St.

4 West 38th St.

SEPARATE SHOP

SEPARATE SHOP

A Step from Fifth Avenue

A Step from Fifth Avenue

Men's Silk-Lined Overcoats

Men's Franklin Shoes

(Chesterfield Model) 23.50

5.00

Men's Furnishing Shop

16 West 38th St.

SEPARATE SHOP—A Step from Fifth Avenue

Men's Shirts—Exclusive Patterns

Of fine quality Crepe and Madras; made expressly for Franklin Simon & Co. 1.75

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PLEA TO MORGAN BY Mellen Saved HIS JOB ON N. H.

"Somebody Using Me for Mat," Said Financier, Dropping Complaint.

ATTEMPT TO OUST EX-RAILROAD CHIEF

Corsair Compact on Rates and Evidence That Law Was Ignored Appear at Trial.

Once upon a time J. Pierpont Morgan made up his mind that Charles S. Mellen ought to be dismissed from his job as second vice-president of the New Haven Railroad. Mr. Mellen told a dramatic story of that time yesterday at the New Haven trial of the scene he had in Mr. Morgan's office about it and how his job was saved when Mr. Morgan became convinced that somebody had been using him (Mr. Morgan) as a doormat. Mellen quoted that as Morgan's phrase.

Mr. Mellen obviously relished telling about it, and emphasized the climax with a great deal of his head.

"What was the occasion of your interview with Mr. Morgan?" was the question by which Frank M. Swacker, government attorney, picking up a casual mention of the Morgan interview, brought about the unexpected bit of history.

"I was advised by Mr. Clark [president of the New Haven] that Mr. Morgan was much exercised at the relationship growing up between the New Haven and the New York Central lines," Mellen said. "He was a director in both. And that he thought I fomented it and that I was creating an excessive nuisance value of myself, and he thought I ought to be retired."

"You mean hostile relationship between the New Haven and New York Central?" Mr. Swacker asked. "Yes," replied the witness.

"Mr. Clark told you that Mr. Morgan thought you ought to be retired?" interposed Richard V. Lindabury, of counsel for the defense.

"On account of my nuisance value," reiterated Mellen. "I was quite exercised in those days (in 1894) that a man of Mr. Morgan's prominence in the world should have any such feelings regarding me as that. I did what I generally do. I marched down to Mr. Morgan's office."

Mellen Explained to Morgan.

"He said: 'What can I do for you?' I told him that Mr. Clark had told me, and he said: 'That is correct.' I said: 'I thought you were a fair enough minded man so you would be willing to hear both sides of the question, and I came down to see if you would hear my side.'"

"Certainly, certainly," he said. "I told him the whole story from my standpoint. He said: 'I never understood it. I have been used as a doormat. Good day.'"

"He had been used for a doormat?" Mr. Swacker queried.

"That is just the expression he used," said Mellen, with another earnest wag of his head.

The matter under discussion just then was a printed letter that had been sent out over Mellen's signature, having reference to the Western traffic lines, with the New York Central lines. With the letter went this note from President Clark of the New Haven:

"Please regard it as a confidential document and bring the copy with you to the next meeting of the board. This copy is furnished you in order that you may be thoroughly apprised of Mr. Mellen's views as to the interests of this company."

The letter gave a detailed analysis of the New Haven's business and connections, speaking of the long friendly relations with the New York Central, and then going on to tell of the friction arising.

"I have no disposition to disrupt relations by way of reprisal," Mellen wrote, "but we cannot forget the action of the Central lines when this company was engaged in the Houseboat system, or when it was forced to buy the New Haven & Northampton Railroad in self-protection, or coming down to the present moment, when the Central lines hastened to open competition with us—Worcester to Providence via the New York & New England—when the Boston & Albany cut its own rates from Pittsfield to Boston for the purpose of taking local business from the line of our road and of depriving us of long haul; when the West Shore and New York & Putnam are made to compete with us actively in connection with the West York line. English, even cutting our rates between Springfield and New York—there is abundant precedent for our reforming our relations that have grown up under a condition of affairs that no longer exists."

Corsair Agreement Read.

Among the reforms that he wanted were exclusive arrangements with the Central lines, and other details that Morgan did not seem to like.

Among other documents read by Mr. Swacker was the real Corsair agreement and communications on their understanding of the intent of it that passed from C. M. Depew and William Bliss to C. P. Clark, then president of the New Haven. The Corsair agreement was one made on board J. Pierpont Morgan's yacht of that name.

There is another so-called Corsair agreement of greater importance, made in the library of the Morgan house.

The letters read by Mr. Swacker indicated that those interested in the first named agreement were in perfect accord that the intent was to the effect that the New York Central, the New Haven and the Boston & Albany were to work in harmony.

