

PAULHAN WINS \$50,000 RACE

BEATS WHITE IN FLIGHT FROM LONDON TO MANCHESTER.

Both started to earth by Cold Last Night
Hasten Again in Early Morning
White Paced to Second Again
England Goes Wild Over the Contest

Special Cable Despatches to The Sun.
MANCHESTER, April 28.—Louis Paulhan won early this morning the \$50,000 offered by the Daily Mail for the first aviator who should fly from London to Manchester within twenty-four hours with not more than two descents to the ground. Paulhan arrived at Manchester at 5:32, having traversed the distance in 12 hours 12 minutes, including the time lost by his stop.

It is reported that Graham White, his competitor, who started to complete the race at 2:30 this morning, had to descend at Poleworth, ten miles south of Lichfield.

Some enthusiasts remained up all night to wait the winner. Thousands went to bed early, intending to rise at 3 o'clock. The city is agog with excitement. There is a keen desire to see the Englishman win, although there is no hostility to Paulhan.

Later the report was confirmed that White descended at Poleworth.

Paulhan started from Lichfield at 4 o'clock this morning. White was then probably fifteen miles behind him.

LONDON, April 28.—Both Louis Paulhan and Graham White started yesterday upon attempts to fly from London to Manchester. They are virtually racing for the prize of £10,000, or \$50,000, offered by the Daily Mail for the first aviator to perform the feat within twenty-four hours and with only two descents to the ground on the way. The distance is 183 1/2 miles.

Both competitors came down and stopped for the night about 8 o'clock. They could afford to do this, as they have virtually all day to-day in which to complete the distance.

Paulhan stopped for the night at Lichfield, which is 118 miles from London.

White stopped at Rhode Station, six miles this side of Northampton, which is sixty miles from London.

It was understood that both would resume the struggle at dawn, but White stole a march on his competitor by starting again at 2:50 A. M.

White passed over Rugby at 3:30 this morning. He was flying high and well at great speed. His object is to get ahead of Paulhan before the latter starts.

It was stated after midnight that Paulhan meant to start at 3 o'clock, but no report of his having started had reached London up to 5 o'clock.

Half England is in paroxysms of the same aeroplane fever which gripped France some time ago and which still prevails there in milder form. It was only realized how acutely the English are affected yesterday, when the bulk of the population along a line drawn from London to Manchester and in a wide area on either side of this line left their homes and business to stretch their necks around in attempts to get a glimpse of one or both of the competitors in the air between the two cities.

In every town and village en route there were crowds of sightseers and trains from outlying parts brought thousands to swell their numbers. In many centres, it appeared as though it were a public holiday. This state of things continued throughout the day, for the hugely advertised race was expected to begin in the morning, but many hours passed before news of a start was received.

Meanwhile in the two main centres interest was keen. The metropolitan drew many thousands eager to see the departure of the competitors. Graham White's nearly successful attempt to make the flight on April 23 had stimulated curiosity extremely and yesterday the start, being arranged conditionally for mid-morning, enabled people to flock to the taking off ground, from which the earliness of Saturday's start excluded them. White's preparations were made on the common at Wormwood Scrubs and Paulhan's at the Aero Club's grounds at Hendon, both lying northwest suburbs.

Each had many preparations to make. White had to test the effectiveness of the repairs made after the accident last week when his aeroplane was anchored at Lichfield. Paulhan, whose machine only arrived at Hendon at 6 A. M. from France, had to unpack and assemble the various parts. This cost him and his mechanic ten hours of incessant work, while thousands of people surrounded the grounds, waiting with amazing patience.

It was not until after 5 P. M. that all was ready, and then, without even a brief trial, Paulhan started at 5:30. Hendon being outside the prescribed bounds, he had to circle several times before he could be greeted him as he rose. The wind was gusty and the machine wobbled somewhat at first, but it soon found itself headed for Manchester, soon being lost to the sight of those gathered at Hendon.

White made one trial in the early part of the day, it was a failure. During the day he went to Hendon in an automobile and chatted with Paulhan in the shop. At about 5:30, the wind being gusty and the outlook unfavorable, White announced that he would not start before dawn to-morrow, hoping conditions would then be improved. The crowd thinned out and White went to sleep at the house of friends, who were keeping vigil.

