

## KING AND KAISER AT THE BIER

### THEY KNEEL TOGETHER AT THE COFFIN OF EDWARD.

Public Line Halted as They Pass and the Kaiser Deposits a Wreath of Flowers Difficult to Check Tears—Mingling with the People in Going Out.

Special Cable Dispatch to THE SUN.

LONDON, May 19.—King George and the Kaiser this afternoon joined in public mourning beside King Edward's bier. Their Majesties drove to Westminster Hall and entered through the ancient gateway of the Star Chamber, which was set open to the public. They stood a while in the private enclosure, gazing solemnly at the catafalque, while the silent queue of people passed by in an apparently endless stream.

The King of the Belgians and several high officials accompanied them. They watched the impressive scene of changing the guard of officers around the coffin and then the party descended to the floor of the hall, the Kaiser carrying a beautiful wreath of purple and white flowers. The police held up the queue while the sovereigns passed within the rails and knelt side by side in prayer. A large number of the public watched them in reverent silence from the steps at the upper end of the hall.

When the two monarchs rose the Kaiser held out his hand, which King George clasped. They stood motionless for some moments, obviously making efforts to check their tears. Then after inspecting the wreaths they left the hall by the public door, mingling with the people. The Kaiser did not resist an impulse to utter a few passing words of sympathy to those through whom the pair had to push their way.

By far the greatest crowd that has met any of the numerous arriving royalties assembled around the railroad station to greet the Kaiser, who arrived at noon. King George brought the Duke of Cornwall with him to meet the German Emperor. Both father and son looked worn and weary. The Kaiser, whose bronzed face bore every appearance of good health, greeted his cousins in the most hearty fashion, kissing King George on both cheeks and then Prince Edward. Some thirty members of royalty and diplomats met the train, many of them arriving half an hour before the special train.

It was noticeable that none of those present wore exaggerated mourning. The hands on their hats were generally but two inches deep.

This is the Kaiser's twelfth visit to England since his accession to the throne, twenty-two years ago.

It is doubtful if in the world's history there was such a historic banquet, staged by King George in Buckingham Palace to-night. It was with nine reigning sovereigns and forty-nine princes of royal blood that Mr. Roosevelt and M. Pichon, the French representative, sat as representatives of the greatest republics of the world. It was also perhaps the first occasion that a representative of the French Republic attended a banquet with an Orleans Prince. The banquet was carried out in the customary manner. Such functions are entirely private.

A walk to-night along the three miles over which the funeral procession of King Edward will pass suggested a crowded pleasure fair. The sidewalks were so crowded with people viewing the decorations and dickered for seats that it was difficult to move at an ordinary pace.

The entire route is lined with stands on each side wherever it has been possible to erect them, except through Hyde Park. Many shop fronts have been taken down and replaced by tiers of timber. Conspicuous advertisements and prices are displayed. Indeed on some parts of the route commercialism is inconspicuously but far from unobtrusively dominant.

The harvest expected by the owners of the stands will not be realized to the extent that was expected. The people do not seem willing to meet the exorbitant demands and the owners have been obliged to reduce their prices. Seats which \$15 was asked on Monday could be obtained easily to-night for \$15. Other stands in an excellent corner position commanding a prolonged view dropped from \$10 to \$5. Perhaps one stand in ten is a stand as sold out.

A few stand owners have announced that their stands will be given to charity. The real merchant who owns a stand says that the money obtained for seats will be given to those who suffered through the mining disaster at Whitehaven. Such generosity is exceptional, the general view being to make the most of the opportunity. Probably many seats will be sold to-morrow for what they were worth.

The prevailing tones of the decorations were purple, green and white. There were little black. Venetian masks along the route display British, Canadian, Australian and other colonial flags. Upon the masts and lamp posts were hanging wreaths of evergreen. There probably quite 5,000 of these, some personal tributes of affection. These have been sent from everywhere. Great Britain in response to a suggestion from a London committee of loyalists.

