The Sun.

SUNDAY, OCTOBER 13, 1907.
Fair and colder to-day; fair to-morrow; light westerly winds.

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WAR CLOUDS IN BOTH WORLDS

GERMAN NAVY'S TRENDS AND U. S. NAVAL PARADE.

Emperor William May Use Occasion of Francis Joseph's Death to Grab Territory—English Press on Political Side of the President's Battleship Cruise.

Special Cable Despatch to THE SUN.

LONDON, Oct. 12.—No individual human life is of greater importance to Europe than that of the Emperor and King Francis Joseph of Austria and Hungary. Hence the reports of his illness have been received not only with keen personal sympathy but with grave political apprehension in all the capitals of the Old World.

All the official accounts of his condition have for years been optimistic, but this in no way mitigates the prevailing uneasiness. Indisposition in a man of his age which necessitates the cancelling of a visit from the King and Queen of Spain because he cannot stand the fatigue of entertaining them is a serious matter, especially when it is admitted that his health for nearly a year past has been unsatisfactory.

It is peculiarly unhappy that the present crisis should occur almost on the eve of the celebration of the sixtieth anniversary of the beginning of his long reign. It had been confidently hoped that the occasion would make really complete the reconciliation of the conflicting interests of the two kingdoms and that the danger of a rupture would finally disappear.

Much has been accomplished in this direction during the last year and there are many in both Austria and Hungary who believe that the crisis of the Emperor's death could even now be passed without a disruption of the dual monarchy and without that general European peril which most statesmen have regarded as inevitable for many years past.

The difference between the situation now and a year or two ago may be expressed in saying that the trouble then would have been spontaneous and unavoidable, while now trouble might be avoided unless Kaiser William desired it. Ever since he came to the throne the Kaiser has been credited in most diplomatic quarters with the intention to seize the opportunity of Francis Joseph's death to extend the German Empire in Europe. The practical question which would arise is simply this: Would the European league of peace which King Edward has so skilfully called into being during the last three years be strong enough to restrain the Kaiser's ambition?

The danger of domestic ferment in the two kingdoms would still be great. This is due partly to racial causes and partly to the unpopularity of Prince Ferdinand. The heir to the throne is not popular even in Austria, while the Hungarians have openly declared for many years that they would never accept him as king. This prejudice is largely personal and there is reason to believe that it has lessened somewhat of late.

It was just such an emergency as that which now threatens that the statesmen of Europe, except Germany, had in mind to prepare for when they cooperated with King Edward in the readjustment of the general political situation. They still believe in the truth of Palatsky's famous saying, "If Austria hadn't existed it would have been necessary to invent her for the good of Europe."

The American policy of sending a fleet to the Pacific continues to be one of the most widely discussed public questions of Europe. Two great organs of opposite sides in British politics, the *Spectator* and the *Nation*, devote long articles to the subject to-day and their views are not divergent. The *Spectator* says of the general situation:

"At first sight and even at second sight it seems unfortunate that the cruise of the battleships should take place now when the object of every responsible American as we are convinced is not to paint the international situation in more vivid colors, but rather to reduce it to an agreeable dove color."

The *Spectator* does its best to exculpate President Roosevelt by saying:

"The uncomfortable conjunction of facts which makes the visit inopportune has been brought about by accident and not design."

It denounces Admiral Evans and Secretary Metcalf for using language which was capable of mischievous interpretation, and then asks why President Roosevelt, recognizing the harm that may be done by an unwise interpretation of the cruise, does not use his power to postpone it. The editor then proceeds to answer his own question in this ingenuous fashion:

"We believe that President Roosevelt's character alone is the answer. He is a kind of moral aristocrat whose high courage is almost arrogantly impatient of motives meaner than his own. He sweeps mistaken words by public men and foolish words by the yellow press to one side as though it were impossible that they could have any power for evil. Perhaps he underrates the power of folly, but that is part of his character. He goes marching on as if the yellow press could not possibly use the transference of the fleet to the Pacific as an instrument of mischief."

Finally the *Spectator* warns the United States that if Japan does not wish to restrict immigration to the United States and Canada, Great Britain cannot join the United States in compelling her to do so.

The *Nation* agrees that President Roosevelt is a shrewd enough politician to be well aware that his action would work up a war scare. "What really disturbs the minds of sober persons," says the *Nation*, "is not the belief that Japan is preparing for a naval struggle with the United States or that an American fleet is moving to the Pacific capital for the express purpose of providing against this contingency, but the injurious influence which repeated and aggravated suggestions by Admiral Evans and the press may have upon the minds of the most excitable, sensation loving people upon the earth. In a word, it seems quite evident that President Roosevelt has wittingly furnished the material for a scare."