As soon as they learned of Paulhan's start they rushed in and told White. The latter rushed down stairs, jumped into an automobile and sped to the place where his aeroplane was stored. His mechanic had the machine all ready and White, getting aboard quickly, started off in the pursuit of Paulhan. It was then 6:30 P. M.

Prior to his starting some of his advisers tried to dissuade him from making the attempt. The wind was ugly, but White refused to listen to the advice. Those of the crowd who had stayed on to the chance of a late start cheered tumultuously as White swept upward and vanished northward.

Subsequently reports told of immense demonstrations of enthusiasm in the various towns and villages passed over. When Paulhan passed over Rugby he was

HAMMERSTEIN OUT OF OPERA

METROPOLITAN A MONOPOLY BY PAYING \$2,000,000.

Defeat After Four Years Too Big for One Man—Rivals Get His Singers, Secenery and the Philadelphia House—He Thinks Salaries May Tumble a Bit.

After a four years struggle that has cost him all his time, some of his health and certainly a large share of his fortune Oscar Hammerstein has gone out of the grand opera business for good. It took a very bad operative year to do the job, but no one man can stand up against the opera deficit in its present day form. Even the millionaire directors of the Metropolitan Opera Company are jarred by the yawning difference between outlay and receipts into which they are forced to peer every spring. So it is a wonder that Hammerstein was able to stay in the game so long.

The announcement of his retirement was made yesterday in the following statement from Samuel Untermyer, who conducted the negotiations:

"An agreement has been reached between Oscar Hammerstein and Edward T. Stotesbury of Philadelphia by the terms of which Mr. Stotesbury and his associates acquire the Philadelphia Opera House property and Mr. Hammerstein retires from the field of opera in the cities of New York, Philadelphia and elsewhere. The Manhattan Opera House will be devoted by Mr. Hammerstein to other purposes. As a result of four years' experience Mr. Hammerstein finds that the production of opera on the scale on which it has been his ambition to produce it has become increasingly difficult year by year. The exactions of the artists, musicians and others brought about by the rivalry between the two opera houses have grown almost beyond control and have been the occasion of such advancing prices that notwithstanding the generous patronage accorded by the public each of the houses has been face to face with a deficiency.

"Mr. Hammerstein is satisfied that it is in the interest of the opera going public that these exactions shall be kept within bounds unless a way can be found to accomplish that purpose is to have one opera house instead of two. As the Metropolitan company has what amounts to a subsidy through its stockholders it can perhaps better fulfill the public need."

Arthur Hammerstein, who had his father's power of attorney and represented him in the negotiations, said last night that the papers were signed on Tuesday evening at the residence of Otto H. Kahn. Mr. Kahn represented Mr. Stotesbury in the sale and Paul D. Cravath, Philadelphia counsel, represented the Metropolitan Opera Company, who acted for both sides, was present also. Mr. Hammerstein's attorney at the meeting was E. R. Root.

"My father received more than \$2,000,000," Arthur Hammerstein said, "and retains full possession of the Manhattan Opera House. The negotiations began just after the Boston engagement of the company. I sent a cable last night to my father after the papers had been signed. It cost more than \$200. To-day I had an answer from my father. He said, 'I am glad yet I am sorry.'"

Arthur Hammerstein said that he had no exact idea as to what disposition his father might make of the Manhattan, but thought it might be used for vaudeville. He will join Oscar Hammerstein in Paris next week and the future of the opera house will be settled.

The full significance of the transaction becomes plain only when it is known that Mr. Stotesbury, who has been the most generous supporter of Mr. Hammerstein's Philadelphia company, has been elected to the board of directors of the Metropolitan Opera Company, and that the future Philadelphia performances of the Metropolitan Opera Company will be given in the Philadelphia Opera House, built by Oscar Hammerstein three years ago. Besides the fourteen performances given there by the Metropolitan Opera Company there will be a ten weeks season by the company from the Chicago Opera House, which will be opened next season for only ten weeks and not twenty as originally planned.

