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GREEK MUTINEERS GET AWAY

ARMY AND NAVY GUNS HAMP- NERED THEM A LITTLE.

Lieut. Tzypaldos Demanded to Be Made Minister of Marine and Turned Rebel When Refused—Sotto-Come Battle—Worry Over Flotilla's Whereabouts.

Special Cable Despatches to THE SUN. ATHENS, Oct. 29.—A naval officer named Tzypaldos, with 300 men, seized to-day the naval arsenal at Salamis, an island ten miles west of Athens, without encountering any resistance. The action was proclaimed to be in support of the demand of junior naval officers for the removal of the old men on the ground that they are incompetent.

The Government had this complaint under consideration. Many young naval men, however, disclaimed any connection with the act of Tzypaldos, and the Military League, which has been making demands on the Government for military and naval reforms, denounced Tzypaldos as a traitor.

The mutineers very soon met with disaster. There was a sharp fight at Salamis in the afternoon which, as the big warships remained loyal to the Government and joined in the attack on the mutineers, ended in the discomfiture of Lieut. Tzypaldos.

At about 4 o'clock field artillery opened fire from the heights of Scaramanga on the torpedo boats in the harbor. The latter replied, whereupon the large warships took a hand against the rebels.

There was a sharp exchange of shells and for a time matters were very lively. The arsenal building was hit, and the new torpedo boat destroyer Sphenone, built in England in 1907, being struck by a shell was immediately hidden in a cloud of steam and smoke.

During the firing three of the torpedo boats gradually withdrew from action, steers first, and twenty minutes after the first shot was fired all the mutineers had taken shelter behind the headland at the entrance of the harbor. The firing then stopped.

The arsenal is now in the hands of the Government, which is cooperating with the Military League ashore. The more one hears of the battle of Salamis the more ridiculous it seems. All the routes from Athens to the coast are held by troops and nobody is allowed to embark at the Piræus to go to Salamis, and it is impossible to get the details of the fighting at first hand. It is pretty clear, however, that Tzypaldos's escapade was a mere unconsidered and unprepared outburst of a conceited young officer who imagined that as commander of the submarine defence department at the arsenal he could carry things with a high hand.

He is an enterprising and popular man, and thus won a post that is more responsible than is usually allotted to a lieutenant. In fact he is a spoiled child and has behaved as such. He and his associates spurned as inadequate the Government scheme for reforming the navy, which the Military League accepted, and having obtained the signatures of his followers to a document declaring that their demands were not granted they would take matters into their own hands.

Let it be swept away," replied Tzypaldos, "I have another to replace it." He then demanded that he be made Minister of Marine. Col. Zorlas and other league leaders who were with him resented this impertinence. Hot words passed and Tzypaldos quit in high dudgeon.

Col. Zorlas and the other members of the league went to the Prime Minister and told him what had happened. They assured the Premier of their loyalty and that of the league. The Prime Minister promised to take the severest measures against Tzypaldos and his followers, but he either could not or thought it not worth while to arrest Tzypaldos. The league, however, drew up a manifesto accusing Tzypaldos of high treason and erased his name from its membership list.

Meanwhile Tzypaldos had concocted his future plans. He ordered his associates to meet him at the arsenal at 8 o'clock this morning. He arrived there quite early, but before the others could join him the Government had awakened. Soldiers were posted everywhere and mutinous officers reaching the Piræus were turned back. The police tried to arrest them on board a train, but all except two of them escaped.

Tzypaldos pressed into his service 400 Macedonians employed in the submarine department. He sent a contingent to occupy Leroc Island, where the naval ammunition is stored, and also to Kyra, another island. Five torpedo boats and three torpedo boat destroyers were anchored off Leroc.

These, with the little warship Kanaris, were commanded, but Tzypaldos was only able to man two of the destroyers. He also lacked officers, being able to muster only nine. He then sent notice to Vice-Admiral Buduris, who was in the arsenal, that he intended to occupy it.