The *Nation* discards the idea that either President Roosevelt or Japan is willing to undertake to-day a settlement by force or otherwise of the race blending problem, which is one of the greatest that the world has to face. It ascribes all the President's motives to the exigencies of domestic politics and sees that the first desire on his part is to force a big naval appropriation. It goes on to say:

"Finally, the incidental service rendered to the Government by a parade of bellicosity when a Presidential election is pending must not be left out of account. This may be regarded as an orthodox piece of campaigning tactics. At one time it took the familiar form of waving the lion's tail and brandishing the Monroe Doctrine. More than once the United States has run grave risks of war in playing what is in fact a domestic party game.

"Though other considerations are probably dominant in President Roosevelt's mind and underlie his determination to persist in moving the fleet, the politicians whom he consults are well aware of the advantage of creating or countering at a foreign situation which shall possess at any rate so plausible a semblance of a crisis as to enable them to quote the familiar proverb about not swapping horses while crossing a stream."

LEVI C. WEIR HURRIED HOME.

Was Ill in Hot Springs—Operation Talked of, but Deemed Unnecessary.

Levi C. Weir, president of the Adams Express Company, was taken suddenly ill at Hot Springs, Va., on Friday, and was rushed to this city on a special train, arriving yesterday morning. He is now under the care of his physician, Dr. Freeman Ford Ward, of 616 Madison avenue, at Miss A. Lewis's sanitarium at 39 West Forty-third street.

Mrs. Weir, who was with her husband at Hot Springs, said last night at her home at 17 East Fifty-second street, that when her husband was taken ill with violent pains in his stomach local physicians who were called in decided that he ought to be operated on at once. Mr. Weir objected to an operation there and his wife decided to hurry him to New York. She ordered the special train and telegraphed to Dr. Ward and another physician to meet it in Washington, with the idea of having the operation performed there if necessary.

The train ran slowly so as not to disturb the sick man, and Dr. Ward met it at Washington and examined the patient. He decided that the operation wasn't necessary. He diagnosed the trouble as acute indigestion. Mr. Weir was brought on here at once.

Mr. Weir's condition was slightly improved last night, and no alarm is felt for him.

SORROWS OF DR. AKED.

Isn't Almoner to John D., but Gets Letters Just as If He Was.

Special Cable Despatch to THE SUN.

LIVERPOOL, Oct. 12.—The Rev. Dr. Aked, pastor of the Fifth Avenue Baptist Church, New York, writes to old friends here complaining bitterly of his treatment by the yellow press both in America and England. He says the yellow press of England is worse than that of America, and adds:

"The lies in America are gross, astounding and incredible, with a touch of perverted humor. They are only intended to be interesting. The English lies are mean, sneaking and venomous. I am already enough of an American to feel a deeper contempt for the lying of the British press than that of New York.

"The most gross and astounding lie of all concerning myself was of English manufacture, namely, that I have been appointed as almoner of John D. Rockefeller. The English paper that started the story headed it 'From our New York correspondent.' Newspaper men here do not believe that it was ever sent from New York. I have not been employed by Mr. Rockefeller to give away a cent."

Dr. Aked then laments the fact that the story penetrated all Europe and every British colony and had brought him over two thousand begging letters from England, over five hundred from France, Germany, Austria, Switzerland, Italy and Holland, and hundreds from Cape Colony, the Transvaal, Australia, India and the most distant parts of the earth. He says:

"They come in every language, by every post, and hundreds of them are registered. Therefore I notified the postmaster not to deliver any more of them. The result is that birthday presents are now on the way back to friends who sent them, while I am tearing up thousands of letters unopened and causing the unwitting sacrifice of letters from friends."

CAPT. BRIGGS, U. S. N., INSANE.

A Cable Despatch Says the Retired Naval Officer Is to Be Sent to an Asylum.

BOSTON, Oct. 12.—Capt. John Bradford Briggs, U. S. N., retired, a native of Chelsea and resident of that city when at home, is to be sent to an asylum on account of insanity, according to a cable despatch received here. He was born in 1849, appointed to the United States Naval Academy at Annapolis in 1865, was graduated in 1869 and went on a special cruise in the old civil war cruiser Sabine. He became an ensign in 1870 when on the Shawmut, master in 1872 on the Kansas and Lieutenant in 1874.

Capt. Briggs was on the Lackawanna on the Pacific station from 1884 to 1886, and spent the three succeeding years at the Naval Academy. In 1896 he became a Lieutenant-Commander and two years later was executive officer of the Baltimore under Capt. Dyer in the battle of Manila Bay. He was promoted to be Commander in 1899 and Captain in 1904, when he took command of the Baltimore for a visit to European waters with one of the largest fleets this Government ever sent abroad. Two years ago he retired with his present rank and last June he went abroad for one year.

