that these spoiled my equilibrium. So I descended and took them off. On the second start everything went well until Roslyn was reached, when my engine began missing and I found that I must make a hasty descent. I was at an altitude of about three hundred feet and going about thirty-five miles an hour. I came down on a farm, but in the descent, which naturally was a hurried one, I had no choice of a soft spot, and telegraph wires tore my propeller. I came up against a fence and some trees.

"I am not injured one bit, but it will take a week to repair the damage done to the machine. Then I shall try it again, but I won't announce the trip ahead of time, for it has been disappointing to so many of my friends. Naturally the commodore and Mrs. Harmon don't want me to attempt the flight again and the commodore promises to give me anything I ask if I give it up but I feel that in the interest of science I must try again."

AVIATOR BEACH'S CLOSE CALL.

Driver Leaps From His Seat as Monoplane Goes Over Precipice.

BRIDGEPORT, Conn., July 11.—Stanley Y. Beach, aeronautic editor of the *Scientific American*, escaped from his Blériot monoplane near the edge of a fifty foot cliff skirting Long Island Sound in Lordship Park as it sped along the ground five miles east of here late this afternoon.

Beach escaped with a few bruises, but his flying machine was carried home in pieces. Just before his mishap he had made a flight over the Lordship golf course demonstrating the capabilities of the machine and he expected to make a short flight over the Sound to prove to his friends that he is able to reach the goal of his ambition, a flight to Long Island.

In the afternoon Beach chose a level spot on the golf course, from which he made a successful flight, satisfying himself that he had the machine under control. Then he started the machine across to the meadow lands which bring up at a cliff overlooking a rock strewn shore fifty feet below.

He planned to run the machine along the ground until he came near the cliff, then to ascend as he drew near the precipitous shore. His plans miscarried owing to the uneven surface of the meadow. Though the propeller responded as he threw open the throttle, the machine failed to speed in proportion and the monoplane hugged the ground.

Beach stuck to his seat, hoping to get the desired result before the edge was reached, but when he saw it was hopeless it was too late to even shut off the engine. He threw himself free of the machine and went rolling along the edge of the steep descent while his machine launched forth into space.

Suddenly relieved of his weight the device shot forward unsteadily, then toppled over in mid air and landed with a crash upon the rocks.

Beach had left behind in the golf links about a hundred spectators. They saw the machine disappear over the cliff, heard the crash and feared he had been killed.

Theodore Hutson, keeper of the Stratford lighthouse on the extreme end of Lordship Park, ran to his window as he heard the aeroplane smash on the rocks, and not seeing Beach, who was nursing his bruises on the edge of the cliff, he telephoned for an ambulance.

The report of Beach's death spread far and wide before the facts became known. Beach soon reappeared in Stratford, driving his automobile into the town with parts of his wrecked machine in the car.

Beach expressed himself as highly pleased with the outcome of his experiment and credited the disaster to the unfavorable ground conditions that he had not taken into consideration when he planned to soar off the cliff. He said with a little attention the approach to the cliff should be made an ideal starting place for flights over the water.

Beach's machine is equipped with a gyroscope, which weighs less than fifty pounds, but which revolved with great rapidity and that is calculated to impart stability to the machine. Beach is the first to make use of this principle in aeroplane construction. He expressed himself as gratified with the demonstration of the relation of the gyroscope to the aeroplane this afternoon and added that within a few days he hoped to have the machine overhauled and in shape unless more serious harm had come to his engine than a casual inspection disclosed. The engine has 50 horse-power.

Beach is a member of the Aero Club of America.

BOMB FROM AN AEROPLANE

Falls Near Fort in Experimental Work at Toronto Meet.

TORONTO, July 11.—Weather conditions were most favorable this afternoon for the third day of the aviation meet. A large crowd was in attendance. Count De Lesseps in his small Blériot glided along the ground for a hundred yards and then gradually rose to a height of 300 feet. He was in the air for four minutes, when he came down in a graceful glide, landing a few yards from his starting point.

