The Sun.

Monday, September 16, 1907.
Fair to-day and to-morrow; light winds, mostly southerly.

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SAFE BLOWERS BADLY FOOLED

[illegible] Gang Of Yeggs Robbed Fish's Saloon Of $33.

[illegible] Was Is Said to Hang Outside.

[illegible] Surprised When He Entered the Saloon—Police Have Arrests of Four Persons in the Case, But a Wanted.

[illegible] report at the door of Woolf Fish's apartments early yesterday morning [illegible] that a gang of safe blowers had broken into his saloon at 11 Allen street. He didn't manifest any surprise. As he told the police yesterday, he would be surprised if he were not robbed at least once a year. In the last [illegible] he has had no less than eighteen encounters with burglars. He has been drugged, drugged, chloroformed, shot at, [illegible] and beaten, and yesterday he was congratulating himself that he wasn't in the saloon when the crackersmen broke in.

It was some time before 2 o'clock that the safe breakers gained entrance to Fish's saloon. As near as the police can figure it out they probably went through the hallway of 98 Division street, which is directly in the rear of the saloon, and climbed over the fence into the yard back of the saloon. Equipped with the most elaborate safe cracking outfit that the police ever saw, they would have had no trouble in opening the safe if they hadn't been scared off. The drills, jimmies, bar cutters, pinch bars, pullers and jack were so heavy that they had to leave them behind. These were picked up by the police in the Eldridge street station.

The crackersmen clipped the steel bars that protected the windows of the back door of the saloon. Then they put locks on the outside of two doors leading from the hallway into the saloon and also bolted them on the inside. The safe, which weighed two tons, stood near the window in front of the saloon.

Putting out the light over the bar and pulling down the shades, they moved the safe, which contained $10,000 in jewelry and cash, to the rear room, a distance of forty-five feet. They started to open it when the man on guard outside gave the signal that there was danger.

Policeman Breuck of the Eldridge street station in passing the saloon peered in. The lookout saw him and the jobs was abandoned. Breuck, who has been on post on Allen street for many months, missed the safe from its usual place. By the time Breuck got into the place the safe breakers had ample time to get over the fence and escape through 98 Division street.

Before the crooks escaped they robbed the till of $33. They left the outfit that the police say is worth more than $500.

Joe Pollack and his wife, who live at 78 Forsyth street, came to the saloon later yesterday morning while the police were there with Fish. Pollack keeps a wine cellar in the basement at 82 Forsyth street. They told Fish that they wanted a drink. When Pollack insisted that he be served the police put him out.

Policeman Breuck trailed Pollack and his wife to their home, where he placed them under arrest on suspicion of having something to do with the robbery because they once lived at 98 Division street and then arrested two other persons whom he found in the wine cellar, Edward Miller and Jacob Goldberg.

After being photographed and measured the four prisoners were arraigned before Magistrate Corrigan in the Essex Market Court and held in $2,000 bail for examination to-morrow.

"The men who got into the saloon this morning must have been watching this place for some time," said Fish yesterday. "My wife decided not long ago to leave her jewelry in the safe in the store. One of the men arrested this morning I recognized as a man who came into the store shortly before 11 o'clock on Saturday night and bought a drink. I feel sure that he was sizing up the place then."

MR. KLEINMAN, AMERICAN.

Not to Be Deported—His Mother Found—But He Wouldn't Have Gone Anyway.

Twelve-year-old Yitzhok Kleinman, who ran away from his home in Warsaw, Poland, two months ago and made his way by wit and courage to this country, won't have to go back after all. His mother and several uncles and aunts and cousins living here in New York have been found and they will go to Ellis Island this morning and ask Immigration Commissioner Watchorn for the boy who defied the Government.

The adventures of Yitzhok, described in THE SUN last Saturday morning, made much talk on the East Side, and the Jewish papers printed pieces about the boy. One of these caught the eye of Max Weiss, a furrier who lives at 791 Ninth avenue, his wife is a sister of Mrs. Chaje Kleinman, who is Yitzhok's mother, and Mrs. Kleinman lives in the same house as the Weiss family.

Yesterday Weiss got an official of the United Hebrew Charities to telephone to Ellis Island and let them know over there that Yitzhok's family had been found. Then he went home and broke the news to Mrs. Kleinman. She cried a little and laughed a good deal more and then there was a grand family party.

The way Yitzhok came to lose track of his mother was this: Three years ago she was ill treated by Hirsch Kleinman, her husband, and with the help of relatives in Warsaw she managed to get enough money together to take two children, Raphael and Annie, and run away from him. She didn't write back home because she didn't want him to know where she was, and there was no way to get a letter to Yitzhok without her husband finding out about it. Some months after Mrs. Kleinman with the two younger children ran away Jacob, a boy of 17, also ran away to this country. There is still another son, Isaac, and he may be expected on any boat, Mrs. Kleinman said yesterday.