THIS AUTOIST PUNISHED.

Put His Finger to His Nose at a Policeman—Must Be Good.

Dr. Joseph Lautenberg, a dentist, living at 270 Grand street, was riding in an automobile with his wife last night when he turned from Delancey street into Clinton and started south. On account of the construction of the new subway loop the streets are torn up, and the congestion of traffic has made necessary a rule restricting traffic in Clinton street to the north side only.

When Dr. Lautenberg turned south, therefore, he was stopped by Policeman Bruns of the Williamsburg Bridge squad and ordered to tour around. The doctor backed his car around and headed for the bridge. Then, Bruns says, he put his finger to his nose and started away. Bruns ran after him, caught him and arraigned him before Magistrate Wahle in the night court. After the facts had been explained to the Magistrate he said Lautenberg:

"You citizens who operate automobiles must learn the traffic regulations, and you must obey the police when they order you to do anything. They are looking out for the welfare of the public, and you automobile owners are no better than the rest of us. Your case is unusually flagrant. I shall not fine you, but I shall put you under a bond of $500 to keep the peace for six months."

The dentist sent out a hurry call for his wife, who soon appeared in court with a friend and put up a bond for her husband's good behavior.

FIRST OF THE FLEET SAILS

TWO LOADED CRUISERS OFF FOR THE PACIFIC.

The Tennessee and the Washington to be Joined in Western Waters by the South Dakota and the California, All Under Rear Admiral Sebree's Command.

WASHINGTON, Oct. 12.—The vanguard of the Atlantic fleet, which, under Rear Admiral Robley D. Evans, is to visit the Pacific, began its long voyage to-day when the special service squadron, composed of the armored cruisers Tennessee and Washington, sailed from Hampton Roads. Rear Admiral Uriel Sebree is in command of the squadron, with the Tennessee as his flagship. He was promoted from Captain last July and relieved of his duties as secretary of the Lighthouse Board a week ago.

The Tennessee is commanded by Capt. Thomas B. Howard, who relieved Capt. Albert G. Berry, and the Washington by Capt. Austin M. Knight, who relieved Capt. Theodoric Porter.

It was exactly fourteen minutes after 11 o'clock to-day when Secretary of the Navy Metcalf received a wireless message from Rear Admiral Sebree announcing that the special service squadron had sailed from Hampton Roads at 11 o'clock to-day on its 14,000 mile journey to San Francisco. The squadron will pass the Capes at the mouth of the Chesapeake to-night. The first stop will be at Port of Spain, Trinidad, on October 17. The rest of the itinerary given out at the Navy Department is as follows:

October 21, leave Port of Spain, arriving at Rio de Janeiro November 2; November 9, leave Rio, arriving at Montevideo November 13; November 20, leave Montevideo, arriving at Punta Arenas, entering the Straits of Magellan, November 25; November 28, leave Punta Arenas, arriving at Callao December 7; December 14, leave Callao for Magdalena Bay.

In the opinion of the Bureau of Navigation the squadron will not arrive at San Francisco until well along in February. Beyond Magdalena Bay, the Mexican harbor, where the fleet is to have target practice, the itinerary is not definitely settled, except that at San Francisco or San Diego the two armored cruisers will be joined by their new sister ships, the South Dakota and the California. The California was recently put in commission and the South Dakota is undergoing finishing touches, preparatory to being commissioned. Both the new cruisers were built at the Union Iron Works, San Francisco.

With these four magnificent armorclads Rear Admiral Sebree will be in command of a full division. This division, with the other armored cruisers—the Pennsylvania, the Maryland, the West Virginia and the Colorado—will form a squadron.

The special service squadron is under orders to maintain an average speed of twelve knots, two more than that decided upon for Rear Admiral Evans's battleship fleet, which is to follow two months later. The course will be that taken by the cruiser St. Louis, under command of Capt. Nathaniel Usher, which made the trip to San Francisco last summer. Admiral Sebree has all the reports made by Capt. Usher on the trip of the St. Louis for his guidance. No colliers will accompany the squadron, due allowance having been made in the itinerary for coaling from commercial ships at the various stopping places.

The cruisers composing the squadron are the two largest of their class in the navy. They have a displacement of 14,500 tons each, are 502 feet long, 76 feet 10½ inches beam, 25 feet draught, can make 22 knots an hour and have twenty guns of four inches and greater calibre. They were completed about a year ago and their first active duty was as convoys to the battleship Louisiana, which carried President Roosevelt on his trip to Panama. Later they formed the special service squadron under command of Rear Admiral Charles K. Stockton, which visited the maritime exposition at Bordeaux, France.

