

Central Park Is Arena for Bits of Horse Show

In Adjacency to Squadron A Armory Helps Judges Make Correct Selections in Event for Chargers

Submersible Is Defeated

Major Barry's Mount Outpointed by Major Patten's Fort Riley Entry

By Harriette Underhill

Some of the events of the thirty-sixth National Horse Show are being held in Central Park, the horses returning to the armory at Ninety-fourth Street and Madison Avenue for the final decision of the judges, and so it happened that Major J. Barry arrived at the headquarters of Squadron A yesterday afternoon just in time to show the handsome chestnut, Submersible, in the champion class for chargers. Submersible had been entered in the twenty-mile race in the park, though it is not yet known where he finished. It is known, however, that he was good enough to beat all comers for the champion ribbon carrying Major J. A. Patten's Allahmande.

Submersible won the Overseas Cup Thursday afternoon and it was believed that the only thing he had to fear was Major Patten's mount, which is from Fort Myer, Va., and proved. Submersible is from the cavalry school at Fort Riley, Kans., and he was the reserve ribbon.

The opening classes of the morning were for thoroughbreds and W. S. Miller, the English hackney expert, who is judging his favorites, expressed himself as delighted with the quality of the horses brought before him.

The broad mare class is one of the best I have seen in years, and there is not a mediocre animal in the show. Although the greatest harness horse that ever lived, and his type is the one that should be bred to.

Another Cup for Moore

The championships for pony stalls were decided in the morning session. Irvington Aristocrat, from Cassilis Farm, was first choice in stalls, and the winning mare was Irvington Bounce, also a Cassilis entry.

William H. Moore became the owner of another challenge cup when he drove Moncrief to victory in Class 108 and defeated a dozen entries. The bay mare Beautiful was the reserve winner. The cup was one offered by Reginald C. Vanderbilt, to be won three times by the same owner. In 1917 Judge Moore won a leg on it with Lady Seaton. In 1919 he won another leg with Bountiful. The Sir James Cup, offered by Alfred G. Vanderbilt in 1913, went to Judge Moore on Thursday, and it is a notable fact that the first leg on that trophy was won by Lady Seaton's mare. Last season, at the time they were an unbeatable pair, but some time ago they were retired from the show ring.

Mighty Mite Applied

Another leg was added to the Montpelier Challenge Cup when Isabella Wanamaker Cummings won with Sir Eric, a diminutive and practically perfect, but a little more than a year old. There are already four legs on the cup. In 1917 it was won by Willisbrook Farm, the next year by Louis Liggett. The Sir James Cup, offered by Alfred G. Vanderbilt in 1913, went to Judge Moore on Thursday, and it is a notable fact that the first leg on that trophy was won by Lady Seaton's mare. Last season, at the time they were an unbeatable pair, but some time ago they were retired from the show ring.

Spangler Ousted as Manager of Chicago Opera Company

CHICAGO, Nov. 18.—Difficulties in the business management of the Chicago Opera Company, which resulted in a change of management last year, have cropped up again, it was learned today, with announcement that George M. Spangler, the business manager, had been ousted by Harold E. McCormick, president of the International Harvester Company and chief sponsor for the opera.

Results of the Judging

The awards:

A Sale of Distinction

owner, Breeding Bureau, the Jockey Club; second, Sands of Time, ch. s., owner, Remount Service; third, Ivanovitch, ch. s., owner, Adolph Vogt.

Class 2 (thoroughbred stallions)—Representative of Class 1.

Ponies' Ribbons Awarded

Class 155 (children's ponies, under saddle, less than 14.2 hands, ridden by boys fourteen years)—First, Never Bounce, b. s., owner, Miss Corinne Poth; second, Bantam Princess, ch. m., owner, William H. Moore; third, Firelight, ch. s., owner John Vanneck.

Class 123 (three ponies in harness, under 14.2 hands, the property of one exhibitor)—First, Woodford Farm, second, Cassilis Farm, third, Cedar Crest Farm.