Points of several clubs and hotels were decorated with purple and white, red and green wreaths. Along Park street overlooking the Hyde Park Park many of the house fronts were decorated with purple. Conspicuous was the great American flag at half mast in front of the Dorchester House, the residence of the American Ambassador.

Thousands of persons are spending the night on the route to secure places to view the procession. The streets are being coming to London carrying a large number of passengers. The morning and carrying baskets of provisions. Trains also are coming from the provinces this morning.

There is a steady coming money. There is a steady stream of taxi and horse-drawn cabs along the route. Large brakes are being used on the outgoing traffic. There is a constant stream of people at hotels and boarding houses. There is a steady coming of people from the Strand.

## OIL RUNS THE TURBINES WELL

### NO MORE COAL FOR THE YALE AND THE HARVARD.

Seagoing Engineers Interested in a Trial Trip That Everybody Saw Succeed—Stokeholders Disappointed. With Most of the Stokers and Most of the Smoke.

The trip of the new turbine Yale of the Metropolitan Line demonstrated yesterday in a trial spin to sea beyond the Ambrose Channel lightship and back that she could do quite as well under steam generated by oil fuel as she has done under power developed by the use of coal in the old fashioned furnaces that the management of the line believe will be relegated soon to the scrap heap of nautical reminiscences in which the old steamers repose.

The burning of oil as clean generating fuel aboard ships may be classified almost among the antiquities, but the use of oil as fuel in the coastwise passenger service of the Atlantic coast is an innovation. The Yale is the first merchant turbine in the country that has been equipped with oil burners. Her sister ship, the Harvard, also has them and will sail for Boston on Monday after a preliminary trial that will be merely a formality.

Representatives of every steamship and transportation company heretofore and several officers of the navy were aboard the Yale when she started out of her dock at the foot of Rector street yesterday morning. The novelty of an American passenger turbine burning oil had attracted experts of all sorts. After the trip they said they were satisfied that the system had come to stay. No effort was made to speed the ship except in spurts, when she developed about 22 knots.

The average from the time she left her dock until three o'clock was kept her in about three hours later was seventeen knots, which Robert McGregor, the consulting engineer and superintendent of the line, said was simply cruising speed. To do her best the Yale must be in the unobstructed waters of the Atlantic. Going up the Sound she has to slow down for fear of washing away islands and things and upsetting all sorts of smaller craft that make a habit of using the great strait. But she makes up for her enforced slowness when she gets beyond Block Island, whooping her average away up to, so high that President Calvin Austin of the line utterly refused to make a guess about it, although General Passenger Agent O. H. Taylor suspected it was pretty close to twenty-two knots.

What astonished the men who went down in the stokehold of the Yale was the utter absence of anybody resembling stokers. Only last year she had forty-eight grimy shovellers, mostly Portuguese, who had a habit of not showing up on occasions when their services were needed badly. There were only eight men who may be ranked as stokers on duty yesterday and all that they had to do was to turn a few valves. The heat of the boiler room was not more than 110 degrees and, and getting in the neighborhood of a ventilator the men who turned the valves could feel quite comfortable, as the reporters who went below did for half an hour.

The ultramarine poets viewed the conditions with some regret. The picturesque and sooty folk in red shirts or no shirts whatever were missed. The stokehold was not a stokehold at all. It looked like a tunnel lighted by electricity. The roar of the oil as it was sprayed by the steam atomizers under the boilers was almost as deafening as the thunder of the sea. There was no odor, as all the smells of combustion went up the twin funnels; also there was no smoke, at least not in the fireroom; and there was hardly any more pouring out of the funnels than might come from colossal lamp chimneys. That is what the funnels are now. Occasionally some smoke came up, but this was due, Mr. McGregor said, entirely to the unfamiliarity of the force with the new device. He was inclined to predict that the coming of the oil burning passenger ship on the Atlantic coast would solve the stoker problem, that problem being the uncertainty of firemen fulfilling their obligations.