Ralph Johnstone went up next with his Wright biplane. He took a bomb up with him and when about 500 feet in the air let it fall. It landed about five yards from a fort at which it was aimed. He remained in the air for nine minutes.

Next Count De Lesseps in his Blériot La Scarabee, in which he crossed the English Channel, rose about 1,000 feet and remained in the air for about ten minutes.

Duval La Chapelle was unable to get his new Wright biplane to work so he went up in Ralph Johnstone's. He did not go up higher than a hundred feet, but made some pretty zaths close to the ground.

Again Ralph Johnstone went up in his Wright biplane, making three trips for this machine. He ascended about 1,000 feet and remained in the air for twenty minutes.

HARVARD AVIATOR FLIES.

Gets His Machine Five Feet Off the Ground and Travels 125 Yards.

BOSTON, July 11.—Two short trial flights were made to-day by J. V. Martin, manager of the Harvard Aeronautical Society, in the Harvard No. 1 aeroplane on Soldiers Field early this morning.

In the first tryout the machine was estimated to have been off the ground two or three feet for a distance of fifty yards. The second time, going in the opposite direction, the machine covered a distance of about 125 yards at a height of from five to eight feet.

At the end of the second flight the aeroplane landed on the left rear wheel and strained a wire, which prevented further tests to-day.

An imperfectly working engine was responsible for the fact that longer flights were not attempted. A piston in the rear cylinder was out of alignment, causing the cylinder to ignite from superheat in one minute's running.

For this reason Mr. Martin did not deem it safe to cross the river to the society's landing place, about a mile from Soldiers Field, as he had originally intended.

The society will begin in a few days the building of a passenger aeroplane of the same type as the Harvard No. 1 and expects to have it ready for the aviation meet which is planned for September 3 to 13 on Soldiers Field.

The Wall Street "Evening Sun."

The Wall Street edition of THE EVENING SUN contains all the financial news and the stock and bond quotations to the close of the market. The closing quotations, including the "bid and asked" prices, with additional news matter, are contained also in the night edition of THE EVENING SUN.

CURTISS SETS SPEED RECORD

FOR FIFTY MILE FLIGHT IN THIS COUNTRY.

Covers the Distance in One Second Less Than an Hour and a Quarter on the Oversea Course—New Record for Quick Climbing—Stunts by Brookins.

ATLANTIC CITY, July 11.—Glenn H. Curtiss established the first American record for fifty mile flight to-day, making an average speed of a trifle better than forty miles and hour over the sea course. The little aeroplane covered the fifty miles in 1 hour 14 minutes 59 seconds. This time is for the exact measured distance over the course, which was two and one-half miles long, six minutes and six seconds being taken out for the time consumed in making turns, as agreed by officials after it was decided to run the race straightaway in two directions instead of over a triangular sea course as first planned. The change was decided on because of the difficulty of keeping a stake yacht in exact position in the rough sea. The course was marked by range flags placed on buildings, with judges to see that each crossing was fully made.

Weather conditions were good save for a stiff breeze from the sea which struck the aero diagonally, forcing Curtiss to point up into the wind. Curtiss estimated that he lost an average of fifteen miles an hour on account of the cross wind and that with no wind he could have covered the distance in much better time. He was in the air just one hour and thirty minutes from the time he left the beach until he dropped safely down. Including his turns he was 1 hour 21 minutes 5 seconds in covering the course.

At the end of his journey in the air, which totalled nearly sixty miles including turns, Curtiss's machine was working perfectly. He concluded his trip by making a circuit of the city, following the watercourses back of the resort and returning to make his beach landing. Mrs. Curtiss was the first to greet him as he stepped from the machine and Walter Brookins and Frank Coffyn, his rivals in the meet, extended their congratulations.