Class 156 (children's ponies, under saddle, under 14.2 hands, ridden by girls under fourteen years)—First, Chestnut Blossom, ch. m., owner Mrs. Francis P. Garman; second, Bantam Princess, ch. m., owner Miss Corinne Poth; third, Never Bounce, b. s., owner William H. Moore; fourth, Firelight, ch. s., owner John Vanneck.

Class 108 (hackneys in harness, more than 14.2 hands)—First, Queen's Honor, br. m., and Bushnell Polly Southworth, br. m., owner Cedar Crest Farm; second, Silver Fairview Princess, ch. m., owner Marlin Farm; third, Seaton Sylvia, b. m., and Seaton Dunbar, b. s., owner R. Lawrence Smith.

Class 109 (hackneys in harness, 14.2 and under)—The Montpelier Challenge Cup—First, Eric, br. g., owner Woodford Farm; second, Deborah Fire, br. g., owner Mrs. James Putnam.

Class 107 (hackneys in harness, 14.2 and under)—First, Isaac H. Clothier Jr.'s team; second, Fairfield and Westchester County Hounds; third, Foxcatcher Hounds; fourth, Miss Beeky Lanier.

Class 207 (officers' chargers for the championship)—First, Allahmande, 15.1 hands; second, Irvington Aristocrat, 15.1 hands; third, Ruxton, b. g., and Bountiful, b. m., owner William H. Moore; second, Irvington Aristocrat, 15.1 hands; third, Fairview Princess, ch. m., owner Marlin Farm; third, Seaton Sylvia, b. m., and Seaton Dunbar, b. s., owner R. Lawrence Smith.

Class 108 (hackneys in harness, 14.2 and under)—The Montpelier Challenge Cup—First, Eric, br. g., owner Woodford Farm; second, Deborah Fire, br. g., owner Mrs. James Putnam.

Class 107 (hackneys in harness, 14.2 and under)—First, Isaac H. Clothier Jr.'s team; second, Fairfield and Westchester County Hounds; third, Foxcatcher Hounds; fourth, Miss Beeky Lanier.

Class 207 (officers' chargers for the championship)—First, Allahmande, 15.1 hands; second, Irvington Aristocrat, 15.1 hands; third, Ruxton, b. g., and Bountiful, b. m., owner William H. Moore; second, Irvington Aristocrat, 15.1 hands; third, Fairview Princess, ch. m., owner Marlin Farm; third, Seaton Sylvia, b. m., and Seaton Dunbar, b. s., owner R. Lawrence Smith.

Class 108 (hackneys in harness, 14.2 and under)—The Montpelier Challenge Cup—First, Eric, br. g., owner Woodford Farm; second, Deborah Fire, br. g., owner Mrs. James Putnam.

Class 107 (hackneys in harness, 14.2 and under)—First, Isaac H. Clothier Jr.'s team; second, Fairfield and Westchester County Hounds; third, Foxcatcher Hounds; fourth, Miss Beeky Lanier.

Class 207 (officers' chargers for the championship)—First, Allahmande, 15.1 hands; second, Irvington Aristocrat, 15.1 hands; third, Ruxton, b. g., and Bountiful, b. m., owner William H. Moore; second, Irvington Aristocrat, 15.1 hands; third, Fairview Princess, ch. m., owner Marlin Farm; third, Seaton Sylvia, b. m., and Seaton Dunbar, b. s., owner R. Lawrence Smith.

Class 108 (hackneys in harness, 14.2 and under)—The Montpelier Challenge Cup—First, Eric, br. g., owner Woodford Farm; second, Deborah Fire, br. g., owner Mrs. James Putnam.

Garment Strike Peace Near as New One Looms

Tentative Agreement in Suit and Cloak Trade Provides for Survey by Expert and Arbitration

Dressmakers Ask Pay Cut

Would Reorganize Shops Each Season; 30,000 May Resist Two Demands

By Special Dispatch to The Tribune

The preliminary steps for ending the garment makers strike that began Monday with a walk-out of 60,000 workers, were taken yesterday. Max D. Steuer, retained as special counsel Thursday evening by the Cloak, Suit and Skirt Manufacturers' Protective Association, conferred with Benjamin Schlesinger, president of the International Ladies' Garment Workers' Union, and later said he had received his approval of a tentative plan to make a survey of the entire garment industry.