The Yale burned yesterday about 100 gallons of oil an hour, which is less than she would use in vapor when she is going full tilt. She will then burn in a round trip between this port and Boston about 5,524 gallons of oil, which is dearer here than it is on the Pacific, where it is used by many steamships, chiefly freighters. She used to burn 25 tons of coal on a round trip, and it took her eight hours to take the coal aboard. Now all she has to do is to summon a Stargard Oil barge and have pumped into her tanks in just one hour enough fuel for a round trip.

Naturally there is no noise and no dust and passengers are not disturbed if they happen to be aboard. The saving by the oil fuel, chiefly in the cost of labor, will be about \$200 a month. No cinders fall on the decks, and therefore the cost of painting is reduced, not to mention the comfort of passengers who may be promenading with their best girls or their wives.

Capt. Thomas E. Hawes of the Yale said he felt certain that the ship would do even better burning oil than coal. He would not be bothered when creeping through a fog with the added obscuration of smoke from the funnels.

It is declared that the oil burning system as used by the Yale lengthens the life of the boiler, does away with the necessity of cleaning fires and the consequent reduction of speed and increases the steaming radius. When in port there is no banking of fires and the supply of fuel is turned off just as one might turn off a gas burner.

Among those who took the trip down to the Ambrose Channel lightship were William Fletcher, Andrew Fletcher, E. V. Lasso, O. L. Hallenbeck, D. E. Ford and Henry Fisher of the Standard Oil Company; Herbert L. Bridgman, D. M. Addison, Lewis W. Norris and T. W. Leuze of the navy; C. M. Mallen, G. W. Sterling, Stevenson Taylor, H. N. Fletcher, George A. White of the Hudson River Day Line, Fred B. Dalzell, H. O. Nitcher, J. W. Millard and A. S. Hebble.

A River, Harbor, Sound and Ocean Voyage direct to Boston on Turbine Steamships Yale and Harvard commencing May 23d. See adv.—Adm.

## SCHOOL PITCHER KILLED.

### Liner Bill Harry Becker—He Threw the Batter Out, Then Is Struck.

Harry Becker, a fourteen-year-old schoolboy of 274 East 148th street, died on a baseball field at Gerard avenue and 148th street yesterday afternoon after being hit by a batted ball.

The boy was a student in the Townsend Harris High School and a year ago was picked as pitcher for the school team. When the season opened, however, he was struck by a ball and so badly injured that he was laid up all spring. This year he decided to try again.

The game yesterday was a scrub match for practice. Two teams were chosen and Becker was selected as one of the pitchers. When Andrew Twart, a member of the team opposing Becker, came up to bat he struck twice and then Becker pitched three balls.

Twart hit the next ball viciously. Becker tried to dodge, but the ball struck him in the stomach before he could get out of the way. For a second the young pitcher was dazed. Then he stooped down, picked up the ball, which had fallen at his feet, and threw it to first base, putting Twart out. The pitcher then turned to Robert Ragetta, who was umpiring, and said:

"That ball hurt some. I hope I'm not laid out again."

The next moment he fell forward to the ground. The players gathered around him in a scared group. Some one ran for Policeman McCormick, who saw that the boy was badly hurt and called for an ambulance. A Lincoln Hospital surgeon worked over Becker for more than half an hour, but finally gave up, saying that the boy probably had died just after the ambulance arrived.

The Twart boy was arrested and later released by Coroner Schwanenke. He was frantic with grief.

The father of the boy who was killed is Henry Becker, who has a jewelry store on Broadway near Forty-fifth street.

## CHALONER STOPS AN AUTO.

### Uses Shotgun to Induce Chauffeur to Lead His Horse Around Machine.

COBHAM, Va., May 19.—John Armstrong Chaloner announced to-day that he had held up an automobile in the road at the point of a shotgun and forced the driver to assist in leading his horse past the machine.

After Chaloner had signalled the approaching machine with both horn and hands the chauffeur continued to approach rapidly. Chaloner drew his gun and cried: "You'll pass over my dead body before you pass this carriage."

This was sufficient and the motor stopped. The motorist alighted and led the horse around. The horse shied and threw the cart and its occupants in the ditch, but no one was hurt seriously.