The important feature of the departure to-day of the special squadron is that it marks the beginning of an extensive movement of warships from the Atlantic to the Pacific in conformity with the President's policy of strengthening the defence of the Pacific Coast. The battleships under command of Rear Admiral Evans will follow in December. A torpedo boat flotilla, commanded by Lieut. A. G. Howe, will accompany the battleship fleet or follow immediately after it.

JERSEY LEGISLATURE ADJOURNS.

Longest Session Ends at 3 A. M.—Two Important Bills Passed.

TRENTON, N. J., Oct. 12.—Six months later than the longest legislative session in the history of the State, the one hundred and thirty-first Legislature adjourned sine die at 3:30 o'clock this morning after a concluding session marked by many remarkable features.

In the closing hours several of the most important measures that have been before the Legislature in years appeared, measures to which both political parties have pledged themselves, notably the public utilities bill, the civil service commission bill, the direct primaries bill and the bill giving to the voters an opportunity to express their preferences for United States Senators. The last two bills were passed by a few votes, but the former two failed of enactment because of the stand taken by the Democrats on technical provisions of each.

The Republicans and Democrats split squarely on the matter of vesting a rate making power in the Public Utilities Commission. The bill as drafted in the Senate lacked this power, and in its passage in the upper house received the votes of all except Senator Colby, who demanded that this power be given to the commission, saying that the bill without it would be ineffective. At the conference preceding its introduction in the Senate the Democratic Assembly members of the conference committee announced that they would try to have the bill amended in the house to meet these views. They kept their promise and fought hard for the rate making amendment, Alexander of Hudson, Kienert of Passaic, Sullivan of Hudson and others of the Democrats making vigorous speeches defending it. Barber of Mercer said that the adoption of the rate making amendment would mean the death of the bill, for the Senate would never consent to its passage in that form.

"Go ahead and kill it then," said Leader Kienert. "If the Republicans can stand for killing the bill we can stand on our record for having fought for it."

On the call of the roll the Democrats could find only twenty-seven votes for the amended bill. Thompson, Baker and Stevenson voted with the Democrats.

PENNSYLVANIA TUBES JOINED.

Four of Them Coupled Up at the Long Island City Side of the River.

Despite the energy that surrounds the work of building the Pennsylvania Railroad tunnel between Long Island City and Manhattan, it was learned yesterday that the four tubes running from the original shaft at East and Bridge avenues, Long Island City, toward the main shaft on the edge of the East River in front of the Long Island Railroad station have been coupled up within a few days.

These four tubes run beneath the big passenger yard of the Long Island Railroad and under the station before reaching the East River shaft. Evidence of the underground work is shown in the big brick station, the south half of which has sunk several inches, although heavy shoring has been placed both within and without the building. As the four tubes have now been completed under the station the work of repairing the building will soon be under way.

From good authority it was learned yesterday that three of the four tubes under the river are near the centre of the stream, and it may not be many weeks before one or more of them are connected. After months of discouraging blowouts and delays it is said that Pearson & Son, the English contractors, who are digging the tunnels, have at length struck a stratum of rock that affords easy mining and that their work is going ahead so rapidly that they hope to make up for all lost time.

FIREMAN'S PERILOUS TRIP.

Walks on Ledge 75 Feet Up While Smoke and Flames Play Around Him.

Across a ledge seventy-five feet above the sidewalk and so narrow as barely to afford a toe hold Fireman Charles England of Engine 20 made his way in a fire in the building at 211 to 215 Centre street early this morning. England clung to the sides of windows with his fingers, while he kicked in the sashes of eight windows, with flames leaping dangerously near him and smoke pouring out of the windows in dense clouds.

Then he cautiously made his way back to the fire escape, guided by the electric searchlight on a fire engine across the street. After England had thus opened the way for their lines of hose the firemen made short work of the blaze, confining it to the fifth floor, which was occupied by the Lovett Card Manufacturing Company. Below were the Philip Sievering Polishing Works, Louis Handel's metal sawing works, the Charles J. Bogue Electric Company, and J. Gelb & Co., a machinery firm. C. Kertz, a glass beveller, occupied the sixth floor.

Two alarms were sounded and Chief Croker came on the second. He estimated the damage at $10,000.

GERMANY CAUSES DISGUST.

English, French and American Hague Delegations Very Angry.

Special Cable Despatch to THE SUN.