Included in Mr. Steuer's plan is the establishment of arbitration to deal with all complaints of under-production. With an accurate tally of cost and productivity to refer to there can be little room for disagreement, Mr. Steuer believes, as to whether any particular worker is earning his pay or not.

The manufacturers claim that they ought to get a dollar's worth of work for a dollar. Mr. Steuer said last night that the union is interested in that. The union agrees that it ought to give a dollar's worth of work for a dollar. That is the whole issue.

With both sides agreeing to this principle, then it seems to me that the one thing that remains to be done is to find out what constitutes a dollar's worth of work. If both sides cannot agree as to what should be done for a dollar, then some way must be selected to establish this value. Some one must be agreed upon to decide. When that man has been chosen—a man of integrity and ability acceptable to both workers and manufacturers—then if a manufacturer discharges a man and charges he is soldiering on the job, the man can appeal to this arbitrator, and the figures of production will show whether or not the man's discharge on this complaint was justified.

As to who broke the contract and who did not, I cannot see how any progress could be made in debating issues of that sort, nor can I see any use in calling names. At the end of the strike they will all have to work together again, anyway.

There is no use in discussing the prospect of returning to sweatshops because even if both sides wanted to they could not. Sweatshops have been done away with by statute and proper sanitary conditions are made mandatory by law.

If the union and the manufacturers will agree upon somebody who is a known expert in the industry, to decide the matter in dispute, it cannot for the life of me see what difference there is in the name—call it piece-work, week-work, or any other kind of work—so long as fifty dollars' worth of work is done for \$50. It is for an expert to fix the sum to be paid for a stipulated quantity of labor, and for an arbitrator to see that this amount of labor is delivered.

There was a meeting last night of the joint board of the twelve local unions of garment makers, which was attended by President Schlesinger, and before which it is understood Mr. Steuer's plan was laid. Mr. Schlesinger could not, however, be reached last night.

With the postponement of Mr. Schlesinger's trip West, it is expected that a conference as proposed by Mr. Steuer will be held early next week. Another group of employers, the Association of Dress Manufacturers, Inc., has notified the International Garment Workers' officials that they are dis-

satisfied with their agreement, which does not expire until next year. The labor bodies involved, Locals Nos. 22, 89, 60 and 10, of the Dressmakers' Union, have a membership of about 20,000, of which 25,000 are women and girls. They manufacture light materials, including silks.

The demands of the manufacturers, which were presented to the unions at the Hotel McAlpin yesterday morning, are chiefly that the rates of pay be reduced and that they have the right to reorganize their shops at the end of each season. The girls are paid on a piece-work basis.

While there was no statement forthcoming from the international union as to its official reply to the dress manufacturers, it was learned that the two chief demands would result in a strike if enforced. It was unthinkable, it was said, that nearly 28,000 girls should be thrown out of employment at the end of each season and left idle until the next season began.

"Vigilantes" Organize To Enforce Dry Law

Haynes Deputizes Every Citizen as Aid in Drive to End Rum Selling

Special Dispatch to The Tribune

DETROIT, Nov. 18.—Roy A. Haynes, Detroit prohibition commissioner, in Detroit today deputized a nation.

The commissioner ruled that the complaint of any man or woman in the United States, alleging violation of liquor laws, would receive prompt consideration by officials as a complaint by officers of the law. He urged every citizen to seek evidence bearing on the matter commercially or privately.

The word is that by next Sunday night in Detroit there will be an army of thousands of Sunday school, church, Y, and other citizens, and Anti-Saloon League workers carrying the little wooden sword of the "vigilantes" to places where officers have had neither time, facilities nor inclination to tread.

The little wooden sword in this work is the citizen's complaint card for the submission of evidence against so-and-so at such-and-such a place. This card is to be put in an envelope and mailed to the Police Department. It need not be signed. Its authenticity as a weapon in the nation-wide attempt to enforce the Volstead act was twice publicly acknowledged by Commissioner Haynes.