When they told Yitzhok yesterday that he wasn't a lost boy any more and wouldn't have to go back to Russia he took it very calmly.

"I am glad," he said, "because I want to see my mother and I want to work for her. But I would not have gone back if she hadn't been found. I am a man and will not be treated like a little boy."

Direct all water route between New York and Boston. Metropolitan Line passenger service inaugurated Wednesday, September 11th, with fast and luxurious steamships Yale and Harvard. See adv.—Adv.

[illegible] ROOSEVELT'S [illegible]

Chairman Says President Declined Honor for Vice-President's Party.

[illegible], Sept. 15. That President Roosevelt himself asked for the cancellation of a contemplated special at Vice-President Fairbanks' dinner at Indianapolis which got the Vice-President into trouble with his Methodist brethren is the story told by Bishop Joseph F. Berry on the authority of Indianapolis churchmen.

"There probably is no doubt that some of some evil appeared on the Vice-President's table when he entertained President Roosevelt in Indianapolis," said the Bishop to-day. "But as it is told to me the Vice-President did not order the drinks and did not even know they were served. Mr. Fairbanks never touches a drop of any intoxicant himself, but it is well known that President Roosevelt likes a drink now and then.

"When he came to Indianapolis the word went from the President to the caterer, either directly or through his secretary, that he wanted the drinks and the drinks were served. The arrangements were entirely in the hands of the caterer and it is credible that Mr. Fairbanks did not even notice that they were on the table.

"Yesterday I had my first opportunity really to meet the Vice-President. I had been casually introduced to him before, but I never was at a place where I had the opportunity of visiting with him and taking his measure. He certainly has been maligned when they say that he is dry. He mixed with the people in the most democratic manner.

"He is a thoroughly clean man, and one of whom the denomination may well be proud. His church associates in Indianapolis are talking of him as a lay delegate to the General Conference at Baltimore, and the so-called cocktail incident is being used very much against him by a certain element."

OKLAHOMA CAMPAIGN ENDS.

Democrats Claim the State by 50,000—Expect 50,000 for Prohibition.

DALLAS, Tex., Sept. 15. Both the Republicans and Democrats closed the campaign in the new State of Oklahoma last night with rousing meetings.

For the Democrats C. N. Haskell, candidate for Governor, was the principal speaker at Oklahoma City. Judge Fuller of Ohio and Attorney-General Cromwell of Oklahoma upheld the Republican cause.

In a statement that he gave out Haskell estimates that his majority will reach 30,000 and that prohibition will carry by 50,000.

Chairman Thompson of the Democratic committee issued a statement assuring Democrats of success, but made no estimate.

It is estimated that the vote next Tuesday will reach 250,000. The best opinion indicates a majority of 50,000 or more for the adoption of the Constitution.

DROWNED BRIDE A RUNAWAY.

Mrs. John Croft Was Miss Marguerita Fitzgerald of Harlem.

The young girl known as Mrs. John Croft, who was drowned on Tuesday night from W. D. Bennett's yacht in the Delaware River, was identified last night as Marguerita Fitzgerald of 242 Lenox avenue, this city. According to E. B. Walker, an uncle of the girl, it seems that she met John Croft of Hertford, England, at a dinner in this city about five weeks ago. He courted her without the knowledge of her parents and three weeks ago the pair went to Rhode Island and were married. At the time of her disappearance an alarm was sent out by the police and no efforts were spared to find the girl, who had failed to leave any word. After the drowning Croft came to New York and told Mr. Walker the entire story. Mr. Croft said that while they were sailing a squall came up and before Mrs. Croft could get below the yacht jibed and the boom swept her into the water. The blow from the boom evidently stunned her, for she did not rise to the surface. Croft went in after her, as did two of the crew, but no trace of her body was found until last night, when it was washed ashore near the scene of the accident.

Mrs. Fitzgerald is said to be seriously ill, suffering from nervous shock due to her daughter's disappearance. She was not notified last night of the girl's death.

ARRIVED IN A BALLOON.

Frenchman Makes First Step Toward Domestication of the Airship.

Special Cable Despatch to THE SUN.

PARIS, Sept. 15.—A few years ago a New York artist who was credited with being old fashioned and unprogressive used to look out of his studio window, below Fifty-ninth street, and say that it would be only a little while before people stepped out of windows into airships to make calls. France at any rate will fulfil the prophecy soon at the rate of progress she is making.