Denver, Oct. 29.—It has just become known that Charles W. Bennett, a wealthy man of Birmingham, N. Y., who died recently, willed \$200,000 to J. W. Casey of this city as a reward for saving his life thirty years ago.

Casey is the proprietor of a laundry here and is comfortably well off. Casey and Bennett were school chums in Birmingham. The former, who was an expert swimmer, rescued Bennett from drowning in the Susquehanna River. Bennett then told his companion that he would ever remember his heroic act.

Zeppelin Over the Sea. Otto H. Kahn Says He Expects Something Like That Within Two Years.

Otto H. Kahn, who returned yesterday by the Cunarder Mauretania, and who took a trip on another air liner of Count Zeppelin, said after he had been up a little while it seemed the most natural thing in the world to be soaring through space. He predicted that a ship, probably of the Zeppelin type, would make a trip across the Atlantic within two years.

SURFACE LINES ALL TIED UP

EVERY CAR IN MANHATTAN WAS AT A STANDSTILL.

An Ash Pan Tumbled Down a Trolley Slot and Caused the Trouble, Which Lasted 20 Minutes—During the Rush Hour—Passengers Held Prisoners on Bridge.

Every surface car in Manhattan was tied up for somewhere between twenty minutes and a half hour last night when feed wires to the main power houses of both the Metropolitan and the Third Avenue companies blew out. The trouble occurred at just a bit after 6 o'clock, when many thousands were still on their way home. Every car stopped at once and stayed stopped while the electricians of the two companies went searching about to see what had happened.

The trouble began at Forty-second street and Lexington avenue. The cross-town line here is run by the Third Avenue system, while the Lexington avenue line is one of the Metropolitan's roads. A northbound Lexington avenue car was just at the intersection of the tracks of the two systems when its ashpan tumbled off and went down the trolley slot. An ashpan is a small piece of sheet metal formed into a sort of a shallow box, which is worn on the bottom of the car just about at the forward trucks. The box covers a lot of wires and things.

This particular ashpan must have been working loose for some time, but nobody had noticed it and the last bolt came undone at just the wrong moment. The flat box as it went down through the slot connected the feed wire of both the systems and blew them both out. The feed wire of the Lexington avenue line leads into the Metropolitan power house at Ninety-sixth street and Lexington avenue. The feed wire of the cross-town line leads into the power house of the Third Avenue road at Sixty-first street and Second Avenue. Both power houses went out of business immediately.

There are plenty of power houses scattered over Manhattan, but the two mentioned are merely "feeding stations"—they pass the juice along, but they have to get it from the real power houses first. Up at Ninety-sixth street and at Sixty-fifth street the electricians poked around among their dials, the men of neither knowing that the other power house was in the same fix. It took several minutes to locate the trouble, and then there was great scurrying from both directions to Forty-second street, and Lexington avenue. And there the two crews mated. Once the trouble was discovered it wasn't much of a job for somebody to crawl through a manhole and remove the offending ashpan, and the rest—the replacing of the burnt fuses—was an easy matter. When it was all done the power was turned on again and the cars from the Harlem River to the Battery started up once more.

The stopping and the wait wasn't popular with that portion of the public which happened to be on a car or waiting for a car at the time. The worst dissatisfaction, perhaps, was at the Williamsburg Bridge, where the cars that go over to Brooklyn stopped right where they were. There is a rule on the bridge that the gates shall be closed while crossing it and that they shall not be opened until the other side is reached. A lot of the people on these cars expressed a preference for getting out and walking, but the conductors told them they couldn't and held the gates shut. There was some excitement and much hard feeling, but no trouble that found its way into police annals.

Up in Harlem too and on Third Avenue and Broadway and Seventh avenue and Eighth avenue and Ninth avenue and Madison avenue and the various cross-town streets people sat in the cars and got out and walked or, if they could get where they wanted to go that way, took the elevated railroad or the subway.

According to the builders, who were represented on board during the trip by H. G. Smith, a speed of over nineteen knots an hour was attained. The engines reached a speed of 230 revolutions a minute. This record, he declared, is all the more creditable as the battleship had a crew of green firemen.