Chaloner has no good feeling for automobiles or their drivers. He has his car equipped with an automobile horn and he uses it upon every occasional meet with a machine. He advocates the carrying of shotguns as well as revolvers by all farmers, to be used to shoot the trees, though he says he would not shoot a chauffeur.

## ERIE SETTLEMENT LIKELY.

### Final Decision is Expected This Morning—Hope of Peace.

Whether or not there will be a fight between the Erie Railroad and its trainmen and conductors over their demands for Baltimore and Ohio schedule of wages, the national officers of the trainmen and conductors said last evening, will depend on a communication from General Manager Stuart of the Erie which is expected by Presidents Lee and Garretson of the Brotherhood of Railroad Trainmen and the Order of Railroad Conductors at 10 A. M. to-day.

The conference between Mr. Stuart and the heads of the two organizations, which began on Wednesday afternoon, was resumed yesterday forenoon and ended at 1 P. M., with everything in the air. The representatives of the trainmen and conductors left disappointed and angry. No agreement was reached and the strike seemed inevitable.

Matters were at this point when a telephone message was received from Mr. Stuart at the hotel which resulted in another brief conference lasting only a few minutes, at which it was said the company would send its final proposition to the representatives of the men to-day.

A statement was then issued from the offices of the Erie Railroad to the effect that the company and its conductors and trainmen had agreed upon a basis for a new wage schedule and that the strike would be ended. The following statement was also made on behalf of the railroad:

As a matter of fact the Erie has been paying good wages all along. We based the wages on the average wages being paid by the six other roads leading into New York. There are the Pennsylvania, the Baltimore and Ohio, the Delaware, Lackawanna and Western, the Central Railroad of New Jersey, the Lehigh Valley and the New York Central. There is no doubt that a settlement is at hand.

It was also said that the only question to be settled was when the highest rates in the New York Central award would go into effect on the Erie. The road agreed to some of the rates at once, but was not prepared to pay the rates on the other classes until some time later, the only question being the date when they will become effective.

## OH, A GENEROUS FATHER!

### He Lets His Boy Linger Have 25 Cents a Month of the \$20 He Earns.

Louis Hoffman of 102 Goerck street took his son Loider, 15 years old, to the Children's Court yesterday. In his affidavit his father said that Loider was "not susceptible of proper control by his father."

"He's bad, very bad," mourned Louis; "he doesn't mind his father."

"In what way does he disobey you?" "Five dollars a week, and sometimes seven dollars a week that father makes pressing clothes," answered the boy, "and when I tell him he shall give me the money he runs away and don't come back."

"But you ought to let the boy have some of the money he makes for himself," said Justice Hoyt.

"I do, I do, I give him—" began the elder Hoffman.

"Two cents a week for your put in Loider."

His parent turned a reproachful glance upon him.

"Twenty-five cents a month I give the boy," said, "and at the very least, your Honor he owes me an apology."

"Quite the contrary," said Justice Hoyt. "I'll remand him until the 25d, and you can think it over until then."

## MRS. FORBES TAKEN TO JAIL

### AERONAUT'S WIFE SEIZED FOR ALIENATION OF AFFECTION.

Wife of Former Chauffeur, Who Got a Verdict Because of Alleged Affectionate Notes From Mrs. Forbes to Her Husband, Tried to Collect—Out on Bail.

BRIDGEPORT, Conn., May 19.—Deputy Sheriff Peter Doolan of Bridgeport surprised Mrs. Jessie Livingstone Forbes, wife of A. Holland Forbes, the aeronaut, at the Forbes home in Fairfield before noon to-day and hustled her away to the Fairfield county jail in an automobile.

He arrested Mrs. Forbes on a body writ got from the Civil Superior Court by Slade, Slade & Slade, New Haven lawyers, representing Mrs. Ida C. Rowley.

Several months ago Mrs. Rowley sued Mrs. Forbes for alienating the affections of Ernest C. Rowley, chauffeur for Mrs. Forbes. Because Mrs. Forbes did not enter a defence judgment was entered against her by default. Judge Curtis heard Mrs. Rowley's testimony several weeks ago and entered judgment in her favor for \$3,750.