And it is said by Sebastian S. Kresge, appointed national vigilante chief, that within a few weeks the "vigilantes" will be organized and operative in all cities and states.

Constance Talmadge and Husband Separate

Special Dispatch to The Tribune

LOS ANGELES, Nov. 18.—Constance Talmadge, film star, denied today that she was contemplating the institution of a divorce proceeding against her husband, John Pieloglu, New York tobacco manufacturer, when reports were made public that the couple had separated.

Miss Talmadge insisted she had no thought of getting a divorce, either now or at some future date, but confirmed the rumor that she had separated from her husband, explaining that it was a "friendly" separation, which resulted when she refused to give up her motion picture career.

The separation came about, Miss Talmadge said, when the question arose about her coming to Los Angeles to make her pictures under the management of Joseph Schenck, husband of her sister, Norma.

"When he heard of my contemplated move," the film star added, "Mr. Pieloglu entered vigorous objections to my proposed departure from New York, and so, to save argument and family strife, I simply explained that I had recently signed a long-term contract and that I did not wish to forsake my profession."

"He continued to object, but I would not change my mind, and so we decided that if I was to remain in pictures it would be better for me to come to Los Angeles for then we would not quarrel."

Miss Talmadge declared that she was positive her husband would not divorce her, and she asserted that there were absolutely no grounds for such a report.

Tidewater Co. Concedes 3 Demands of Strikers

Chief Issue, Modification of Wage Cut, To Be Taken Up by Officials To-day

Seven demands of striking employees of the Tidewater Oil Company were presented by the executive committee of the strikers to the general superintendent U. C. Edwards at a meeting in the company's plant, Constable Hook, Bayonne, last night.

Three of the demands were accepted by Mr. Edwards, who said he thought the fourth could be met also. He said he would take up the points with company officials in New York to-day.

The greatest obstacle to an adjustment of all differences is the strikers' demand that the 24 per cent decrease in wages imposed six weeks ago be modified to 10 per cent. They insist on being paid the same wage as Standard Oil employees. Agreement to allow time and a half for overtime, except in certain technical departments, as well as the existing time and a half allowance for Sundays and holidays, constituted the most important elements in the agreement reached last night. Mr. Edwards also agreed that there would be no discrimination against men returning to work because of their activities in connection with the strike.

After a meeting of the board of directors of the company at which the demands of the men were presented, notices were posted at the plant urging the men to return to work. The notices said that after the plant had returned to normal management would take up issues now pending.

Thirteen Rebels Die in Lower California Fight

Four More Executed by Federal Forces After Summary Court Martial

MEXICALI, Lower California, Nov. 18.—Thirteen Mexican revolutionists were killed today in a battle and four more executed after a summary court martial near Mexicali, capital of the northern district of Lower California, it was announced to-night by General Abelardo Rodriguez, commander of Federal troops here.

\$575 for Japanese Print

A Japanese color print by Utamaro brought \$575 last night at the closing session of the sale of prints from the collection of William S. and John T. Spaulding, of Boston, held at the American Art Galleries. The three-day sale brought a total of \$9,718, last night's session realizing \$3,751.50.

"The Deeply Thoughtful Woman" is the title of the fine subject which is one of a series of ten studies of women done by the artist. It portrays the head and bust of a woman reading a letter, a beautiful example of the micro-ground type of print. This print is one of Utamaro's best known subjects and is done in his most distinguished manner.

A view of Fuji seen from Lake Suwa, an early example by Fugaku, entirely in tones of blue, was purchased by Louis Le Doux for \$250.

Other sales were: "The Six Tama Rivers," by Utamaro, to Pierre Lorrillard, \$230; "The Basket Hat," by Harunobu, to Mrs. Jane Smith, \$215; "Shirai Gompachi," by Harunobu, to Dr. A. B. Dual, \$155; "The Cone of Mt. Fuji," by Fugaku, to L. E. Brown, \$130; "Three Niwaka Performers," by Utamaro, to Harold H. Hall, \$100.