The course was gone over five or six times. From the results shown the Fore River company is very confident that the North Dakota will exceed the official requirements of twenty-one knots an hour.

FERRER DISOWNED DAUGHTERS.

Left All He Had to Anarchist Associate and a Woman.

Special Cable Despatch to THE SUN. PARIS, Oct. 29.—A despatch from Barcelona to the Matin says the will of Prof. Ferrer, who was executed a few days ago, disinherits his daughters in favor of Portet, his associate, who now resides in Liverpool, and Soledad Villafranca, who has been variously referred to as his second wife and his "friend." Ferrer specially disowned his daughters in his will.

WOMAN TO HEAD HOSPITAL.

Miss Elliott Coming to Superintend New Rockefeller Institution.

BALTIMORE, Oct. 29.—Miss Nancy P. Elliott, Baltimore's wealthiest citizen, will go to New York on Sunday to become superintendent of the new Rockefeller hospital. Miss Elliott will consult with the board of directors in regard to equipping the hospital. Miss Elliott entered the Johns Hopkins training school in 1905 and three years later received her diploma. For two years after graduation she remained at the hospital, but in 1908 she was appointed superintendent of nurses at the Church Home and Infirmary. This position she retained until March, 1908, when she was appointed superintendent.

BRANDENBURG ARRESTED.

He's Indignant at Bail Because He's Needed for Trial in St. Louis.

Broughton Brandenburg, whose marital troubles have been many since he and his wife separated in 1906, was arrested again yesterday for non-support. Mrs. Valine Brandenburg had him arrested in July, 1908, on the same charge and he was ordered to pay her \$12 a week. In November of that year she had him arrested for failing to pay, and now she says that he has paid her nothing since December. When he was arraigned before Magistrate Steiner in the Jefferson Market court Brandenburg said that he was suing his wife for annulment of their marriage on the ground that she had a husband when he married her. Magistrate Steiner held him in \$200 bail for examination to-day to give Brandenburg an opportunity to prove this.

Brandenburg told the court that he was very desirous of getting to St. Louis by Monday, where he is to stand trial on the charge of kidnaping J. Sheppard Canbidge, 3d, aged seven. He explained that kidnaping is a capital crime in Missouri and they would probably want him to be on time. Magistrate Steiner was sorry, but would not reduce the bail.

First Turbine Locomotive.

Special Cable Despatch to THE SUN. LONDON, Oct. 29.—The North British Locomotive Company has just completed and tested the first steam turbine locomotive. The new engine is pronounced a

SALVADOR'S ARMY MOBILIZED

Ready to Repel Nicaraguan Invaders—Central American Line Up.

Special Cable Despatch to THE SUN. PANAMA, Oct. 29.—War between Salvador and the Nicaraguan Government headed by Zelaya has begun. Salvador's armies have been ordered mobilized by President Figueroa to repel invasion by Nicaraguans and Salvadoran exiles commanded by Gen. Alfaro.

Salvador's gunboats have been ordered to patrol Nicaragua's coast. The seizure by Honduras of a ship loaded with Nicaraguan revolutionists at Puerto Cortez indicates that President Davila is for Zelaya.

That Costa Rica will maintain strict neutrality is indicated by her refusal to grant clearance papers to a ship loaded with Nicaraguan exiles who later reached Bluefields, Nicaragua, on clearance papers to Bocas del Toro, Panama. The ship did not go to this port, sailing direct for Bluefields, where the exiles joined the revolutionists.

TAFT'S SON A WATCHER.

Young Yale Man and a Dozen Others to Take Part in New York Election.

NEW HAVEN, Oct. 29.—Robert Taft, son of President Taft, member of the senior class at Yale, will go to New York on Monday next to act as watcher at the polls in the New York election on Tuesday. Young Taft will take along with him twelve other students who have consented to act as watchers.

ALL RUNNING FULL TIME.

Every Department in the Great Altona Car Shops Is Now Busy.

ALTOONA, Pa., Oct. 29.—Every department of the great locomotive and car shops of the Pennsylvania Railroad Company here, employing 17,000 men, has resumed operations on full time. This is the first time since the financial depression of 1907 that all departments of the railroad shops have been operated full.