So this means that the Metropolitan Opera Company, with its interests in Philadelphia, Boston and Chicago, has absorbed the Manhattan Opera House, and incidentally wiped its battling rival, Oscar Hammerstein, off the operative map. The Metropolitan Opera Company acquires not only the scenery and costumes used at the Philadelphia Opera House and at the Manhattan Opera House here but it acquires the rights to "Louise," "Pelleas et Melisande," "Thaïs" and all the composers' rights to the French operas on which it has an enormous claim, since these operas were introduced here by Oscar Hammerstein. "The Tales of Hoffmann" is public property, but there are a number of works in the Massenet repertory that the Metropolitan will be delighted to produce. Whether or not it will take on Mr. Hammerstein's rights to the operas of Richard Strauss is not so certain.

Then some of the most popular of the Hammerstein singers have been acquired by the company which, under the management of Andreas Dippel, is to sing in Chicago and Philadelphia. Among these are Maurice Renaud, Charles Dalmores, Luisa Tetrazzini and some of the principal artists who have appeared at the Manhattan Opera House. They will appear chiefly in Philadelphia and Chicago, although it is by no means certain that they will not also sing at the Metropolitan Opera House from time to time. Cleofonte Campanini, who has been engaged for some months to conduct in Chicago and Philadelphia, will have the chief artists of the Hammerstein company again under his control. Whether or not Mary Garden will return seems to be uncertain, as she had departed from Mr. Hammerstein definitely before she left for Europe.

Nobody believed Oscar Hammerstein was serious when five years ago he began to talk of becoming an operative impresario. He had built his big theatre down in West

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MRS. THOMAS P. FIELD SUES.

Says Husband Has Abandoned Her; Wants Her Child.

Mrs. Emma Beadleston Field applied to Supreme Court Justice Biachard yesterday for a writ of habeas corpus to regain possession of her nine-year-old daughter, Mary Ogogod Field, and said that her husband, Thomas Pearsall Field, abandoned her on March 10. Until recently the Fields were living at 51 East Sixty-seventh street, but Mrs. Field is now at the New Weston Hotel at 21 East Forty-ninth street. Mrs. Field said she believed that her husband lived at 11 West Thirty-fifth street, where he has a real estate office. He has been living at the Hotel Gotham.

In the petition upon which the writ was granted Mrs. Field declared that she was married on November 15, 1893, and that her only child is her daughter, Mary Ogogod Field. She said that when her husband left her on March 10 he took the little girl with him, telling her anything about it. Field took her daughter to Bermuda and remained there until April 4, and Mrs. Field declares that she didn't learn where her daughter was until much later.

She says that she loves her child dearly and is anxious to have her back, believing that the child's moral welfare will be protected best by her. The child loves her and won't be contented away from her, she says. The absence of her daughter has made her ill and unless the child is restored her illness will be aggravated. She declares that she is a woman of means and well able to care for the child, and asserts that she is upright and pure.

Mrs. Field would not discuss the case last night and her husband was not found. She is the daughter of Alfred N. Beadleston, the brewer, who was married last May to Helen F. Hazard, daughter of E. C. Hazard, the grocer. The Fields were married by the present Bishop Greer. Field is related to William B. Ogogod, Field and attended the wedding of the latter and Lila Vanderbilt Sloane, granddaughter of Commodore Vanderbilt.

MRS. MARTIN'S ARM BROKEN.

Woman Suffrage Leader, Formerly Victoria Woodhull, in Auto Smash.

LONDON, April 27.—While Mrs. John Bidgley Martin, formerly Mrs. Victoria Woodhull, was automobiling near Tenbury this afternoon her car came into collision with another automobile.

One of Mrs. Martin's arms was broken and she was severely shaken. Her car, a 20 horse-power Mercedes, was badly smashed.

SERIOUS MISHAP TO WESTON.

Knocked Down by an Automobile and His Ankle Severely Bruised.

ALBANY, April 27.—Edward Payson Weston, the veteran pedestrian, had a serious mishap on the way from Troy to Hudson to-night, which will at least delay him several hours. When Weston left Troy an automobile party went along with him, intending to keep in close touch with Weston until he reached Hudson. The trip was made over the old Albany Post road, and Weston and his party were a thirty-four miles of road at 5 o'clock this afternoon when an automobile came tearing along the road toward Albany.