One Killed in Air Wreck

Seaplane Crashes Into Tree While Fog-bound

MIDDLETOWN, Conn., Nov. 18.—H. D. Lindsley, of Springfield, Mass., was killed late today when the seaplane was following the Connecticut River and ran into a fog south of here, which is believed to have caused the pilot to misjudge the distance to the ground.

Mr. Lindsley, who was sixty years old, was being taken to New York from Springfield. The seaplane was following the Connecticut River and ran into a fog south of here, which is believed to have caused the pilot to misjudge the distance to the ground.

Mr. Lindsley, who was sixty years old, was being taken to New York from Springfield. The seaplane was following the Connecticut River and ran into a fog south of here, which is believed to have caused the pilot to misjudge the distance to the ground.

Mr. Lindsley, who was sixty years old, was being taken to New York from Springfield. The seaplane was following the Connecticut River and ran into a fog south of here, which is believed to have caused the pilot to misjudge the distance to the ground.

Mr. Lindsley, who was sixty years old, was being taken to New York from Springfield. The seaplane was following the Connecticut River and ran into a fog south of here, which is believed to have caused the pilot to misjudge the distance to the ground.

Mr. Lindsley, who was sixty years old, was being taken to New York from Springfield. The seaplane was following the Connecticut River and ran into a fog south of here, which is believed to have caused the pilot to misjudge the distance to the ground.

Mr. Lindsley, who was sixty years old, was being taken to New York from Springfield. The seaplane was following the Connecticut River and ran into a fog south of here, which is believed to have caused the pilot to misjudge the distance to the ground.

Mr. Lindsley, who was sixty years old, was being taken to New York from Springfield. The seaplane was following the Connecticut River and ran into a fog south of here, which is believed to have caused the pilot to misjudge the distance to the ground.

Mr. Lindsley, who was sixty years old, was being taken to New York from Springfield. The seaplane was following the Connecticut River and ran into a fog south of here, which is believed to have caused the pilot to misjudge the distance to the ground.

Mr. Lindsley, who was sixty years old, was being taken to New York from Springfield. The seaplane was following the Connecticut River and ran into a fog south of here, which is believed to have caused the pilot to misjudge the distance to the ground.

Mr. Lindsley, who was sixty years old, was being taken to New York from Springfield. The seaplane was following the Connecticut River and ran into a fog south of here, which is believed to have caused the pilot to misjudge the distance to the ground.

Mr. Lindsley, who was sixty years old, was being taken to New York from Springfield. The seaplane was following the Connecticut River and ran into a fog south of here, which is believed to have caused the pilot to misjudge the distance to the ground.

Mr. Lindsley, who was sixty years old, was being taken to New York from Springfield. The seaplane was following the Connecticut River and ran into a fog south of here, which is believed to have caused the pilot to misjudge the distance to the ground.

Mr. Lindsley, who was sixty years old, was being taken to New York from Springfield. The seaplane was following the Connecticut River and ran into a fog south of here, which is believed to have caused the pilot to misjudge the distance to the ground.

Mr. Lindsley, who was sixty years old, was being taken to New York from Springfield. The seaplane was following the Connecticut River and ran into a fog south of here, which is believed to have caused the pilot to misjudge the distance to the ground.

Mr. Lindsley, who was sixty years old, was being taken to New York from Springfield. The seaplane was following the Connecticut River and ran into a fog south of here, which is believed to have caused the pilot to misjudge the distance to the ground.

Mr. Lindsley, who was sixty years old, was being taken to New York from Springfield. The seaplane was following the Connecticut River and ran into a fog south of here, which is believed to have caused the pilot to misjudge the distance to the ground.

Mr. Lindsley, who was sixty years old, was being taken to New York from Springfield. The seaplane was following the Connecticut River and ran into a fog south of here, which is believed to have caused the pilot to misjudge the distance to the ground.

Mr. Lindsley, who was sixty years old, was being taken to New York from Springfield. The seaplane was following the Connecticut River and ran into a fog south of here, which is believed to have caused the pilot to misjudge the distance to the ground.

Mr. Lindsley, who was sixty years old, was being taken to New York from Springfield. The seaplane was following the Connecticut River and ran into a fog south of here, which is believed to have caused the pilot to misjudge the distance to the ground.