AUSTRIA FORBIDS CREMATION.

Supreme Court Declares It Opposed to Christian Ideas.

Special Cable Despatch to THE SUN. VIENNA, Oct. 29.—The Supreme Court of the empire has ruled that cremation is illegal in Austria. The decision holds that it is opposed to the Christian idea of burial.

NORTH DAKOTA DOES WELL.

Builder's Trial Said to Have Developed Unexpected Speed.

BOSTON, Oct. 29.—The builder's trial trip of the battleship North Dakota, which went into dry dock at the navy yard this forenoon, proved very successful, according to statements made to-day at the office of the Fore River Shipbuilding Company. It was said that the showing made by the new vessel surpassed the expectations of its constructors. Those on board to-day refused to give any information or make any comment regarding Thursday's trip to Provincetown.

According to the builders, who were represented on board during the trip by H. G. Smith, a speed of over nineteen knots an hour was attained. The engines reached a speed of 230 revolutions a minute. This record, he declared, is all the more creditable as the battleship had a crew of green firemen.

THE RACE TO SAVE DUTIES.

La Touraine May Lose Because of Bad Weather Handicap.

There is a doubt in the minds of the officials of the French line here as to the ability of the steamship La Touraine to make port on Sunday unless the heavy weather that she has been battling against moderates. She was reported by wireless at 8 o'clock last night about 84 miles east of Sandy Hook. She cannot make 400 miles a day in bad weather and it looks as though she will not be able to dock before midnight on Sunday. Various cases of importers of wines and other stuff who pays duty under the trade agreement between France and the United States, which has been agreed by mutual consent, will lose several thousand dollars.

The Boston agent of the French line called up Paul Faguet, agent of the line here, yesterday and said that several Boston agents were inquiring about the La Touraine had asked him if it would not be possible for the ship to put in there in order to get their goods in under the old rate. Mr. Faguet said that it could not be done.

NEW 14 INCH GUN FOR THE NAVY

Its Projectile Will Weigh 1,400 Pounds and Its Range Will Be More Than 25 Miles.

WASHINGTON, Oct. 29.—The new 14 inch gun now being built for the navy at the Midvale Steel Company's works will be delivered soon at the gun factory of the Washington navy yard, where the rifling and the installation of the breech mechanism will be begun. When the gun has been completed it will be shipped to the naval proving grounds at Indian Head, Maryland, for testing. The weight of the gun will be about 120,000 pounds, and its projectile will weigh about 1,400 pounds, and a charge of about 365 pounds of powder will be required. Its range will be more than twenty-five miles. The ordnance bureau of the army has constructed a 14 inch gun which will soon be tested at the Sandy Hook proving grounds. Army ordnance experts say that the 14 inch gun develops a lower muzzle velocity than a 12 inch gun, which lengthens the life of the larger gun. After eighty or eighty-five discharges the rifling of the 12 inch gun is damaged and its accuracy reduced. In the case of the 14 inch gun, however, the erosion is not as great and the gun has an expectancy of from 250 to 300 discharges.

A very Harvard football, West Point, to-day, St. Robert Fulton, Special Trip, Lv. W. 4th St. 8:30 A. M. arrive West Point in time for

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Had Fled From This City and Had Secured Political and Police Protection for His Trade in the Quaker City Through the Gang There and Tammany—Fled to South Africa—Caught on His Return—Sullivan and Engel in Court at His Trial—Effort to Save Him Fruitless—Other New York Fugitives in Slave Traffic Convicted—Giboney's Persistent Fight—Little Tim Sullivan and His Former Partner, Engel, Deny That They Figured in the Case.

Positive information was obtained in Philadelphia yesterday that men notoriously useful to Tammany in protecting white slave traffickers in the courts of this city had gone to Philadelphia and had endeavored through political influence to save from prison a man who had been notorious in the white slave trade in this city and had transferred his activities in part to Philadelphia.