What purported to be endearing notes from Mrs. Forbes to Rowley were handed to Judge Curtis by Mrs. Rowley. When he returned the verdict he handed the packet of letters back to Attorney Slade. The contents have not become public.

When the judgment against Mrs. Forbes was returned it was said that she had planned to take the poor debtor's oath and thereby avoid responsibility under the judgment. She had delayed this matter too long, however, owing to the time occupied in assisting her husband in his preparations for his recent almost disastrous balloon endurance trip.

Forbes started from Quincy, Ill., with J. C. Yates, an astronomer, two weeks ago, and his trip ended with the collapse of his balloon, the Viking, in the mountains of Kentucky. He was unable to return here until last Saturday.

Bright and early this morning Sheriff Doolan appeared at the Forbes place in Fairfield armed with the body writ, and taking Mrs. Forbes unaware, she thinking him one of the neighbors who were flocking in to congratulate her husband on his escape from death, placed her under arrest.

Forbes summoned his chauffeur, not Rowley, who was discharged before the trouble arose between Mrs. Forbes and Mrs. Rowley, and invited the Sheriff to make the trip from Fairfield to the county jail in Bridgeport in his machine. The Sheriff sent his team back by a driver and, as a guest of the Forbeses, enjoyed a ride in their runabout. They reached the jail before noon.

Forbes bade his wife adieu, then hurried to the office of his counsel, Judge Elmore S. Banks, downtown. Returning to the jail, Judge Banks posted a \$5,000 real estate bond by which Mrs. Forbes was allowed her freedom conditional upon her remaining within the jail limits, which happen to be the city limits of Bridgeport.

Mrs. Forbes left the jail in gay spirits. While there she was taken into the section allotted to the women prisoners, but owing to the unusual circumstances was not forced to mingle with the inmates. To-night it was said that she was not at her home in Fairfield, though she did not put in an appearance at any of the Bridgeport hotels.

Under her conditional freedom she is not privileged to return to her home. It is expected that she will take the poor debtor's oath to-morrow, swearing she owns no property, thereby putting an end to the effort to satisfy the judgment in favor of Mrs. Rowley.

Mrs. Rowley was the only witness heard in the alienation suit. She testified that her husband had grown to neglect her following his entering Forbes's employ and that she suffered so much anxiety that she became a mental and physical wreck in consequence and was forced to enter a hospital for treatment.

While Mr. and Mrs. Forbes have steadfastly refused to discuss the case from its inception, they have termed it an attempt to blackmail them. Friends say they adopted the course of allowing judgment to be entered by not contesting the suit to avoid the sensational testimony that the plaintiff's lawyers threatened to produce, the refutation of which would necessitate Mrs. Forbes taking the stand. Their only mistake was the postponement of the formality of Mrs. Forbes taking the poor debtor's oath.

## BALDWIN'S AERO BOLTS.

### Makes a Dash for the Crowd and Starts a Panic.

GARDEN CITY, L. I., May 19.—After making five airplane flights over Hempstead plain this afternoon Capt. Thomas S. Baldwin almost ended the day with an accident. On landing he failed to shut off his motor in time, and the machine dashed into the crowd. One or two persons were knocked down, women and children screamed, and for a few minutes there was a panic. Five or six horses hitched to carriages took fright and became almost unmanageable. In the fight Baldwin had shown good control of his Curtiss biplane.

Clifford H. Harmon made three flights in a Farman machine. In the first one he circled the one and a half mile course in two minutes. On the second round in descending he wrenched his steering gear. It took about fifteen minutes to make the repairs, after which he completed six laps of the course in eleven minutes. It was estimated that he flew to an altitude of fifty or sixty feet.

On Saturday afternoon Harmon will qualify as a pilot, when he will make three flights of three miles each. If the weather conditions are favorable, he said to-day, he will attempt to remain in the air for an hour. He has issued about 100 invitations for a "house warming" in his aerodrome, where all sorts of aerial beverages will be served.

Income Tax Hurdles by Massachusetts Senate.