The automobile containing Weston's party shifted to the side of the road in which Weston and a young man from Troy were walking. The latter machine hit Weston's companion and the lad was thrown forcibly against the pedestrian. Weston was knocked down and his ankle severely bruised. He was taken to the home of Dr. Ira R. Garrison of East Greenbush, about six miles from Albany, and put to bed.

Dr. Garrison said Weston's ankle was bruised and the walker's nerve somewhat shattered, but that there was no cause for alarm. Weston objected to giving up his jaunt toward Hudson, where he expected to arrive to-night, and went to bed only with the understanding that he should be called at 1 A. M. to continue his journey. Weston said he would surely be in Hudson early to-morrow morning.

HUG FRAUDS ALLEGED.

Stockholders Sue Promoters of United Smelters, Railway and Copper Co.

CHEYENNE, Wyo., April 27.—The Pennsylvania Investors Association to-day filed suit in the United States court here against the United Smelters, Railway and Copper Company to recover sums aggregating \$500,000 alleged to have been obtained through fraudulent methods.

The plaintiff company is composed of hundreds of stockholders who purchased stock and bonds of the United Smelters, Railway and Copper Company and twelve auxiliary companies which were organized, heavily capitalized, then transferred or sold out, it is alleged, without the stockholders receiving any benefits.

The main complaint is directed against J. L. Pennock and A. L. Hawae, Pennsylvania bankers; W. E. Cobb of Pittsburgh and Chicago; F. B. Draper, a Chicago attorney, and E. A. Norton, formerly a Texas cowboy.

In 1888 Willis George Emerson established the town of Grand Encampment in southern Wyoming, purchased the Ferris Haggarty copper mine at Battle Lake, organizing a company that built a smelter at Encampment and a sixteen mile aerial tramway connecting the mine and smelter, the properties having a value of about two millions. Four years later the properties were sold to the North American Copper Company, Emerson and his people taking stock therein, and later disposing of it.

The North American Company built power and light plants and established stores and banks and started work on a steam railway connecting Encampment with the Union Pacific at Wallcut.

PICTURE SHOW LOBBY DROPS AND WAITING PATRONS FALL INTO BASEMENT.

Seventeen Persons Hurt in Accident in Essex Street Place—Doors Closed So That Most of These Inside Couldn't Get Out to Tumble Into Hole Too.

Forteen persons were hurt by the collapse of the floor of a moving picture theatre lobby at 134 Essex street last night. The collapse was followed by a scurrage among the 250 persons in the body of the theatre to get out. Employees of the house closed the front door and opened a rear exit so that those in the theatre didn't rush into the hole made by the falling of the floor.

The theatre is on the east side of Essex street just north of Rivington street. It occupies the first two floors of a five story building. The theatre was completed and opened last Friday. Its proprietors are Joseph Friedland of 1081 St. John's place, Brooklyn, and Michael Tenzer of 191 Broome street, forming the firm of Friedland & Tenzer.

At the time of the opening Capt. William F. Day of the Eldridge street station was notified through the usual official channels that a license had been issued for the theatre, which was to combine vaudeville with moving pictures.

The lobby extended back into the house for a few feet. At one side of the entrance was the ticket seller's box. The floor of the entrance was made of small tiles.

About 8:45 o'clock last night, when there were several persons in the lobby, the floor at the right side gave way suddenly and dropped to the basement. The left side tilted down and those who were on the floor at the time slid down the incline into the basement. The crash brought a few of the audience inside to the lobby before the doors had been shut, and these tumbled into the hole.

There is a small gallery in the theatre, which at the time contained about twenty persons. Philip OrNSTEIN, a special officer attached to the house, was in the front of the house and had the exit doors there open for purposes of ventilation when he says he heard a scream and turning saw a woman with a child in her arms jump from the balcony down on to the heads of the persons down stairs.

There immediately was a rush for the doors. Abraham Sigel, a special officer in the lobby, who happened to escape by sliding down into the pit, slammed the front doors shut and OrNSTEIN, holding the other exit doors wide open, shouted in Yiddish, "This way out!"

The piano banged along loud and steadily and the drop was lowered. There was a good deal of excitement, but most of the people kept their heads enough to go the way they were bidden.