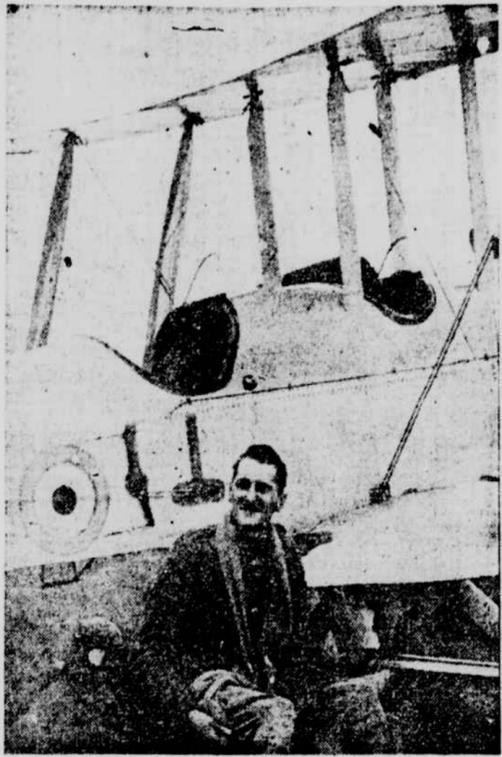
This happy harmony, they agreed, included not only railroading conditions, but also co-operation in legislative matters as well.

Another matter of importance brought in letters was that the New Haven directors in 1897 took cognizance but not action on the trans-Missouri rate case decision. This decision found that the Sherman law applied to pooling of rates by competitive railroads, declaring the practice to be illegal.

The government began to introduce evidence yesterday showing that the New Haven directors ignored this decision although it was specifically under discussion by them.

A great many additional letters were read from the files showing always that the New England Railroad, which was finally forced into bankruptcy, was the main objective of Mellen in most of his rate strategy. He was supported in this by the directors.

LIEUTENANT FORD, ENGLISH AVIATOR.



War-worn birdman, wounded twice, is here on visit to rest his nerves.

FOUGHT GERMANS 13 MONTHS IN AIR

Lieut. A. B. Ford, Son of Blotting Paper King, Here to Rest Nerves.

ONE OF TEN LEFT OF 75 AVIATORS

Twice Wounded and Lost Two Observers While Ranging Over Enemy's Lines.

One of ten left from the original seventy-five amateur aeronauts who joined the ranks of the British flying squad at the outbreak of the war, Lieutenant Archibald B. Ford, the twenty-two-year-old son of the English "Blotting Paper King," is in America on unlimited leave.

Thirteen months in active aviation work, having two observers killed in his aeroplane, and being himself twice slightly wounded have told on the young pilot's nerves, and he does not intend returning to his work with the Royal Flying Corps of the British army until he has seen New York, San Francisco and Honolulu. "A bit of globe-trotting," as he puts it, "will bring me back to form."

Lieutenant Ford arrived yesterday from Liverpool on the steamer Tuscania, and was stopped by a young army of reporters as he was unpacking his luggage at the Hotel McAlpin. On the subject of the war, he did not wish to talk, his reticence being accentuated by his own modesty and the fact that he was an army officer. Finally, however, he told of some of his experiences, and showed among his souvenirs of the battlefield a miniature Mauser automatic gun of .28 calibre, firing ten shots, which he took from a captured aviator; a clip of rifle cartridges, which he had out from the clothes of a dead German soldier, and the nose of a twelve-pound anti-aircraft bomb, which he had found imbedded in the framework of his machine after a flight over the enemy lines.

"The thing about aviation that is most telling on a man's nerves," said Lieutenant Ford, "is the seemingly interminable wait for the first big shell from an anti-aircraft gun. When one gets over the enemy lines a hail of small bullets usually strikes him. But that doesn't matter much. We know where most of the big aeroplane guns are, but we don't know when they are going to fire. After the first shot from them they come thick and fast, but the strain is over. All sense of fear is gone. It is the fact that there is nothing to occupy the aviator's mind except holding his course that makes the waiting so enervating."

English Aviators Work Hard.

"English aviators go up each morning and evening, spending six or seven hours a day in the air, regardless of the weather conditions. They patrol the thirty-four mile battle front, extending from the coast to Switzerland, and

where most of the big aeroplane guns are, but we don't know when they are going to fire. After the first shot from them they come thick and fast, but the strain is over. All sense of fear is gone. It is the fact that there is nothing to occupy the aviator's mind except holding his course that makes the waiting so enervating."

Irish Soldiers Make Record.