BOSTON, May 19.—So far as Massachusetts is concerned the proposed income tax amendment to the Federal Constitution is dead for this year. The Senate late this afternoon killed the resolve favoring the amendment by 25 to 11. The House had previously rejected the resolve by a vote of 138 to 101 on May 4.

## UP AFTER THE LAHM CUP.

### St. Louis Aeronauts Begin Unannounced Flight Attempt.

ST. LOUIS, May 19.—H. E. Honeywell, the St. Louis aeronaut, and W. F. Asman, a tailor and amateur balloonist, sailed from the St. Louis gas plant at 5:15 this afternoon in the balloon Centennial in an attempt to lift the Lahm cup.

The balloon rose slowly to a moderate height and was picked up by a strong wind that carried it rapidly to the northwest.

The start was unannounced and all preparations for the flight evidently had been made in secrecy. Aeronauts who saw the start believe the two have a good chance to lift the cup, as the weather conditions were unusually favorable. If the wind prevails from the same direction the balloon will be carried far into the Northwest by Friday morning.

## SHOOK \$2,000 OUT OF A WINDOW.

### Mrs. Mansfield's Costly Airing of One of Her Pillows.

Aber Mansfield of 105 Thirteenth street, Hoboken, handed his wife \$2,000, mostly in \$100 bills, when he returned from business on Wednesday night and told her to hide the money in a safe spot. She placed the roll inside her pillow and slept on it.

Mrs. Mansfield shook the bedclothes out of a rear window yesterday morning, according to her usual custom, and left the pillows on the window sill to air. She was in a hurry to go to New York and didn't think of the money. When she came home the \$2,000 roll was missing and the police were notified.

The detectives suspect that the bills fell two stories to the courtyard as Mrs. Mansfield shook her pillow and were found by one of several tradesmen who are in the habit of delivering goods early.

## CURTIS LANDS IN LAKE KEUKA.

### Demonstrates the Ability of His Aeroplane to Remain Upright in the Water.

HAMMONDSPORT, N. Y., May 19.—Glenn H. Curtiss made a spectacular aeroplane flight to-day to demonstrate the ability of his machine to remain upright in the water. He encircled the valley three times, remaining in the air five minutes and maintaining a height of 100 feet. Then he steered the machine out over Lake Keuka and successfully landed in the water. When the power was shut off the aeroplane maintained its equilibrium until a launch took Mr. Curtiss aboard and towed the aeroplane ashore. Augustus Post, Secretary of the Aero Club of America, witnessed the flight.

## LORIMER MAY SPEAK UP.

### Senator Expected to Ask His Colleagues to Suspend Judgment.

CHICAGO, May 19.—Senator William Lorimer according to reports to-day will be in Washington when the trial of Lee O'Neil Brown opens here and it is said that the Senator, defending himself from the attacks which have been made upon him since the bribery charges were made public. Efforts to confirm this statement at the Lorimer bank this afternoon were unavailing.

It is known that the Senator's friends have been urging him to make some statement, insisting that he was placing himself in a bad light by remaining silent. It is this pressure, it is said, which has prevailed on Mr. Lorimer, and it is believed he will ask his colleagues in the Senate to suspend judgment at least until all the facts have been brought out at the trial.

## SIX BISHOPS CONSECRATED.

### Archbishop Ireland Conducts Solemn Ceremony at St. Paul.

ST. PAUL, Minn., May 19.—Six Bishops recently appointed by the Pope to fill vacant dioceses in the Province of St. Paul, of which Archbishop Ireland is Metropolitan, were consecrated to-day. The ceremony took place on the grounds and in the chapel of St. Paul's Seminary, on the high bluff at the western limits of St. Paul, overlooking the Mississippi River.

Archbishop Ireland was the consecrator and was assisted by Bishops James McGolrick and Duluth and the Right Rev. James F. Troise of St. Cloud, Minn. The Rev. James Schaefer was master of ceremonies.

The ceremony to-day is said by ecclesiastics to have been overshadowed only once in modern times, when the Pope himself consecrated fourteen French Bishops. In the United States the only ceremony which approached it in significance was when Archbishop Ireland consecrated Bishops Shanley, McGolrick and Cotter at the same time.