Out in the lobby Eva and Samuel Tenzer, children of one of the proprietors, selling tickets, were left isolated in the ticket cage, which had a floor of its own. They were rescued later. One man who was buying tickets at the time and had his change in his hand was one of those who went down with the wreckage.

Four ambulances and the reserves from the Eldridge, Mulberry and Delancey street stations came to the place. The task of getting the injured out of the basement was made simple by a stairway which runs from the street down to the basement. This stairway had been left open.

The most seriously hurt was Morris Beineck, 23 years old, of 151 Attorney street, who received a puncture of the pelvis. He was taken to Bellevue Hospital.

Others who went to hospitals were Mrs. Kate Szulcinsky, 26 years old, of 182 Ludlow street, contusions of the leg, to Gouverneur Hospital; David Kruger, 49 years old, of 304 Third street, Jersey City, to Gouverneur Hospital, suffering from shock; Joseph Hillman, 22 years old, a painter, who was with him, with a strained ankle, but was able to carry the boy home after he himself had been fixed up by the ambulance surgeons.

Friedland, one of the proprietors, was locked up in the Eldridge street station on a charge of criminal negligence. A fire truck company looked through the wreckage, determined there was nobody left below and went away again. Building Inspector Patrick Dwyer after a brief examination said it appeared that the floor, of three or four inches of concrete with the tiling facing, was too heavy for the wooden posts which tried to support it.

The escape from more serious injury of those who fell seemed to be due to the fact that the floor for the most part remained intact and the people all fell on top of it. No one got under the wreckage.

KANSAS WHEAT HARD HIT.

Nearly Two Million Acres Abandoned—Much of It Remains in Oats.

TOPKA, Kan., April 27.—Nearly 2,000,000 acres of wheat have been abandoned in Kansas this year and the crop condition on the remaining 4,532,000 acres is 76 per cent.

These are the figures given by F. D. Coburn, secretary of the State Board of Agriculture, in his first report of the season, issued to-day and based on conditions on April 20.

MAN WAS WELLINGTON SMITH

PAPER MANUFACTURER OF LEE KILLED BY A FOLDING BED.

Formerly on the Governor's Council in Massachusetts and Head of a Large Business at Lee—Woman Who Was With Him Has Not Been Identified.

The man who was killed in a folding bed that closed down on him at 428 West Twenty-third street early yesterday morning was Wellington Smith of Lee, Mass., once on the Governor's Council and president of the Smith Paper Company, which operates five large paper mills on the Housatonic in the towns of Lenox and Lee. Who the woman with him was has not been learned. She had told the police that she was Mrs. Smith and there appeared to be no reason for detaining her. Apparently it was through her that word of Mr. Smith's death reached his family.

Mr. Smith and his companion went to the furnished room house early on Tuesday evening. The room they occupied was on the ground floor at the front. It was once the parlor of the house. At the back of the room an alcove, curtained off, was furnished with an old-fashioned folding bed.

A woman sleeping directly above this front parlor heard a little past midnight the sound of a fall. A series of muffled cries followed. This woman ran into the hall and went down stairs. She found the door of the front room locked. The street door was only a few feet away and she swung it open and called into the street for help.

Passing at the time were two girls who were being taken to their boarding place at 461, about 200 yards down the block, by a young man. The woman on the stoop called to the three that something had happened inside and asked them to help her find out what it was. Marie Smallwood, one of the girls, ran up the steps and into the hall. She tried the parlor door again and saw that the frame would have to be broken to get in that way.

Along the face of the house ran a balcony opening from the tall windows of the front room and bordered by a high stone railing. A jump from the front steps took her to this little porch and the young man with her followed. They found that the window nearer the steps had been drawn down a little from the top, and with the help of her companion the young woman pulled down the upper half as far as it would go. The lower sash was at least a foot from the floor of the balcony, but the girl managed to scramble over without smashing the glass. Her friends remained outside.

Inside the room there was no light, but the gas in the hall outside showed under the door and she found her way to the door and let the others in and they drew aside the curtains of the alcove. The folding bed was shut flat. The faint cries of a woman came from inside. Together they lifted the heavy back of the ancient device and the body of an elderly man rolled a few feet from the floor of the alcove. The woman long past middle life lay on her side. She was moaning, but there was no sign of life from her companion.