Information of almost equal positiveness was obtained that when in 1901 the war in this city against the traffickers in girls in the red light district drove most of those traffickers out of this city they were tampered by men who are associated with Tammany to go to Philadelphia and were told that they would be taken care of there until they could establish themselves securely in that city.

It was also learned that when these white slave traders first fled from New York to Philadelphia they were supplied with money by men whom they had served politically in this city until they had established relations with the police and had arranged for such political protection there as they had enjoyed here.

In one infamous case these dispensers of Tammany influence failed in the Philadelphia courts and the man whose quick wit frustrated their evil intentions yesterday told the story to a Sun reporter. That story, doubly corroborated, reveals the way Tammany's protecting hand was reached out to Philadelphia in an effort to save from prison one Jacob Idelman, who before his arrest in Philadelphia was known as one of the principal brokers of white slaves in New York.

There is a man running for District Attorney in Philadelphia named D. Clarence Giboney. He is fighting the gang down there and is fighting it hard. He has been doing it for years. His machinery for fighting vice protected gangs in Philadelphia is the Law and Order Society, of which he is secretary. Through the society's agents Giboney in 1901 learned that white slave traders from New York were trading and trafficking and establishing resorts in Philadelphia's so-called Tenderloin.

Of all these slave traders Idelman was the one Giboney wanted most to send to prison. The society's agents, assisted at times by the Rev. Hughes O. Gibbons, Julian Hawthorne of the editorial staff of the North American, and Mr. Giboney himself, kept at work on Idelman's case until they had evidence upon which a Grand Jury returned thirteen indictments against him. Philadelphia had been horrified by the story of an immigrant girl induced to go from New York to Philadelphia by one of Idelman's agents under the familiar promise that she was to secure a good home servant's place. Within a couple of months or so after the girl had become a slave in one of Idelman's dens she was turned out in the street to die.

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Idelman followed the advice and, a fugitive from justice, went to South Africa. That was soon after the Boer War, and among the reconstruction laws in Idelman's retreat was one which punished with lashes men convicted of the crime by which he lived. From South Africa he went to London, and in the summer of 1903 returned to New York. Here he sent for Cooperman and they met on the third floor of a Bowery hotel, where Idelman offered his bondman a sum of money if Cooperman

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In one infamous case these dispensers of Tammany influence failed in the Philadelphia courts and the man whose quick wit frustrated their evil intentions yesterday told the story to a Sun reporter. That story, doubly corroborated, reveals the way Tammany's protecting hand was reached out to Philadelphia in an effort to save from prison one Jacob Idelman, who before his arrest in Philadelphia was known as one of the principal brokers of white slaves in New York.

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Idelman followed the advice and, a fugitive from justice, went to South Africa. That was soon after the Boer War, and among the reconstruction laws in Idelman's retreat was one which punished with lashes men convicted of the crime by which he lived. From South Africa he went to London, and in the summer of 1903 returned to New York. Here he sent for Cooperman and they met on the third floor of a Bowery hotel, where Idelman offered his bondman a sum of money if Cooperman

Before attempting to arrest Idelman Sell happened to meet police acquaintance of this city, James Langan, who attached to the detective bureau. He told Langan he had found where Idelman was and that he was going to take him back to Philadelphia. Langan, who was known as a Sullivan man, advised Sell not to try it. Sell's only authority for arrest was what in Philadelphia is called an amplification of indictment.

Langan told Sell that that authority "would not go" in New York, at least in the case of Idelman. Sell responded that if he was interfered with he should appeal to the New York District Attorney, James F. Smith, who was in New York, and was allowed to arrest Idelman and take him to Philadelphia.

NEW YORK MEN AFFAIR. On July 8, 1908, the day set for Idelman's trial, two New Yorkers appeared in Philadelphia and looked up Sell. Of these he only knew one, a New York lawyer named Engel. The other one he heard was named Sullivan.

They were in New York Directory of 1908 gives them in their proper places these three names: Sullivan, Timothy P., lawyer, 346 Broadway, an Alderman. Goldsmith, Fred E., lawyer, 346 Broadway.