THE HAGUE, Oct. 12.—Baron Marschall von Bieberstein is at Baden to-day celebrating his sixty-fifth birthday with his family. He left behind him here some distinguished colleagues who vow that they will never again come to The Hague for a world's peace conference. Marschall gave his coup de grace to the institution on Friday evening just before taking a train for home. He will reurn next week for a formal blessing of the remains.

Where Germany made a wreckage of the delegates' handiwork is on the question of unanimity. She has been able to revive definitely the league of the three Emperors, for Austria and Russia have both categorically said ditto to her declarations and no act of the conference can be incorporated in a final convention to which she has not assented.

This attitude, taken along with the Brazilian principle of "equality of sovereignty" to which the other South American countries adhere, bars out all contentious matter from the concluding report and reduces it merely to a series of views or aspirations. The conference had to resort on every large question to the class of resolutions that may be adopted at any miscellaneous public meeting. As the members of the conference are great jurists and naval and military experts the question is asked why should Governments engage and pay for the best legal and scientific talent if the result is to be only a series of platform generalities.

What makes Biberstein's stand more effective is that it is supported by the Government of the Netherlands, the host of the conference and the custodian of its permanent bureau. There is no question that the British delegation was the most disgusted of all at this collapse of four months work, but both Mr. Choate for the United States and M. Bourgeois for France have spoken strongly against Germany's high handed tactics.

VESSEL AND 22 MEN LOST.

Only Surviver of Lake Superior Disaster Floats Ashore on a Raft.

GRAND MARAIS, Mich., Oct. 12.—The steamboat Cypress went down off Deer Point in Lake Superior, twenty miles from this place, last night during a terrific gale and twenty-two lives were lost. The sole survivor was a man who was washed ashore to-day, lashed to a life raft. He was barely alive when found on the beach and was only able to say then that he believed all on board the Cypress to have been lost except himself when he became unconscious.

A roaring gale out of the northwest swept over Lake Superior yesterday afternoon and compelled all vessels anywhere near the coast line to scurry for shelter to the harbors. Doubtless the captain of the Cypress attempted to hold his course but was driven by the force of the gale upon the ledge below the rocky cliff formation along the south shore of the lake in this vicinity.

The Cypress was a new boat, owned by the Lackawanna Transportation Company of Cleveland. She was 440 feet long, with a capacity of 7,400 tons. It is believed here that the machinery must have met with an accident, as the storm, though severe, was hardly fierce enough to drive such a strong vessel on the coast.

Capt. F. B. Huyck of Sheridan, N. Y., was in command of the boat and his first mate was John Smith of Cleveland. Other members of the crew were Engineer J. J. Norcross of Tonawanda, N. Y., and William Dun and wife, cooks.

Take the great Day Line Steamers "Hendrick Hudson" or "Albany" [illegible]

THE REGISTRATION IMPROVES

MORE THAN THREE-QUARTERS OF THE THREE DAYS' VOTE BEEN MADE.

A Jump From Twenties—Brooklyn Has a Higher Percentage Than New York County—Total for the City to 600,000 Within Last Year's Figures.

Perhaps from the fine weather and the half holiday and perhaps as a result of hustling the registration took a considerable jump yesterday, and in the whole city is only 11,000 behind the registration for three days last year and only 130,000 behind 1904. For two days it had run along almost exactly two-thirds of the registration for the corresponding days of the last Presidential year. Now it is more than three-quarters of the three days registration of 1904. Brooklyn has done better than Manhattan and The Bronx. The figures of the three days are:

SUMMARY.

	First Three Days.				
	1907.	1906.	1905.	1904.	
Manhattan & Bronx	260,065	287,855	276,546	327,165	
Brooklyn	160,328	182,087	179,101	205,837	
Queens	27,431	28,054	29,469	30,515	
Richmond	10,581	11,958	11,097	12,299	
Totals	459,217	510,054	495,197	575,816	

Details for New York and Kings counties follow:

MANHATTAN AND BRONX.