Mr. Lindsley, who was sixty years old, was being taken to New York from Springfield. The seaplane was following the Connecticut River and ran into a fog south of here, which is believed to have caused the pilot to misjudge the distance to the ground.

Mr. Lindsley, who was sixty years old, was being taken to New York from Springfield. The seaplane was following the Connecticut River and ran into a fog south of here, which is believed to have caused the pilot to misjudge the distance to the ground.

Mr. Lindsley, who was sixty years old, was being taken to New York from Springfield. The seaplane was following the Connecticut River and ran into a fog south of here, which is believed to have caused the pilot to misjudge the distance to the ground.

Mr. Lindsley, who was sixty years old, was being taken to New York from Springfield. The seaplane was following the Connecticut River and ran into a fog south of here, which is believed to have caused the pilot to misjudge the distance to the ground.

Mr. Lindsley, who was sixty years old, was being taken to New York from Springfield. The seaplane was following the Connecticut River and ran into a fog south of here, which is believed to have caused the pilot to misjudge the distance to the ground.

Mr. Lindsley, who was sixty years old, was being taken to New York from Springfield. The seaplane was following the Connecticut River and ran into a fog south of here, which is believed to have caused the pilot to misjudge the distance to the ground.

Mr. Lindsley, who was sixty years old, was being taken to New York from Springfield. The seaplane was following the Connecticut River and ran into a fog south of here, which is believed to have caused the pilot to misjudge the distance to the ground.

Mr. Lindsley, who was sixty years old, was being taken to New York from Springfield. The seaplane was following the Connecticut River and ran into a fog south of here, which is believed to have caused the pilot to misjudge the distance to the ground.

Mr. Lindsley, who was sixty years old, was being taken to New York from Springfield. The seaplane was following the Connecticut River and ran into a fog south of here, which is believed to have caused the pilot to misjudge the distance to the ground.

Mr. Lindsley, who was sixty years old, was being taken to New York from Springfield. The seaplane was following the Connecticut River and ran into a fog south of here, which is believed to have caused the pilot to misjudge the distance to the ground.

Mr. Lindsley, who was sixty years old, was being taken to New York from Springfield. The seaplane was following the Connecticut River and ran into a fog south of here, which is believed to have caused the pilot to misjudge the distance to the ground.

Mr. Lindsley, who was sixty years old, was being taken to New York from Springfield. The seaplane was following the Connecticut River and ran into a fog south of here, which is believed to have caused the pilot to misjudge the distance to the ground.

Mr. Lindsley, who was sixty years old, was being taken to New York from Springfield. The seaplane was following the Connecticut River and ran into a fog south of here, which is believed to have caused the pilot to misjudge the distance to the ground.

Mr. Lindsley, who was sixty years old, was being taken to New York from Springfield. The seaplane was following the Connecticut River and ran into a fog south of here, which is believed to have caused the pilot to misjudge the distance to the ground.

Mr. Lindsley, who was sixty years old, was being taken to New York from Springfield. The seaplane was following the Connecticut River and ran into a fog south of here, which is believed to have caused the pilot to misjudge the distance to the ground.

Mr. Lindsley, who was sixty years old, was being taken to New York from Springfield. The seaplane was following the Connecticut River and ran into a fog south of here, which is believed to have caused the pilot to misjudge the distance to the ground.

Mr. Lindsley, who was sixty years old, was being taken to New York from Springfield. The seaplane was following the Connecticut River and ran into a fog south of here, which is believed to have caused the pilot to misjudge the distance to the ground.

Mr. Lindsley, who was sixty years old, was being taken to New York from Springfield. The seaplane was following the Connecticut River and ran into a fog south of here, which is believed to have caused the pilot to misjudge the distance to the ground.

Mr. Lindsley, who was sixty years old, was being taken to New York from Springfield. The seaplane was following the Connecticut River and ran into a fog south of here, which is believed to have caused the pilot to misjudge the distance to the ground.

Mr. Lindsley, who was sixty years old, was being taken to New York from Springfield. The seaplane was following the Connecticut River and ran into a fog south of here, which is believed to have caused the pilot to misjudge the distance to the ground.