"The Canadians and Irish are making a wonderful record in this war," continued Ford, after a thoughtful pause. "The Canadians sprang something new a short time ago. Frowning about at night, they planted a couple of bear-traps of their own manufacture near the German lines, and were rewarded with two human captives. Chains were attached to the traps, and, squealing like stuck pigs, the Teutons were hauled into camp."

A sort of tacit agreement between the hostile lines has sprung up concerning rations. Each morning and evening the commissary carts can be

"Peace for our children"—That is the motive of every class in France today, says Owen Johnson in "The Truth About France"—an article of sympathy and depth of feeling—in this week's issue of

Collier's

THE NATIONAL WEEKLY

often fly as far as Brussels, a hundred miles from their own lines. For instance, Lieutenant Ford spoke of the superiority of the English aviators over that of their adversaries. He pointed out that he had seen but two hostile "Taubens" over the English lines in two months, and that these had been brought down easily. One pilot said he had been but a fortnight in the service and had made only four flights. The captive told them he could make only a right turn. The lieutenant praised the type of machine guns with which the German aeroplanes were equipped.

"What of the life in the trenches?" was asked.

"It has two sides," was the reply, "a humorous—rather grim, sardonic humor, perhaps—and a tragic side. An example of the lighter side is the sport of shooting rats, in which the officers indulge. The space between the trenches, which we call 'No Man's Land,' is infested with huge rats, as big as rabbits, which feed upon the unburied bodies. A morning's kill sometimes amounts to 100, I dare say."

"They tell a tale, too, of the proximity of the trenches in some places, shows the cheerfulness of the soldiers. So close were the trenches, said they, that the same ramparts served both sides. And the Allied and German soldiers took turns sticking their rifles through the same loopholes."

"There are more tragic stories. A colonel in my regiment, for instance, was wounded Ford, after a thoughtful pause. "The Canadians sprang something new a short time ago. Frowning about at night, they planted a couple of bear-traps of their own manufacture near the German lines, and were rewarded with two human captives. Chains were attached to the traps, and, squealing like stuck pigs, the Teutons were hauled into camp."

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Suits \$17.50 to \$50 Fall Overcoats \$15 to \$38

Saks on Youth

Youth is a habit—There are plenty of old men at twenty, and no lack of young bloods at fifty-five.

We do not claim that Saks clothes will keep a man young—we do claim that they will render first aid.

We are talking not about radical youthful styles, but about the spirit of youth which permeates all we do.

Whether we turn a cuff, indent a waistline, or roll a lapel, we never fail to do it for all that it is worth.

In fact, the prime requisites of a Saks garment are youthfulness of lines and originality of treatment.

And whilst we make the proper distinctions between the style requirements of all ages, from mischief to memory, such distinctions are simply variations of which youth is the eternal theme.

New lapels and new cuffs. New vests and new pockets. New fabrics and new colors.

But the same old prices. Suits \$17.50 to \$50 Fall Overcoats \$15 to \$38

Saks & Company Broadway at 34th Street.

seen winding their way toward the trenches. They are not fired on. There is a cessation, too, of the "Morning" and "Evening Hate," as we call the German fire, at daybreak and sunset. The men in the trenches get up and walk up and down. They must have exercise; the cramped positions which they take demand it. At such times neither side fires."

Lieutenant Ford intends to visit the Curtis aeroplane plants and will probably make a trip to the War Department in Washington.

AMERICAN AVIATORS TRAINED IN FRANCE

Prepared for Service in U. S. Army, Says Corps Bulletin.

Paris, Oct. 26.—The Franco-American flying corps has issued a circular in which it declares that its objects are to assist France and to train Americans in military aviation for possible service in the American army.

"What was the spirit that moves these young American citizens to cross the ocean and volunteer as French aviators?" asks the pamphlet. "As one of them said: 'We wished to return the compliment which Lafayette and Rochambeau paid to us. We wanted to belong to that fine and sportsmanlike institution, the French Aviation Corps, and we felt that Americans ought to help a republic that was in a conflict where the liberty of all nations was at stake.'"

The first American volunteers were Elliot Cowdin, James J. Bach, Frazier Curtis, H. G. Gerin, Bert Hall, D. G. Nasson, Norman Prince, Andrew Ruell and William Thayer. They were trained in one of the first aviation schools in France, that at Pau.

There are now twelve American aviators at the front and eleven in training. The corps has clubhouses in Paris in the Rue Fontaine.

SPY SUSPECTS ARRESTED

German Condemned to Die; Turk Faces Trial in London.

London, Oct. 26.—Announcement was made officially today of the arrest of two persons, designated as "K" and "L," who are suspected of being German agents.

"K" is described as a German, and he said to have had a forged American passport. He was tried by court-martial on September 23. Sentence has been passed and will be carried out soon. "L" is of Turkish extraction, with a German name. He will be brought before a court-martial.