Perhaps not the most spectacular but certainly the most elegant use so far made of an airship was by M. Deutsch de la Meurthe, who invited a number of his friends to hunt on his estate. He fixed a rendezvous and said he would arrive there by balloon.

The guests assembled at the appointed hour, and saw a balloon approaching. When it arrived over the rendezvous it descended easily, and M. Deutsch, attired in hunting costume, dismounted. The balloon, in charge of his engineers, then reascended amid enthusiastic acclamations.

Some time later word came to the hunting party that the airship had returned safely to its point of original departure.

DYNAMITED HIS OWN HOUSE?

Lord Ashtown Virtually Accused by Experts—A Political Plot.

Special Cable Despatch to THE SUN.

LONDON, Sept. 15.—The experts engaged in inquiring into the origin of the recent explosion at Lord Ashtown's house, Glenahiry Lodge, County Waterford, Ireland, have drafted a remarkable report suggesting strongly that Lord Ashtown himself and his domestics were responsible for the affair.

The police have identified the pot containing dynamite as belonging to a house on the Glenahiry estate and used for holding lime, and the sticks used as props as the handles of a barrow used in house work at Glenahiry. All agreed that no forcible entry had been made into the lodge.

Lord Ashtown claims $1,000 damages from the taxpayers of the locality under the malicious injuries act. They refuse to pay and have summoned Lord Ashtown to submit to a sworn investigation. The motive ascribed to him is a desire to discredit the Nationalist cause by inventing acts of terrorism.

WOMAN'S RESCUER MURDERED

[illegible] Girl Killed by Italians.

Struggle Ended When Girl Was Thrown Into the River—Drunken Man Who Was Found to Be Assaulted—He Escaped When He Was Fighting for Captors.

READING, Pa., Sept. 15.—State Constable Timothy Kelleher, a member of Troop C of the State Constabulary, stationed across the river from this city, and who has done duty of a very varied, was killed here last night by Italians while he was coming to the aid of a woman whom the Italians were attempting to assault.

Kelleher had been to a theatre and was returning to the barracks in Cumru township by the Penna street bridge. He had just crossed the bridge when he heard a woman's cries for help. Running in the direction of the sound he came upon two Italians and their victim in the shadow of an abandoned wood pulp mill.

Kelleher was armed only with a pocket billy. Before he had pulled this from his pocket the Italians were upon him with knives. The constable tried to fight with his fists, but with one of the men in front and another behind him he soon fell, with many wounds in his body.

The murder did not become known until this morning, when a trackwalker discovered the body lying on a pile of scrap iron near the railroad track, some 150 yards from the abandoned mill.

The alarm was spread and the constabulary, among whom Kelleher was a favorite, succeeded to-night in finding the woman, who is locked up as a witness. She is Bertha Bonhart, employed in one of the mills here.

When questioned she said she was walking down Spruce street on her way home when she was attacked by the two Italians, one of whom clapped his hand over her mouth. They then carried her across the bridge and to the old mill, where she at last succeeded in wrenching the man's hand from her mouth. Her screams were heard by the constable.

At sight of her rescuer, she says, the pair dropped her and sprang upon Kelleher. After the constable fell dead, the woman says, the men carried his body down the track to the point where it was found, compelling her to walk in front of them. The body disposed of, the woman says, the Italians threatened to kill her if she breathed a word of the matter or uttered a sound and then released her. She was so frightened by their threats, she says, that she did not dare to spread the alarm.

The woman gave the police a partial description of the men, but it is rather general in character.

This is the second murder of a similar nature in forty-eight hours and the city is greatly wrought up over it. The constabulary believe they will have the guilty parties within a few hours.

Kelleher is said to come of a prominent Irish family. He fought in the Boer war on the side of the Boers and fought with the United States Army in the Philippines. In both campaigns his associates say his record was one of bravery.

PLANS WIRELESS CALL FOR COPS.

San Francisco Inventor Proposes to Put Telegraph Receivers in Their Helmets.

SAN FRANCISCO, Sept. 15.—Assistant City Electrician Charles N. Farmenter of Berkeley has erected a wireless pole on the site for the new Town Hall and is experimenting with a scheme to call policemen from their beats by wireless.

A simple apparatus of compact form which policemen will carry in their helmets is the means by which he hopes to revolutionize the police and fire alarm systems.

The chief of police turns on the current and wireless impulses are sent out in all directions. The invisible current comes into contact with the coil in the patrolman's hat and rings a bell in his pocket. The message is sent in the form of dots and dashes. Though a policeman may not understand the communication he will know he is wanted by the ringing of the bell in his pocket. He will then hasten to the nearest police box and telephone the police station.