An immense gathering of the laity saw the procession, but as the chapel held seating room only for the priests the public was not admitted to the consecration.

## MCKINNON'S TRUNKS HELD.

### Houston Customs Men Want to Know About Certain Lace Dresses.

BOSTON, May 19.—John W. McKinnon of New York, a director in some of Charles W. Morse's enterprises, failed to declare nine lace dresses belonging to Mrs. McKinnon upon their arrival here to-day from Europe and the trunks were ordered to the appraiser's store for examination.

The McKinnon party had five trunks and nine smaller pieces of baggage, and when questioned about the dresses Mr. McKinnon is alleged to have said they were purchased in this country.

Mr. McKinnon said that some of the goods he had with him were put into trunks when they broke up house-keeping in Chicago six months ago and that he supposed the dresses were bought in this country.

## TO DISPLACE RUBBER TIRES.

### George Westinghouse Invents a Device Called the Air Spring.

PITTSBURGH, May 19.—George Westinghouse has invented a device called the air spring to supersede the pneumatic tire.

The Westinghouse Air Spring Company has been incorporated by Mr. Westinghouse, his secretary, Walter Uppgraft, and H. T. Herr of the Westinghouse Machine Company.

The air spring is a series of plungers working on air cushions placed under the corners of the frame of a vehicle. Each spring for an automobile is a cylinder about three inches in diameter and an inch long. It is said by Mr. Westinghouse that an automobile fitted with solid steel tires and with the air springs rides more easily than does the rubber tired automobile of to-day.

## COMET'S TAIL FLASHES AGAIN

### SEEN IN THE EASTERN SKY AT 2:30 THIS MORNING.

The Earth Has Missed It and the Astronomers Have Missed Their Guess—Train Swept Back Millions of Miles From Plane of Sun and Comet's Head—Our Planet Likely to Pass South of the Visitor and Not Touch It at All.

The tail of the comet showed itself in the east early this morning. A ribbon of light spread north and south for 110 degrees, almost parallel with the horizon. It wasn't where the predictions foretold it, nor was it in the shape of a streamer shooting up toward the zenith. It was like a long pennant streaming out of the south, growing thin as it extended northward.

As you looked at it you thought you saw shimmering lights playing through it.

The comet's tail was first visible at about 2:20 o'clock this morning from the roof of one of the tall buildings flanking City Hall Park. By 2:30 o'clock it was about twelve degrees above the horizon.

The appearance of it was that of the aurora borealis, save that there were no streamers shooting zenithward. The whole thin, vaporous tail, attached, so far as one could see, to nothing at all, spread out in the eastern sky in varying thicknesses like a veiled slit four degrees wide in the sky itself.

Apparently the comet's tail was looked at sideways. The illusion was made complete if the observer leaned his head to one side as though he were trying to make his line of vision coincide with the line of the horizon.

By 3:20 o'clock the appearance of the comet's tail had materially changed. The northern end of it was slender and originated a few points north of east, possibly some three degrees north of where the sun rose a half hour later. The tail spread out in increasing thickness toward the south and seemed to divide into two parts when the eye had traversed half its length.

The length of it was a full 150 degrees, and observers could not judge whether the two parts came together again or not at the southern end.

From Park row the light shone distinctly as far into the south as Governors Island, and at that extremity the tail appeared to be a uniform glow some five degrees in thickness.

YERKES OBSERVATORY, WILLIAMS BAY, Wis., May 19.—Halley's comet has a curved tail. The scientists at the Yerkes Observatory have thus accounted for the comet's tail not sweeping the earth according to schedule.

"The explanation is simple," said Prof. Edwin B. Frost. "The comet is like a comma. It floats on a plane between the earth and the sun. Its tail is like the comma's tail. It is curved and the end extends toward the earth. But the tail approaches us from the convex side. We are unable to tell how far or how near the end may be because of our position in looking at the curve. It is like standing at a distance and looking at the bow side of a crescent on the line with the eyes."