In both instances the charge is of having attempted "to collect and communicate to the enemy information regarding his majesty's naval and military forces, with the intention of assisting the enemy."

The following official announcement of a military execution was issued today:

"A prisoner who was tried on the serious charge of espionage was found guilty and sentenced to death by being shot. The prisoner appealed and the court of criminal appeal on October 19 dismissed the appeal. The sentence was carried out by the military authorities this morning."

FOES UNITE TO HONOR DEAD

Kaiser Joins with French in Dedicating St. Quentin Monument.

Berlin, Oct. 25 by wireless to Sayville, N. Y.—"At St. Quentin, France," says the Overseas News Agency, "in the presence of the Emperor, the French municipal authorities and the principal officers of the Second Army, there was dedicated a monument to German and French warriors."

"The monument, built by Professor Wanderscheidt after the Emperor's own design, stands in the new military cemetery."

RUSSIA AFTER U. S. CASH

Will Establish Savings Banks Here for Her Nationals.

Petrograd, Oct. 26.—The Ministry of Finance is developing a plan to establish Russian savings banks in the United States to receive deposits from Russian nationals there.

"The first banks to be opened under the plan will be in New York and the plan for restoring the monarchy."

ATTACK GREEKS ON BORDER

Troops Fighting Near Dolran Driven Back by Frontier Guards.

London, Oct. 25.—Greek troops have been driven into the fighting near the junction of the Greek, Serbian and Bulgarian borders, according to a message from "The Daily Mail's" Athens correspondent, who says:

"Greek frontier guards have been attacked near Dolran, but repulsed their attackers with losses."

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WILSON ON TRAIL OF HYPHENATES

President Expected to Assail German-Americans in Speech Here To-morrow.

[From The Tribune Bureau.]

Washington, Oct. 26.—An attack on the hyphen in American politics much more direct and definite than any he has heretofore made is expected to be the feature of President Wilson's speech before the Manhattan Club in New York next Thursday. Explanation and advocacy of the national defense programme will also be dealt with at length, but will be subordinated to the President's assault on what he has come to believe one of the greatest evils threatening this country.

Administration officials for some time have been restive under the constant heckling of the German-American, the latest instance of which came from the Bay State societies under the leadership of a Harvard professor. Some of the President's advisers, it is understood, have urged that measures be taken to soften this criticism, while others have wished to avoid making an issue, and have told the President that he was taking grave risks in accepting the challenge.

The President, however, believes that no greater calamity could overtake Americans than a division along national lines, and the formation of strong nationalist groups, not only of German-Americans, but of Italians, French, Slavs or any others. Such groups, he believes, would threaten the whole structure of American institutions and lead to untold evils. It is against this danger, as well as against the German propaganda, which is the immediate symptom, that his speech will be directed.

While this will not be the first attack by the President on hyphenism, it is understood to be the opening gun of a campaign which will be far more vigorous and definite than any previous action of his. The attempt to use America as a catspaw for any European interest will be followed and fought, not only when it appears in such manifestation as the action of the German societies, but even inside Congress.

DIPLOMATS END A MYSTERY

Foul Play Hinted in Death of Baron Von Wangenheim.

[By Cable to The Tribune.]

Rome, Oct. 26.—(dispatch to "The Daily News" London).—The sudden death of Baron von Wangenheim, German Ambassador in Constantinople since 1912, is shrouded in mystery. Foul play is suspected. A few days ago the rumor was spread that the ambassador had been poisoned under pretext of embalming. A post-mortem examination has been conducted by German doctors.

PUBLICITY FOR MANCHESTER

Duke's Financial Affairs To Be Aired in Court—His Address a Mystery.

London, Oct. 26.—The Duke of Manchester's financial troubles will soon be ventilated in the bankruptcy court. It is announced in to-night's "London Gazette" that the first meeting of the Duke's creditors will be held on November 3 at the High Court in Bankruptcy, and that there will be a public examination on December 10.

The notice adds that the petitioning creditor has been unable to ascertain the duke's present address.

LONDON IMPROVES ZEPPELIN DEFENCE

Increases Number of Anti-Aircraft Guns and Production of Aeroplanes.

London, Oct. 26.—The new defences of London against attacks by Zeppelins are gradually assuming shape, according to a statement made this afternoon by Sir Percy Scott, who is in charge of this work. In his statement, read at an inquest held in the case of a Londoner who was killed in a Zeppelin attack, Sir Percy said:

"The number of guns for defence against aircraft has been recently increased, and further improvements in their position, number and character are in immediate contemplation."

Sir Percy asked the Treasury solicitor who read the statement to warn the public to seek protection when Zeppelin raids were made, because of the danger of being struck by fragments of shells from anti-aircraft guns.