Ass'y Dist.	3d Day. 1907.	First Three Days. 1907.	1906.	1905.	1904.
1	1992	5411	7451	7691	9115
2	2146	6098	6758	6511	7511
3	2633	7537	7729	8176	9119
4	1542	4962	5628	5769	6927
5	2359	6746	7983	8051	9815
6	1559	5109	6019	5846	6899
7	2018	5918	7676	7995	9477
8	1619	4605	6624	6139	7385
9	1947	5561	7241	7677	9088
10	1746	5113	6782	7241	8526
11	2376	6943	8520	8482	9815
12	2151	6544	7888	8679	10088
13	1750	5951	6807	7212	8883
14	2164	6497	7881	8333	9716
15	2137	6984	9060	8858	10995
16	1914	6224	6762	6966	8200
17	2724	7285	9471	8008	9977
18	2012	6478	7108	6822	8080
19	2569	8137	9581	8633	10219
20	1909	6377	7228	7394	8374
21	2069	7806	9746	8412	10552
22	2215	6572	7615	7705	8499
23	3434	10469	11027	8913	9898
24	1611	4746	5676	5702	6695
25	2277	6919	8062	8708	10099
26	2017	6143	7694	7328	8449
27	1785	5513	6988	7764	11470
28	1519	4998	5466	5354	6481
29	2254	7137	9041	8411	11169
30	3289	9939	11733	11578	13562
31	2441	7662	9643	8868	11104
32	4250	12521	13332	12527	13964
33	2372	7007	8266	7754	8561
34	3317	9225	9996	8524	8725
35	2910	8775	9981	8340	9014
Total	59,869	240,935	287,655	276,546	327,165
Total four days			365,006	360,246	420,478
Total vote			346,874	339,223	388,137

BROOKLYN.

Ass'y Dist.	3d Day. 1907.	First Three Days. 1907.	1906.	1905.	1904.
1	2063	6229	8082	7940	9208
2	2173	6282	7404	7274	8438
3	1869	5475	6805	6969	7401
4	2369	6762	7969	7727	8895
5	2382	7125	9063	8899	10931
6	2073	6284	7286	7168	8228
7	2165	5845	6718	6606	7614
8	1584	4918	6835	6711	7824
9	2701	7675	8261	8131	9296
10	2704	7917	8576	8428	9750
11	2241	7227	8522	8366	9002
12	2848	8569	9286	9180	10364
13	2004	5705	6490	6372	7430
14	1910	5859	6169	6051	7112
15	2208	6607	7165	7069	8015
16	2760	8166	8837	8453	9856
17	2124	7449	9039	8906	10120
18	2786	8062	8710	8508	9607
19	2062	5003	6361	6237	7359
20	2381	6881	7862	7732	8896
21	1614	4855	5852	5264	6064
22	4117	12241	12772	12976	14223
23	3137	8966	9123	8963	10356
Total	51,432	160,323	182,087	179,101	205,837
Total four days			236,927	231,765	247,127
Total vote			224,839	216,829	238,308

The worst districts in this county, it will be seen, are the Fifteenth, Seventeenth, Twenty-fifth, Twenty-seventh and Thirty-first, which are from 2,000 to 2,900 below last year. These districts all gave heavy pluralities for Hughes over Hearst in 1906.

AFTER-THEATRE RUNAWAY.

Mrs. Harry B. Barth Hurt—Omnibus Horses Dash Up Sixth Avenue.

Mr. and Mrs. Harry B. Barth of 1361 Madison avenue and two friends were on their way home from the theatre in an omnibus last night when the horses were frightened by an automobile at Sixth avenue and Forty-second street. The horses ran into an elevated pillar and wrecked the omnibus. Mrs. Barth was cut by flying glass and the other members of the party were badly shaken up.

The horses tore the pole loose from the carriage and ran up Sixth avenue. They couldn't dodge a northbound car that had stopped in front of the Hippodrome and struck it with such force that the front legs of one of the horses flew up over the dashboard and the pole went through it.

Sydney Ballard of 589 Carlton avenue, Brooklyn, and Charles Merrick of 329 East Fifty-ninth street, who were standing on the platform, were bruised on the legs. The pole had to be sawed off before the car could go on.

The second horse wrenched itself free and ran two blocks before Policeman Brady of the East Fifty-first street station stopped it.

FRENCH BALLOONISTS COME.

Mr. Mix Hopes the St. Louis Race Will Land Him in a Canadian Wilderness.

Four balloonists who are to represent France in the contest for the international cup arrived yesterday on board La Touraine from Havre. They are the last of the foreign delegations to reach here and will go at once to St. Louis to make preparations for the race which will be started a week from to-morrow. They are Alfred Leblanc, René Gasnier, Charles Levée and M. R. Mix. Mr. Mix spoke for the four and said:

"We have two balloons with us and make two teams. I accompany Mr. Leblanc and Gasnier and Levée make up the second team. We have arranged to have our balloons forwarded to St. Louis at once and expect to start ourselves on Monday. We are in the race for pure sport and what we want is a good southerly wind that will carry us a good distance up into Canada and land us somewhere in the wilderness so far from a civilized place that we will be obliged to work our way out. Mr. Leblanc and I are business men off on our annual vacation and we cannot get too much sport out of it."

ASK ALL DRINKERS WHY [illegible]

GOV. HUGHES BACK ALBANY.

Has No Idea at Present of Appointing a Special Traction Prosecutor.