"The comet's head passed the disk of the sun according to calculations. If the tail had been extending straight out it also would have brushed the earth at the same moment. But the end is curved back—we don't know how much—and that is the reason for the delay. It may be twenty-four hours, more or less, there is no means of telling."

One theory that received attention from the Yerkes Observatory astronomers was that the comet's tail had met with an accident. It was surmised by Chief Computer Oliver J. Lee that the tail might have encountered a community of meteorites in its broad sweep of the heavens and been broken or knotted.

"Our computations are unquestionably accurate," he said. "Of course we are now convinced that the curvature theory is the right one."

Between the hours of 12 and 1 to-day a strange spectrum was observed in the southern sky a short distance above the horizon. There were curious patches unidentified with anything ever seen here before, but bearing a resemblance to the sun's halo. The whole staff of the observatory watched the phenomenon until it disappeared, but no one could make any explanation for its appearance other than a possible effect of the comet.

CHICAGO, May 19.—A telephone message was received late to-night from Yerkes Observatory saying that the astronomers saw the comet to-day and were further bewildered by an apparition across the face of the sun about noon. A broad spectrum extending across and a considerable distance to each side of the sun challenged the attention of the observers.

Prof. E. B. Frost, who first sighted the phenomenon, declared that he had never before witnessed its like. Prof. E. E. Barnard agreed. The spectrum, which continued for about half an hour, was a topic for interest and conjecture.

SAN FRANCISCO, May 19.—Director Campbell of Lick Observatory to-day gave out the following statement:

"The earth didn't pass through the tail of Halley's comet up to daylight. On the contrary before the moon had set the tail was visible in the eastern sky at least 140 degrees in length and perhaps 180 degrees. The doubt as to its length arises from the fact that the bright background of the Milky Way interfered with observations of its extremity."

"In appearance it was much the same as on Wednesday morning, except that it was nearly twice as wide this morning, due no doubt to its closer proximity to the earth."

"As predicted in my message of Wednesday evening, the tail lagged behind a straight line drawn from the sun through the head of the comet. If the tail at daylight had been almost in contact with the earth we should have expected the angular diameter to be much greater than it was. The tail was therefore probably several million miles away, in which case

the earth would have been in the path of the comet's tail.

As you looked at it you thought you saw shimmering lights playing through it.

The comet's tail was first visible at about 2:20 o'clock this morning from the roof of one of the tall buildings flanking City Hall Park. By 2:30 o'clock it was about twelve degrees above the horizon.

The appearance of it was that of the aurora borealis, save that there were no streamers shooting zenithward. The whole thin, vaporous tail, attached, so far as one could see, to nothing at all, spread out in the eastern sky in varying thicknesses like a veiled slit four degrees wide in the sky itself.

Apparently the comet's tail was looked at sideways. The illusion was made complete if the observer leaned his head to one side as though he were trying to make his line of vision coincide with the line of the horizon.

By 3:20 o'clock the appearance of the comet's tail had materially changed. The northern end of it was slender and originated a few points north of east, possibly some three degrees north of where the sun rose a half hour later. The tail spread out in increasing thickness toward the south and seemed to divide into two parts when the eye had traversed half its length.

The length of it was a full 150 degrees, and observers could not judge whether the two parts came together again or not at the southern end.

From Park row the light shone distinctly as far into the south as Governors Island, and at that extremity the tail appeared to be a uniform glow some five degrees in thickness.

YERKES OBSERVATORY, WILLIAMS BAY, Wis., May 19.—Halley's comet has a curved tail. The scientists at the Yerkes Observatory have thus accounted for the comet's tail not sweeping the earth according to schedule.

"The explanation is simple," said Prof. Edwin B. Frost. "The comet is like a comma. It floats on a plane between the earth and the sun. Its tail is like the comma's tail. It is curved and the end extends toward the earth. But the tail approaches us from the convex side. We are unable to tell how far or how near the end may be because of our position in looking at the curve. It is like standing at a distance and looking at the bow side of a crescent on the line with the eyes."