Curtiss started at 3:22 P. M. He circled down the beach and then made for the starting line, which he crossed at 3:24:50. His machine was still in process of warming up, but he covered the first half of the opening lap in 3½ minutes, whirling about and coming back more slowly. The lap of five miles was made in 8 minutes 19 4-5 seconds. The second lap, made at a height of about 150 feet, was the best of the run, being covered in 6 minutes 1 2-5 seconds. From that time on the speed slackened, and although the aviator ascended to nearly 1,000 feet on his last lap he never found as good air currents.

The time of the ten laps of the fifty mile run was as follows: First lap, 8 19 4-5; second, 6:01 2-5; third, 7:37 1-5; fourth, 7:33 4-5; fifth, 8:33½; sixth, 7:39; seventh, 7:27½; eighth, 7:29; ninth, 7:21 3-10; tenth, 7:21 1-5.

Despite the fact that time was deducted for the turns Curtiss whirled around at dangerous angles in his efforts to keep his time for the entire distance as low as possible. His quickest turn was made at the lower range where on his second lap he rounded and started back over the line in 6 2-5 seconds. The run being entirely over the sea, Curtiss was forced to carry his outfit of life preservers and pontoons, adding about seventy-five pounds to his regular racing weight.

The timing of the flight, which will be made an official record, was done by Henry M. Neely, chairman of the contest committee of the national council of the Aero Club of America, and H. Knerr of the Pennsylvania Aero Club at the upper station and by J. D. McCurdy and Augustus Post of the Aero Club of America at the Chelsea range station.

By his long flight to-day Curtiss secures a leg on the $5,000 prize offered by the Atlantic City Club for the best time made over the fifty mile course during the meet.

Brookins, with the Wright machine, who gets the $5,000 altitude prize through his flight to 6,175 feet in the air, which was not contested by Curtiss, has not declared his intention of going after the fifty mile prize, although he still has two days in which to make the flight before his contract expires. Curtiss's official time expired to-night, but he is expected to make an exhibition flight to-morrow, during which he may make a test of his ability to drop a sham bomb on a ship marked out on the sand.

After the making of the new fifty mile record there was a thrilling exhibition of air navigation. Brookins started the series of flights shortly after Curtiss landed. Starting from the ocean pier, he whirled off in a series of circles which narrowed until his machine appeared to stand on end. Then he swooped down over the heads of the spectators until his machine was hardly ten feet from the sand, whirled out again to sea and skimmed the breakers with hardly a foot between his feet and the water.

Brookins and Coffyn, his flying partner, then entered the Wright machine together and after a false start caused by a dislodged starting rail performed many fancy evolutions, Brookins waving his hat and answering the yells of the spectators. Later in the day Coffyn took the machine up alone and repeated closely to Brookins's spectacular feats.

Just before nightfall Curtiss raced Lincoln Beachy of Philadelphia as a passenger on a flight and then cracked another record by climbing 1,600 feet into the air in 5 minutes 51 seconds.

The crowd gasped when the six Curtiss suddenly swoop up from the beach with his passenger, standing wedged in between the light wings and body of the machine behind him. Losing a chance for a seat, Beachy had climbed up close to the throbbing engine, where he stood throughout the flight, which lasted for five minutes, waving his hat in answer to the cheers.

Statements were issued by the officials tonight that Curtiss will attempt landing in the sea with his aero late to-morrow afternoon as his final exhibition. He will use a machine with a canoe lashed to its bottom and will try to rise from the waves into the air, a feat that he has never been able to accomplish. Brookins and Coffyn have offered to run their machine out over the sea, where Coffyn will plunge into the waves, to be rescued by life guards.

CIGARS UNITED

By the chain-store plan there's only one profit in between the manufacturer and the consumer. All others are cut out.

This week it's the

Florencia Cigar

Victoria Size

Box of 12 for 69c

If you're going away for a short vacation trip you'll find a box of Florencias an ideal companion. Made of a combination of Imported tobaccos, it is a pleasing smoke of medium strength.

The Florencia is one of our best cigars at a moderate price.