Gov. Hughes and the representatives of the State who took part in the celebration of New York day at the Jamestown exposition on Thursday got here last night. Gov. Hughes took the 6 o'clock train in Albany.

Gov. Hughes had nothing to say in reply to any inquiries concerning the report that it is his intention to appoint a special District Attorney to take up the disclosures made in the investigation of the traction companies of this city by the Public Service Commission, nor would he comment on the fusion of the Republicans with the Hearst organization.

The statement can be made, however, that Gov. Hughes has at present not the least idea of appointing a special prosecutor and that it would require a mighty strong presentation of facts to lead him to interfere.

MONEY FOR CHALLENGER.

$600,000 Already Subscribed in Sweden in Hope of Capturing America's Cup.

Special Cable Despatch to THE SUN.

LONDON, Oct. 13.—The Copenhagen correspondent of the *Observer* telegraphs that the £12,000 necessary to build the challenger for the America's cup has already been subscribed and the £20,000 additional which is needed for the expense of sending the yacht to the United States has been promised. It is hoped that the yacht will be ready to start by the end of June, 1908. Gunnar Carlsson, one of Sweden's most skilful yachtsmen, will command the boat. He will have a crew of twenty-five.

FIREMAN GUARDS THE MAYOR.

Novel Addition to the Police Squad at the City Hall.

Among the uniformed guardians of the Mayor's office is now a fireman. Lieut. Thomas J. Kelly, who was one of the Mayor's bodyguard, was made an acting captain on Friday and sent to take charge of the Whitestone precinct. Yesterday Joseph A. Dooley, captain of Engine Company 11, turned up at the City Hall in full uniform, and reporting to Lieut. Billy Kennell, chief of the corridor staff of the Mayor's office, said that he had been ordered to do duty in the office of the Mayor. Dooley is understood to be a protégé of Fire Commissioner Lantry. There was no explanation of the assignment of a fireman to do police duty.

FRESH TROUT AT SEA.

You Could Pick Your Live Fish on the Amerika and Have It Cooked.

The steward of the steamship Amerika, in yesterday from Hamburg, had a novelty for the passengers. There were four tanks stocked with trout and carp on the deck and the fish swam around until they fascinated some passenger who told the steward which one he wanted and then it was caught and cooked for him. The fish were in charge of Ernest Marquandt. Dr. George L. Erlwein, an aquarist of Hamburg, had the task of keeping the fish healthy, and all that were not eaten made the trip in good condition. The steward said that about 500 trout and 150 carp were sold on the voyage.

2,400 BABIES IN 23 YEARS.

Dr. Carmichael of Atlanta, Ga., a Clergyman-Doctor With a Record.

ATLANTA, Ga., Oct. 12.—When Dr. J. W. Carmichael assisted at the birth of an eleven pound boy to-day he announced that this infant was the twenty-four hundredth at whose arrival he had officiated. Dr. Carmichael is also a minister, and he has frequently served at the wedding of a couple and later at the birth of their children. Once he carried it so far as the baptism.

The first of the twenty-four hundred was a relative of Henry W. Grady. When the boy grew up Dr. Carmichael married him. Dr. Carmichael has practised for twenty-five years.

AUSTRIAN EMPEROR BETTER.

Cough and Fever Diminished, but His Doctors Are Worried.

Special Cable Despatch to THE SUN.

VIENNA, Oct. 12.—Emperor Francis Joseph passed a quieter night. His cough and fever have diminished, but the catarrhal symptoms are unchanged. His general condition is brighter.

The condition of the Emperor late to-night was less satisfactory. His fever is less, but his appetite is unsatisfactory and the physicians find difficulty in persuading him to take medicine and nourishment. No official bulletins have as yet been issued.

ABANDONED ASPHALT REPAIRS.

City to Sue for Penalty and Also to Seek to Enforce Contracts.

Corporation Counsel Pendleton has advised Borough President Ahearn that he can compel the Barber Asphalt Company to live up to the maintenance provisions of the paving contract the company took over from the Fruin-Bambrick Company. The Barber company notified Mr. Ahearn last week that it had abandoned the contract, which called for keeping in repair twenty-seven stretches of streets. Mr. Pendleton yesterday directed the Borough President to give forty-eight hours notice to the Barber company that unless it resumed the repair work proceedings would be begun to recover the penalties prescribed for failure.

L. Laflin Kellogg, counsel for the Barber company, said yesterday that while the company had been doing the Fruin-Bambrick work it could not be held responsible for the obligations of that firm and that any attempt on the part of the city to put such responsibility on the Barber company would be fought in the courts.