An examination showed that the accident had occurred because the front brace had not been properly adjusted. The bed was one of the heavy, high shouldered sort which has the double use of warframe and couch. It was designed to be turned around at night on easy running casters, when the back could still be down. The front legs had apparently been allowed to remain slightly bent under. Any jarring would have been enough to let the foot down and bring down the heavy back with his head on a pillow against the partition. His neck was broken instantly. The woman with him was lying on her left side. The force of the falling weight was received on her right shoulder.

Dr. W. H. Weston got there quickly from his office at 609 West Twenty-second street. He saw at once that Mr. Smith was dead. The woman was hurrying about the room gathering up her belongings. She had thrown a skirt over her night dress, and when Dr. Weston noticed her feet she was bundling up her outer clothing with great haste. He addressed her as Mrs. Smith, as the police had informed him that she was the wife of the dead man. He told her that Mr. Smith was dead and she begged him frantically to do something more to bring him to life. She was vehement in her protests that something could still be done. All the time that she was uttering these monstrosities she was hastening to collect her clothing. Finally she opened the door and ran down into the basement.

Dr. Weston said that he judged her to be a woman of about fifty-five. She was rather stout and not especially prepossessing. Her extreme haste and lack of anything like affection for the dead man impressed him as singular in the man's wife.

When the physician had completed what he could do in arrangement of the body he went to the basement with an ambulance surgeon who had arrived and they found the woman sitting in the shadow in the lower room. Her eyes were closed and she was rocking to and fro and moaning. The doctors were unable to get any coherent response to the questions they asked her. She managed to tell Dr. Weston that her heart was very weak and he gave her a stimulant.

As Dr. Weston was leaving the house a few moments later Mrs. N. A. Ralph, who keeps the place, called to him to come back. She had been communicating to the answers to the physicians. She wouldn't tell whether she had known Mr. Smith before Tuesday afternoon. Of his companion she would say nothing. But when Dr. Weston was called back Mrs. Ralph pointed to the other woman, who was standing in the basement door under the stoop, and said that she thought the physician was needed. The older woman repeated that she didn't want to be treated, but that she didn't want the doctor to leave her.

"Take me away from here," she said earnestly. "I want to go to my friends who live uptown some where in the Seventies. Don't go away; you must take me to them."

Dr. Weston told her that he thought she had better go back to see to her dead. The woman became impatient at once and

RUTH BRYAN TO WED BRITISHER.

Engagement to a Royal Engineer Officer Announced in London.

Special Cable Despatch to The Sun.
LONDON, April 27.—The betrothal is announced of Ruth, daughter of William J. Bryan, and Lieut. Reginald Alhston Owen of the Royal Engineers, who is now stationed at Jamaica.

Ruth Bryan, daughter of William J. Bryan, was married to William Homer Leavitt in Lincoln, Neb., on October 8, 1903, against the wishes of her parents. Her husband was a painter. In the summer of 1907 the pair parted company abroad, Mr. Leavitt staying in Paris to study his profession.

Two years later, on March 9, 1909, Mrs. Leavitt obtained a divorce from her husband on the ground of his failure to support herself and their two children, Ruth and Bradford Bryan.

Mrs. Leavitt is a writer. Several plays are among her works.

MRS. W. W. FULLER IN RENO.

Daughter of George R. Sheldon Takes Up Residence in Nevada.

RENO, Nev., April 27.—Among the most recent arrivals from the East is Mrs. Mary Sheldon Fuller, wife of William Fuller of New York and daughter of George R. Sheldon, treasurer of the Republican national committee. She arrived last week accompanied by several servants and went directly on the train to an attractive cottage on the South Side. Her father, George Sheldon, accompanied Mrs. Fuller to Reno and saw her settled. He departed unannounced.

Mr. and Mrs. William Fuller were married on September 7, 1904, at St. Paul's Church, Glen Cove. After the marriage the couple went to Paris to live. Mrs. Fuller returned to America the latter part of December, 1908, and went to the home of her parents. Mr. Fuller returned later and went to live at the Metropolitan Club. Mr. Fuller is a member of the bar, but has not practiced much of late. Mrs. Fuller is the oldest daughter of Mr. Sheldon.

DR. COWLES FINED \$300.

He's the Man About Whom the Navy Yard Hop Row Started.