NEARLY LYNCHED WRONG MAN.

Pittsburg Mob Strings Up a Detective in Mistake for His Prisoner.

PITTSBURG, Sept. 15.—A mob bent on lynching a non-union mill worker who had shot some union men this morning got the rope around the neck of a plain clothes detective by mistake and had him half way up a telegraph pole before the mistake was discovered. It was only an incident of a battle between union and non-union forces at the Forty-fifth street mills.

John Anderson, a non-union ironworker, with a gang of friends got into a fight with a party of union glassworkers, headed by John Manning. There was some shooting and Manning was perhaps fatally wounded. He is at a hospital and Anderson is in jail to await the result of his injuries.

J. T. McCullough, a county detective, tried to arrest Anderson and engaged in a pistol duel at long range with him, and after perhaps forty shots were fired the men clinched. McCullough finally beat Anderson into submission with the butt of his pistol and got him to the patrol box, followed by 250 people.

Some one got a rope, hearing that the prisoner had shot a man and McCullough was lassoed by mistake and was being drawn up to the arm of a telegraph pole when friends managed to cut the rope. The detective was badly hurt.

ONE DEAD IN NEW HAVEN WRECK.

Passenger Trains Collide at Meeting Point Near New Haven.

NEW HAVEN, Sept. 15.—At Allings siding on the New Haven road, just outside of this city, two passenger trains were wrecked in a headon collision this morning. Engineer Walton H. Johnson was killed and a dozen others were badly injured.

Train 1494 from New Haven, in charge of Engineer Philip Blakeslee and Conductor Henry Woodruff, was due at Allings siding at 8:08, as also was a train from Ansonia, in charge of Engineer W. H. Johnson and Conductor W. G. Barnes.

Engineer Blakeslee was in the act of taking the siding, as he had been ordered to do, when the Ansonia train dashed around the curve and sideswiped the train from this city, derailing both engines and one coach and badly smashing the locomotives.

[illegible] BY [illegible] ENGINEER.

Drunk in a Quiet Private Dwelling Quarrel Some and Then Die.

At Lynn, Sept. 15. William Fennessy, aged 19 years, the youngest engineer in the American League, was struck on the head by a bottle thrown by an enthusiastic fan during a game here this afternoon. Fennessy was so seriously hurt that he was sent to a hospital at once, and there it is said his chances of recovery are slim. The bottle struck him on the upper of the brain and fractured his skull. The bottle broke into a hundred pieces.

It was in the first game of a double header that was being played by the St. Louis and Detroit teams and about 20,000 persons were witnessing the game. In pandemonium arose about a foot ball and while the players were arguing Hugh Duenberg threw a quart water bottle that struck Fennessy.

The whole kind of excitement followed. Fennessy dropped at once and lay unconscious on the ground. The spectators seeing what had happened made for Duenberg shouting "Lynch him!" Duenberg, realizing his position, jumped to the field and started to run. He was chased by several hundred of the spectators, who were seemingly bent on vengeance. There were about fifty policemen on the grounds and they took charge of Duenberg and after a while managed to get him safely away from the mob.

MR. CLEVELAND'S ILLNESS.

He Has Had Acute Attacks of Intestinal Trouble—Takes a Short Drive.

PRINCETON, N. J., Sept. 15. Ex-President Grover Cleveland went for a short drive this afternoon. He was accompanied by a trained nurse who has been in attendance on him for some time. Mr. Cleveland sees only a few very intimate friends and these on rare occasions.

Dr. J. M. Carnochan, the local physician who is in attendance on the ex-President, refused to-night to discuss the illness of Mr. Cleveland in any way. Dr. Carnochan is merely acting under orders from Dr. Bryant of New York, who has been Mr. Cleveland's physician for many years.

Mrs. Cleveland has just gone to the summer home of the ex-President in New Hampshire. The children went there early in the summer, but Mr. Cleveland's condition was such that he was unable to make the trip. Mrs. Cleveland remained here in Princeton to be with her husband. She left for New Hampshire on Friday to bring the children back. They are expected to return in a day or so.

A friend of the ex-President said to-day that Mr. Cleveland was suffering badly from an intestinal difficulty and that the physicians had strictly forbidden him to eat certain things. According to this friend, Mr. Cleveland has had several acute attacks as a result of neglecting these instructions.

Little has been seen of Mr. Cleveland in a public way here for about a year. Following an established custom a large number of students marched to his home on the last class day and were received by him briefly and informally.

JAPANESE WAR TALK ALL JINGO.

Delegate to Religious Congress Says Trouble Was Fomented for Political Effect.