UNITED CIGAR STORES

GOV. HUGHES TO SEE T. R. TO-DAY

HEART TO HEART TALK ON NEW YORK STATE AFFAIRS.

Campaign Against the Barnes-Wadsworth-Woodruff Combination May Be Mapped Out—Colonel Has Nothing to Say About Loeb's Visit to Beverly.

OYSTER BAY, July 11.—The unusual silence that has surrounded Sagamore Hill for the last few days will be broken to-morrow on the arrival of Gov. Hughes. If the Governor fails to show up late in the afternoon the hitch in arrangements may be laid to some sudden and unexpected call which he has received, for the Colonel announced that the Governor would be here without fail and the Governor has also divulged his plans. He will remain over night.

There is nothing mysterious about this much talked of conference. Neither Col. Roosevelt nor Gov. Hughes has made any effort to keep the meeting a secret. It is known positively that they will talk politics, making a sweeping survey of the State situation from one end to the other. Since Mr. Roosevelt was turned down by the Legislature at Albany on his indorsement of the direct nominations bill he has naturally become more interested in the proposition than before. The newspaper criticism of his editorial in the *Outlook* has tended to make him all the more keen to have the Governor talk things over with him.

The visit of Collector Loeb to Beverly was discussed freely here to-day. Col. Roosevelt had nothing to say publicly concerning it, but it is generally believed that the Colonel did not send Loeb out to Burgess Point to patch up anything between him and President Taft, for the Colonel is not in the habit of working in that manner. As a matter of fact the theory of a personal breach between the President and the ex-President has been exploded so far as Oyster Bay goes.

Just how far Gov. Hughes and the Colonel will go in their discussion of the State situation is of course uncertain. From their public acts, however, it is not going too far to say that they will map out a plan of some sort to whip the Barnes-Wadsworth-Woodruff combination in the Saratoga convention, where the chief bone of contention will be the direct nominations programme. Gov. Hughes's attitude toward the machine and bosses is clearly defined. Roosevelt is all for Hughes.

It is very unlikely that either of the conferees at Sagamore Hill will have any statement to give out to-morrow night. Col. Roosevelt may talk to the newspapermen, but that is all. He has refused all along to commit himself on any issue except the direct primaries question. The chances that he will again press the Governor to remain in State politics instead of going to the Supreme Court are small.

There is no foundation for the talk that the Colonel will take a hand in the legislative graft investigation in New York. He might, but he probably won't. There are plenty of things that he regards as of greater import just now and to which he must turn if he would hold the position that he set out to hold. The State fight and the Western trip are sufficient even for him.

Mr. Roosevelt said to-night that he will motor to New York in the morning to do a bit of editing in the *Outlook* office. He made an appointment with one John Nelson of Richmond Hill, who walked to Sagamore Hill to tell the Colonel of some bitter experiences he had while working on the Panama Canal. Nelson is a Swede. He lost his job down there, he said, because of political influences working against him. He has been to see Mr. Roosevelt a good many times before.

The Colonel put in the day wrestling with his correspondence, which gradually is reaching a condition allowing him to handle it fairly well unless it begins to increase again. In the afternoon he played a few sets of tennis.

If Gov. Hughes can arrange to meet the ex-President in New York to-morrow he will come back with his host in the Roosevelt automobile.

ALBANY, July 11.—Gov. Hughes left at 8 o'clock for New York on the night boat arriving there at 6 A. M. to-morrow. The Governor will attend to private business in New York to-morrow morning and in the afternoon will go to Oyster Bay to remain over night.

Correct Dress for Men

ALFRED BENJAMIN & Co's Tailor-made clothes

A safe store for the particular man—nothing finds a place here that does not measure up to our standard of "Correct Dress for Men."

Crash Suits with plain or Norfolk coats
$11 to $15, ready to wear.

George G. Benjamin

Fifth Ave Building—Broadway Cor 24th St

2,490 FEET IN THE AIR.