J. B. MORAN CALLED DOWN.

His Congress of Firemen at Boston Court House Has to Peter Out.

BOSTON, Oct. 12.—After Chief Justice Aiken of the Superior Court had sent for him to-day District Attorney Moran decided not to insist on the appearance of 200 Boston firemen at one time at the court house on Monday, when an investigation will be begun as to the charge that some of the promotions in the department have been secured by questionable means. Instead they will be expected to appear in squads of ten or a dozen.

Two hundred men are more than would be called out for a threatening blaze downtown. When Fire Commissioner Wells informed Mayor Fitzgerald that the District Attorney had summoned that many the Mayor got word to Chief Justice Aiken. The Chief Justice speedily summoned the District Attorney.

DEWEY'S FRESH GRAPE JUICE.
Drink it right from the Pure Vineyard.
E. T. DEWEY & SONS, 18 Fulton St., N. Y.—Ads

TELEGRAPH STRIKE IS OVER

SMALL ADVISES THE UNIONS TO CALL IT OFF.

Reminding Them That the Treasury Is Depleted, the Companies Won't Yield, and Anyhow No Other Question Is Raised—Officers Refused to Resist.

President Small of the Commercial Telegraphers' Union took steps yesterday to end the strike against the Western Union and Postal companies. He sent this telegraph message to every local throughout the country:

Prominent New Yorkers have appealed to me to call the strike off. All efforts at negotiations are exhausted and the companies' officials say they will fight to a finish. The treasury is depleted and no more funds are available. Requests for relief from all sides are heavy and urgent. The general assembly cannot meet them.

The strike, having been ordered without the president's sanction, I recommend that the locals vote on the proposition.

There are about a hundred and thirty locals in the union. They have been asked in cipher messages, it is said, to hold meetings to-day to take the vote.

Small said he was sorry that the despatch had become public property and that it did not mean that he had called off the strike.

United States Labor Commissioner Neill was in the city yesterday. He had a conference in the afternoon with officials of the Western Union and made a strong plea for some concessions to the strikers in order to save them from absolute defeat. The company refused to concede anything and Mr. Neill gave it up. President Small then sent out his message to the local unions.

Small, who has been acting independently of the local in this city, sent yesterday an urgent call to all its members to attend a special meeting to-day in Clinton Hall, which he will address. This is the first meeting he will have attended since last Sunday, and it is expected that he will call for an immediate vote on a proposition to end the strike.

There seemed to be a premonition yesterday among the rank and file of the strikers in this city that something was about to happen. They thronged in large numbers about strike headquarters in the Astor House, asking at frequent intervals for the latest news. The strike leaders kept aloof and were hard to find. The strikers as a rule looked gloomy, though some of them still appeared to believe there was a hope of winning.

Whether National Vice-President Thomas or Head Strategist Russell knew of the action of Small until they were told of it last night by a SUN reporter could not be learned. Russell seemed angry about it. Before the action of Small became known Russell and Thomas gave out a statement that demands would be made this week for the first time since the strike began on the board of directors of the Western Union company and the officials of the Postal company for an eight hour workday, free typewriters, equal pay for equal work and classification of wires, the strikers to go back to work if the eight hour day was granted and the companies consented to leave the other demands to arbitration.

Russell admitted that he had conferences with Commissioner Neill but would not say what had passed between them.

The executive committee of the local held a meeting last night at the Astor House. Afterward Mr. Russell said that the sentiment was unanimously in favor of disregarding Mr. Small's letter and continuing the strike for two weeks longer at least.

"There will be a meeting of the local to-morrow," said Russell, "and I am sure that the same sentiment will prevail among the men."

Percy Thomas, who is chairman of the financial committee of the local, gave out this statement:

"A statement is being sent to the newspapers to-night to the effect that President Small has called on all the locals to decide whether the strike shall be called off. The statement, I am informed, asserts that the organization is without funds and that a number of business men have asked him to wind up the strike. In regard to the funds of the organization I can say we have $15,000 in the treasury of the general assembly, and also that I am assured of the fact that a great number of business men have protested to the telegraph companies against delays in their business.

"It is unusual, to say the least, that responsible business men have suddenly brought pressure to bear on Small. To judge by his present action they should have appealed to him nine weeks ago, for he is their friend and evidently the good friend of the telegraph companies.

"The companies are in exceedingly poor shape for properly handling their business. In fact they are no better off than they were six weeks ago.

"I am advising all of the locals within my power, 135 in number, not to declare the strike off, but to continue the fight with greater energy than heretofore.

"If we were right on the first day of the strike we are right now. It is better to starve than to surrender."

Supt Brooks of the Western Union said last night:

"I know nothing about any settlement and can only say what I have said