BOSTON, Sept. 15.—Saichiro Kanda of Tokio, secretary of the Japanese Unitarian Association, who has arrived here as a delegate to the international congress of religious liberals, in response to the question, "What foundation is there for the talk of war feeling among the people of Japan?" said:

"It has no existence except with a few malcontents who are always ready to disturb the public mind. The people generally have the most friendly feeling toward the United States and do not cherish even a single thought of war. So far as there was any agitation it was started, fomented and sustained by newspapers of no influence and little principle merely for political purposes and for sensational effect. It is significant that not a single paper which is in favor of the Government or possesses its confidence contributed a line to the useless and causeless agitation. In fact the agitation has no root in Japan, but has its origin and support in America.

"Throughout all the war talk the Government kept its head and it is abundantly able to control the situation. All these facts will apply with equal force to the recent incident in Vancouver."

HEAD OF ST. FRANCIS XAVIER.

Father McCluskey Succeeds Father Hearn, Who Will Go to Boston College.

The Rev. Thomas J. McCluskey, formerly professor of Latin in Boston College, was installed yesterday as president of St. Francis Xavier's College in this city. The rectorship of the Church of St. Francis Xavier goes with the presidency. Father McCluskey succeeds the Rev. David W. Hearn, who has been president of the college for the last seven years.

The new president reached this city from Woodstock, Md., yesterday morning. There was no formal ceremony connected with the installation beyond the meeting of the old president with the new in the presence of the faculty and the exchange of the incumbency.

President McCluskey is about 50 years old. He is a graduate of Manhattan College. After graduation he was for some time an instructor in St. Joseph's Seminary in Troy, and later was an assistant priest of St. Patrick's Cathedral, New York. About 1892 Father McCluskey became a Jesuit, pursued further studies at Woodstock College and was appointed an assistant priest at St. Francis Xavier's. Four years ago he received the Boston appointment.

Father Hearn is to go to Boston, where he will become vice-president of the Boston College, a post he held before coming to New York. Father Hearn has as yet received no notification of his new appointment, and is going into retreat for two weeks, by the expiration of which time he expects to learn what plans have been made for him.

The order making the transfer came from the general of the Jesuit order, familiarly known as the Black Pope.

34 BALLOONS IN A RACE.

International Contest, With Starting Point at Brussels.

Special Cable Despatch to THE SUN.

BRUSSELS, Sept. 15.—A great international balloon race started this afternoon.

Thirty-four balloons ascended in clear weather, with a light wind, and drifted south over the field of Waterloo.

The results are expected Monday.

After all, USHER'S the Scotch that made the highball famous.—Adv.

AUTO KILLS DANIEL BACON

[illegible] Man Who Was Thrown Out Before Trying to Find Out Their Condition of Mind Has Died Since.

Daniel Bacon, manager of the Marine Magnetic Control Company, which has offices in the Cunard Building, at William and Pine streets, was killed early yesterday morning by a sightseeing automobile. Mr. Bacon had been in a restaurant in Thirty-fourth street and made the acquaintance there of Nathan Jaffe, of 100 East Seventy-ninth street, who sat at the same table. After eating the two men walked across town and had just parted at the corner of Thirty-first street and Park avenue when Mr. Bacon was run down.

"I saw Mr. Bacon start across the street," said Mr. Jaffe, "just as a four seated sight-seeing automobile came along going over at a high speed. Before Mr. Bacon had time to jump out of the way the machine knocked him down and passed over his body. The chauffeur stopped at first, but when he saw me come running to the spot he put on power and went on across town at full speed."

There was no one else at hand at the time of the accident, at 2.30 o'clock, and it was some time before Mr. Jaffe could get help. Policeman Hale sent a call for an ambulance to Bellevue. Mr. Bacon died there in the afternoon, without regaining consciousness.

At that time Mr. Jaffe knew only that his restaurant acquaintance had said that his name was Bacon, but knew nothing else of him. Detectives were sent out to find what company had sent an automobile out at that hour of the morning, but last night still were in ignorance.

Cards with Daniel Bacon, 42 Front street, printed on them were found in the man's pockets. There also were cards bearing the name of Frederick S. Green, with an address at 112 Front street. Mr. Green is a member of the firm of Volney, Green & Co. and lives at 21 West Twenty-first street. Mr. Green said that he had a cousin by the name of Bacon. Mr. Green went to the Morgue and there identified the dead man.

Mr. Bacon was 54 years old and unmarried. He lived at Rockaway Park but also had a room in this city. Mr. Green said he did not know where it was. For some years he had been manager of the Marine Magnetic Control company, which supplies the Cunard Line and others with devices which control the steering gear of big ships.