Mr. Lindsley, who was sixty years old, was being taken to New York from Springfield. The seaplane was following the Connecticut River and ran into a fog south of here, which is believed to have caused the pilot to misjudge the distance to the ground.

Mr. Lindsley, who was sixty years old, was being taken to New York from Springfield. The seaplane was following the Connecticut River and ran into a fog south of here, which is believed to have caused the pilot to misjudge the distance to the ground.

Mr. Lindsley, who was sixty years old, was being taken to New York from Springfield. The seaplane was following the Connecticut River and ran into a fog south of here, which is believed to have caused the pilot to misjudge the distance to the ground.

Mr. Lindsley, who was sixty years old, was being taken to New York from Springfield. The seaplane was following the Connecticut River and ran into a fog south of here, which is believed to have caused the pilot to misjudge the distance to the ground.

Mr. Lindsley, who was sixty years old, was being taken to New York from Springfield. The seaplane was following the Connecticut River and ran into a fog south of here, which is believed to have caused the pilot to misjudge the distance to the ground.

Mr. Lindsley, who was sixty years old, was being taken to New York from Springfield. The seaplane was following the Connecticut River and ran into a fog south of here, which is believed to have caused the pilot to misjudge the distance to the ground.

Mr. Lindsley, who was sixty years old, was being taken to New York from Springfield. The seaplane was following the Connecticut River and ran into a fog south of here, which is believed to have caused the pilot to misjudge the distance to the ground.

Mr. Lindsley, who was sixty years old, was being taken to New York from Springfield. The seaplane was following the Connecticut River and ran into a fog south of here, which is believed to have caused the pilot to misjudge the distance to the ground.

Mr. Lindsley, who was sixty years old, was being taken to New York from Springfield. The seaplane was following the Connecticut River and ran into a fog south of here, which is believed to have caused the pilot to misjudge the distance to the ground.

Mr. Lindsley, who was sixty years old, was being taken to New York from Springfield. The seaplane was following the Connecticut River and ran into a fog south of here, which is believed to have caused the pilot to misjudge the distance to the ground.

Mr. Lindsley, who was sixty years old, was being taken to New York from Springfield. The seaplane was following the Connecticut River and ran into a fog south of here, which is believed to have caused the pilot to misjudge the distance to the ground.

Mr. Lindsley, who was sixty years old, was being taken to New York from Springfield. The seaplane was following the Connecticut River and ran into a fog south of here, which is believed to have caused the pilot to misjudge the distance to the ground.

Mr. Lindsley, who was sixty years old, was being taken to New York from Springfield. The seaplane was following the Connecticut River and ran into a fog south of here, which is believed to have caused the pilot to misjudge the distance to the ground.

Mr. Lindsley, who was sixty years old, was being taken to New York from Springfield. The seaplane was following the Connecticut River and ran into a fog south of here, which is believed to have caused the pilot to misjudge the distance to the ground.

Mr. Lindsley, who was sixty years old, was being taken to New York from Springfield. The seaplane was following the Connecticut River and ran into a fog south of here, which is believed to have caused the pilot to misjudge the distance to the ground.

Mr. Lindsley, who was sixty years old, was being taken to New York from Springfield. The seaplane was following the Connecticut River and ran into a fog south of here, which is believed to have caused the pilot to misjudge the distance to the ground.

Mr. Lindsley, who was sixty years old, was being taken to New York from Springfield. The seaplane was following the Connecticut River and ran into a fog south of here, which is believed to have caused the pilot to misjudge the distance to the ground.

Mr. Lindsley, who was sixty years old, was being taken to New York from Springfield. The seaplane was following the Connecticut River and ran into a fog south of here, which is believed to have caused the pilot to misjudge the distance to the ground.

Mr. Lindsley, who was sixty years old, was being taken to New York from Springfield. The seaplane was following the Connecticut River and ran into a fog south of here, which is believed to have caused the pilot to misjudge the distance to the ground.

Mr. Lindsley, who was sixty years old, was being taken to New York from Springfield.