BOSTON, April 27.—Pleading guilty to one count of an indictment charging him with the practice of medicine without being duly registered, Edward S. Cowles, whose complaint of treatment at a navy yard hop caused the recent Auld-Robnett court-martial, was fined \$100 by Judge Wait in the Suffolk Superior Court to-day.

Counsel for Cowles gave out a statement setting forth his client's medical education and stating that his client's practice was mostly in psychotherapy, although he did on some occasions pass the bounds into medical practice, rendering him technically guilty.

BUDGET WINS 324 TO 231.

Motion to Kill Lloyd-George Finance Bill on Third Reading Defeated.

Special Cable Despatch to The Sun.
LONDON, April 27.—In the House of Commons to-day the motion of the Opposition to reject the budget on the third reading was defeated by a vote of 324 to 231.

The third reading was then agreed to without a division.

After the budget was passed it was sent to the House of Lords, where it passed its first reading. It is expected that it will finally pass the House of Lords to-morrow, and the tax collectors will get busy forthwith.

HARRY ALLEN CAN'T SERVE.

As Executor of John C. Latham's Will—Court Finds Him Unfit.

Surrogate Coburn sustained yesterday the objections of Elsie Gaylord Latham, widow of John C. Latham, head of the stock exchange firm of Latham, Alexander & Co., to the issuing of letters testamentary on the estate of Harry Allen, a brother of Mr. Latham's first wife, on the ground that he was "not competent to serve by reason of dishonesty and imprudence." Allen was named as an executor in the will.

Allen admitted that while head of the cotton department of the firm just after Mr. Latham's death he gave a list of the customers to Stephen M. Weld & Co., with which firm he had a contract of engagement. Allen said he didn't know he was doing anything dishonest, and Surrogate Coburn says that a man who does not know that such conduct is dishonest is not fit to serve as an executor "because he might unwittingly misappropriate the funds of the estate under the impression that he was acting honestly in so doing."

WOMEN IN EXCISE CASES.

Twenty of Them Called to Court Because They Were Named on Licenses.

Twenty women were in the Tombs court yesterday in response to excise summonses. They came from all parts of Manhattan and the Bronx because their names appeared on licenses of various saloons where doors were open on Sunday or the view of the bar was obstructed.

None of them was held, it appearing that they had no connection with the management of the saloons and that the licenses were in their names for the benefit of others.

There were ninety-two excise examinations before Magistrate Barlow. Seventy-two defendants were discharged, twelve were held and hearings in eight cases were adjourned. Many of those summoned came at 9 o'clock in the morning and had to remain all day.

KELHER INDICTED.

Big Bill Held Jointly Responsible for Looting of Cambridge Bank.

RENEWAL OF THE BOSTON RAILROAD STRIKE.

Employees of the Boston and Maine Railroad Demand a 10 Per Cent Increase in Wages.

BOSTON, April 27.—Fifty thousand Boston and Maine Railroad employees to-day had their wages increased 8 per cent, effective April 1.

The new rates were announced by the Boston and Maine Railroad Company, which has been in the process of negotiating a new contract with the employees since the strike was called off last August.

The new rates are as follows: For the first class, 10 per cent; for the second class, 8 per cent; for the third class, 6 per cent; for the fourth class, 4 per cent; for the fifth class, 2 per cent; for the sixth class, 1 per cent; for the seventh class, 1 per cent; for the eighth class, 1 per cent; for the ninth class, 1 per cent; for the tenth class, 1 per cent.

The new rates are in effect from April 1, 1910. The employees of the Boston and Maine Railroad are the largest body of organized labor in the city.

The strike was called off last August after a period of three months. The employees had demanded a 10 per cent increase in wages, which the company refused to grant.

The new contract provides for a 10 per cent increase in wages for the first year, and a 5 per cent increase for the second year. It also provides for a 5 per cent increase in the cost of living allowance.

The new contract also provides for a 5 per cent increase in the pension fund. The pension fund is a fund set up by the company to provide for the old employees.

The new contract also provides for a 5 per cent increase in the sick leave allowance. The sick leave allowance is a fund set up by the company to provide for the sick employees.

The new contract also provides for a 5 per cent increase in the vacation allowance.