He leaves a brother, H. E. Bacon of Spokane, Wash., who is a lumber merchant. His father died recently in Portland, Me.

AUTOMOBILE SPRING BREAKS

And Four Persons Are Severely Hurt in the Wreck That Follows.

SUFFIELD, Conn., Sept. 15.—A broken spring on an automobile caused a serious accident here to-day in which W. G. Forbes and his wife and Prof. F. C. Childs of East Hartford and Miss M. L. Cady of Hartford were injured.

Mr. Forbes, who is a tobacco grower, left Hartford early this morning with his wife, Prof. Childs and Miss Cady for a ten days trip to Cape Cod. As the automobile, which was being driven by Mr. Forbes, reached the foot of East Street Hill, in Suffield, one of the springs suddenly broke and the car toppled over, pinning the two men beneath it.

Mrs. Forbes was pitched fully fifteen feet down an embankment and landed in a brook. She struck a tree in her descent and was rendered unconscious. Miss Cady also landed in the brook.

Mr. Forbes and Miss Cady were found to be suffering from internal injuries. Mr. Forbes has a sprained leg and is badly bruised. Mrs. Forbes had her left wrist broken and her head was cut. Prof. Childs escaped with bruises.

AUTO SKIDS AND HITS A TREE.

Two Men and Their Wives Hurt in a Mishap on the Pelham Road.

NEW ROCHELLE, Sept. 15.—An automobile party consisting of Mr. and Mrs. J. E. Brulator, who owned the machine, and Mr. and Mrs. John E. Kleist, residents of New Rochelle, had a narrow escape from death early this morning, when the car skidded into a gutter while rounding a curve on the Pelham road and then crashed into a big cedar tree. The car was demolished.

Mr. Brulator had lost control of the wheel and when the car struck all but Mr. Kleist were hurled to the roadway and badly bruised. Mr. Kleist remained in the car hanging on desperately. The engines had not stopped and Mr. Kleist could not shut off the power, but a neighbor came to the rescue.

Mr. and Mrs. Brulator and Mrs. Kleist were badly hurt. They were attended by two physicians and afterward taken home.

Express Train Hits Automobile.

YORK, Pa., Sept. 15.—An automobile containing Edward S. Bare of this city and his two granddaughters, Lois and Evelyn Eckel of Atlantic City, was struck by a Northern Central express train in this city this afternoon. Mr. Bare was seriously hurt, while the two girls saved their lives by jumping.

MIDDIES HAVE HOT FIST FIGHT.

Jew Student at Naval Academy Breaks Taunting Gentile's Nose.

ANNAPOLIS, Sept. 15.—The Naval Academy authorities are in possession of information of a hotly contested fist fight between Midshipmen James S. Spore of West Bay City, Mich., and Solomon Endel of Lake Charles, La., that took place about a week ago. Spore had his nose broken and received other injuries. He has been in the hospital until this morning, when he was restored to duty.

Both are members of the same class, the second, so that the affair had nothing to do with hazing or class feeling. The origin of the scrap was said to be entirely personal and is understood to be on account of some taunt directed against Endel, who is a Jew.

Spore was badly beaten and his friends were very anxious about him for a while. As the fight was of a personal nature and not a class matter, the authorities are not likely to deal severely with the participants.

Take the great Day Line Strs. "Hendrick Hudson" or "New York" for Hudson River trips.—Adv.

FIRST CAR UNDER RIVER TO-DAY.

Two Will Be Made in North Tube of the Belmont Tunnel.

The first car will be run through the north tube of the new Belmont tunnel under the East River this morning. Everything was in readiness for the trip last night, but it was found impossible to carry the plan out on account of the rush of traffic from the beaches on the New York and Queens County Railroad.

The car, which is as the Westinghouse people will have to be taken to the tunnel entrance, at the entrance and of Fourth street, Long Island City, and then drifted from the railway tracks to the tunnel by means of specially constructed pontoon tracks.

WAR DEPARTMENT TRIAL TRIPS.

Lawrence Tests to Leave Fort Totten the Limit of Present Positions.

Special Cable Despatch to THE SUN.

LONDON, Sept. 15.—The Cunard Line steamer Mauretania will leave her builder's yard at Wallsend to-morrow for her first speed trials off the Tyne. Afterward she will return for her final fittings and furnishings.

She is 790 feet long, compared with the Lusitania's 787. She will have accommodations for 560 first class, 500 second class and 1,100 third class passengers. Her crew will number 800, making her total complement 2,960. Her gross tonnage is 32,200. Her maximum draught will be 37½ feet.

G. R. Hunter, the well known ship builder, whose firm built the Mauretania, writes that the era of steamers larger than this vessel cannot arrive for some time. Docks must be enlarged and harbors deepened, involving long work, before the next step forward is taken in ship construction.

EXPERIENCED STORKS

Offered to the Park Department at $100 a Pair.

Director Smith of the Central Park menagerie received yesterday a postal addressed to the President of the Park Department and bearing this message:

"German chimney storks for family use. At the suggestion of President Roosevelt there will be imported to America a consignment of over 100 pairs of tame German family chimney storks. All old experienced birds, none under 50 years of age; each with a record of having brought happiness and good luck to their owners in the Fatherland. Single pairs $100 each.

"Should you desire to avail yourself of this opportunity, please communicate with Homer Davenport, Morris Plains, N. J."

The director said he guessed it was a joke.

100 MILES AN HOUR AT SEA.

British Admiralty Considering Newest Form of Turbine Engine.

Special Cable Despatch to THE SUN.

LONDON, Sept. 16.—The *Tribune* prints a statement that the British Admiralty is now considering a new form of marine engine, which the inventor, F. Maltman, asserts will revolutionize the navigation of the whole world.

It resembles the turbine, with important differences. It is stated that it could drive a torpedo boat a hundred miles an hour.

IMMIGRATION INVESTIGATORS.

Japan's Commissioner Reaches Ottawa—Canadian Official Sent to Vancouver.

OTTAWA, Sept. 15.—Mr. Ishii, the special commissioner sent to the United States and Canada by the Japanese Government to investigate immigration conditions, got here to-night from Vancouver and is the guest of Consul-General Mosse. He will be in Ottawa a couple of days and will be presented to several of the Cabinet Ministers.

W. D. Scott, Superintendent of Immigration, is back from an inspection of the Canadian agencies in Britain and the Continent, and has been directed by the Dominion Cabinet to proceed immediately to British Columbia for a thorough examination on the spot of the subject of Asiatic immigration on the Pacific Coast.

MILLIONS LOST IN THE MAIL

And More Than Eleven Million Letters Wrongly Addressed in Britain.

Special Cable Despatch to THE SUN.

LONDON, Sept. 15.—The annual report of the Postmaster-General shows that last year 11,120,695 letters were undelivered owing to their being wrongly or insufficiently addressed. They contained $3,435,000 in checks, notes or postal orders which were never claimed.

FIFTH AVE. STAGE TOO FAST.

Automobile Variety Exceeds the Speed Limit, a Record.

A Fifth avenue automobile stage was held up at 10 o'clock last night and its chauffeur arrested on a charge of exceeding the speed limit. This is understood to be the first instance of its kind in the history of the stages. Bicycle Policeman Lemmon told Magistrate Corrigan in the Night Court that he had timed the stage from Eighteenth to Sixteenth street, and that it was going eighteen miles an hour.

There were about forty passengers on the car at the time, most of them women and girls. Magistrate Corrigan fined the driver, William Hennessy of 211 East Fifty-third street, $10.

HONEST MAN FINDS $1,000

In an Addressed Envelope and He Registers It and Sends It On.

Mrs. Edward O'Bryan of Mount Prospect avenue, Newark, is looking for a certain honest man and has inserted an advertisement in a newspaper in that city with a hope that he will appear and let her reward him.

Last week Mrs. O'Bryan lost on the street an envelope in which she had placed $1,000 in cash and jewelry. The envelope was addressed to her brother-in-law, Charles O'Bryan, Scranton, Pa. Mrs. O'Bryan had started to the post office to register the envelope when it disappeared.

Since then she has been sick at home until word came to her on Saturday from her brother-in-law in Scranton that he had received the envelope, but could not read the name of the person who had registered it.

The name of the man, who evidently found the letter and sent it on, was on a card such as is used by the post office in transmitting registered letters.

Seventy-five More Letter Carriers.

WASHINGTON, Sept. 15.—On representations made by Postmaster Morgan seventy-five additional carriers have been allowed for service in Manhattan, effective October 1.

White Mts. Autumnal Excursions.
Tickets on sale Sept. 14 to Oct. 5. Fare only $8.50. Inquire of N. Y., N. H. & H. R. R. Ticket Agents.—Adv.

25 DEAD ON BOSTON & MAINE

[illegible] Of Broken Crushed Cars Lying in Dense Fog.

Passenger Train and Freight Came Together at High Speed and Three Cars Were Telescoped—Thirty Persons Injured—More Returning From Canada.

CONCORD, N. H., Sept. 15.—Twenty-five persons were killed and about thirty others were injured in a crash on the Boston and Maine Railroad at West Canaan, sixty miles north of here, at 4 o'clock this morning.

It was a head on collision between a freight and a passenger train, the latter being bound from Quebec for Boston.

The cause of the accident, according to a statement given out by the railroad officials here, was the misunderstanding of orders sent to the crew of the freight. An order had been issued giving the freight a clear right of way north out of Canaan, but this order was rescinded by a second one, which called for the freight to take a siding at Canaan and allow the passenger train the right of way.

In some unexplained manner the orders were confused, the freight crew getting the first one and going on through Canaan, while the passenger train got a clearance from White River Junction, Vt., on the north.

The trains came together in a dense fog. So thick was the fog that the engine crews say they didn't get sight of each other until they were only 200 feet apart.

Both crews escaped by jumping, the engineer of the passenger train spraining his ankle. Both trains were going at high speed, the freight on a down grade of fifty feet to the mile. The engine of the passenger train telescoped the baggage car, day coach and part of a smoking car ranging behind it in that order. The engine and six cars of the freight were piled in a heap.

The greatest loss of life occurred in the day coach of the passenger train, right behind the baggage car. The occupants of this coach were for the most part French Canadians bound for Manchester, Nashua and Lowell to work in the mills.

As soon as news of the wreck reached this city two wrecking trains were made up and hurried to the scene. On them were sent all the doctors and nurses available.

The accident occurred in a very sparsely settled region and there were no places to bestow the injured. With the arrival of the wrecking trains a lot of them were hurried to this city. The most seriously injured were taken to the hospital at Hanover.

The French Canadians killed and injured in the wreck nearly all came from towns in New Hampshire and Massachusetts. They had been up to the Sherbrooke fair in eastern Canada and were returning on the last day that their tickets were good. Two coaches filled with these people had been added on to the regular train from Quebec. These French Canadians all came originally from around Sherbrooke and vicinity and the fair each year is the occasion for family reunions.

The occupants of a combination smoking car and of a sleeping car on the rear of the train escaped with only a shaking up. Those in the first coach behind the baggage car were all killed. This car crumpled up like paper when telescoped by the baggage car and engine and escape for the occupants was impossible.

The railroad officials gave out a long statement here to explain the accident and announced that a rigid investigation would be made in the hope of fixing the blame.

The statement in part says: "The accident was due to a misunderstanding between J. A. Crowley, the night dispatcher at Concord, who has been in the service seven years, and John Greeley, the night operator at Canaan, who has seen twenty-three years service in transmitting train orders. One of these two men made the fatal error of taking a cipher for a four. The train order which Conductor Lawrence of the freight signed for at the Canaan station said that train No. 30 was running one hour and 10 minutes late.

"On this order the freight conductor could easily have made the sidetrack at West Canaan, and this was his intention. Ordinarily train No. 34 follows No. 30 thirty-five minutes later, but the freight conductor held an order received at West Hanover that No. 34 was forty minutes late. It was the freight conductor's intention then to keep on to West Canaan. Train Despatcher Crowley of Concord states that he told the Cannan operator that No. 34 was an hour and ten minutes late. It was this mistake of taking a cipher for a figure four that caused the wreck."

Physicians and residents of Canaan, White River Junction, Hanover and other towns in the vicinity and the farmers from the adjacent territory made for the scene of the wreck in all sorts of conveyances as soon as they learned of the accident.

Fortunately another passenger train from Quebec wasn't far behind the wrecked one. This train, No. 34, left White River Junction a few minutes after 5 o'clock with physicians and others anxious to aid the injured. The track between the scene of the wreck and the junction was kept clear and the second passenger train was thus able to bring the badly wounded back to White River Junction and then on to the hospital at Hanover.

The dead were all removed to Concord. Many of the bodies are in such condition that identification is difficult if not impossible.

The wrecked passenger train left White River Junction at 3:55 o'clock in the morning. It was 45 minutes late, and being behind time is responsible for the shifting of the orders. The freight was on time. The collision occurred on a stretch of straight track. Had the morning been clear the engine crews would have seen each other and very likely the wreck would have been averted.

The wreck tied up the railroad completely for almost the entire day. It was 3 o'clock in the afternoon before the track was cleared sufficiently to permit the first train to pass.

List of dead.

Annie Bassett, 27 Nashua street, Manchester; Mrs. Adolph Boisevert, Concord; Mrs. E. Briggs, West Lebanon; John K. Congdon, Boston and Bethel, Vt.; Miss Godfrey, Newark; Johnson, Bridgeport; Frank H. Lower, Ipswich, Mass.; F. C. Phelps, Ochiltree, Tex.; Austin E. Roger, Manchester; George L. Southwick, Worcester, Mass.; Timothy Shaughnessy, Manchester.

Nine unidentified women. Five unidentified men.