J. A. Drexel of Philadelphia Makes a Wing Record for England.

Special Cable Despatch to THE SUN.

BOURNEMOUTH, July 11.—The aviation meeting opened here to-day. J. Armstrong Drexel, a son of Anthony J. Drexel of Philadelphia, reached an altitude of 1,950 feet, which is the British record.

Mr. Drexel made another attempt later in the day and succeeded in reaching an altitude of 2,490 feet, thus beating his own record within a few hours.

HARMON CLEANING UP TOWN.

Ohio's Governor Suspends Mayor of Newark Because of Recent Lynching.

NEWARK, Ohio, July 11.—A new set of officials is in charge of Newark to-night as the result of the lynching Friday night of Carl Etherington, the Anti-Saloon League detective.

Gov. Harmon to-day suspended Mayor Herbert Atherton, the chief of police and the captain of police and to-morrow the police force will be reorganized with new men.

The Governor expects to make a thorough house cleaning.

Charges signed by six residents of Newark were filed with the Governor to-day against Sheriff William Linke and it is expected that he will be suspended to-morrow.

Gov. Harmon intends to go further. He has begun an investigation of other city departments here and within a few days the head of every department may be removed. He also has expressed his determination to see that every means is used to bring to justice every one connected with the lynching. To this end Attorney-General Denman will assist the special Grand Jury in its investigation.

The charges against Sheriff Linke were signed by three Republicans and three Democrats and were presented to the Governor at Columbus this afternoon.

John Angel, president of the City Council, became Mayor when Atherton was suspended. Thus Gov. Harmon, a Democrat, made Newark Republican when he ousted Atherton.

Levi Valentine, a colored deaf mute, and Vance Miller, a negro, were arrested to-night charged with having been instrumental in lynching Etherington. Miller, it is said, struck Etherington with a hammer and knocked him unconscious just before the mob strung him to a pole.

COLUMBIA CORNERSTONE LAID.

Giver of the $350,000 School of Philosophy Is Still Anonymous.

About two months ago an anonymous philanthropist gave $350,000 to Columbia University for the erection of a school of philosophy. Two days after the announcement workmen began to dig the foundation for the new building, and yesterday the cornerstone was laid.

As yet there is no name for this building, which is to stand on Amsterdam avenue next to Kent Hall. The authorities hope to discover the identity of the donor and name it for him.

It was too hot yesterday for academic gowns. The group of professors and instructors wore regular summer clothes. When they were grouped about the cornerstone about two hundred summer sessionists closed in behind. Columbians and strangers joined in singing "Stand Columbia," which was printed on the programme. Then John B. Fine, the clerk of the board of trustees, told the story of the gift, and the cornerstone was laid by Prof. Edward Delavan Perry, dean of the school of philosophy. In the stone were deposited a copy of the University catalogue of the current year and the newspapers of the day. A prayer by the Rev. Duncan H. Browne and the singing of "America," also printed on the programme, closed the exercises.

LOST HIS LEGS AT PANAMA.

Helpless Italian Then Deported as Likely to Be a Public Charge.

Alessandro Comba, an Italian who came to this country three years ago and whose legs were cut off above the knees eight months ago while he was foreman of a gang of laborers on the Panama Canal, was deported on Saturday aboard the Fabre liner Germania as a person likely to become a public charge. He was unable to help himself in any way and was handled much as if he were a child. He had been more than seven months in hospital on Ellis Island and the Italian Society had been trying to induce the Government to give him $500 to help him buy a little place in Italy for himself, his wife and four young children. The society got a promise from a Congressman to present a bill urging the appropriation of the money, but he never did anything in the case. The Italian fell under a car while working for Uncle Sam and this is the reason the society believes he should get some relief. He was not insured against accident.

The Seagoers.

Sailing to-day by the North German Lloyd liner Kaiser Wilhelm der Grosse, for Plymouth, Cherbourg and Bremen:

Charles Warren Church, Mr. and Mrs. Atherton Brownell, Mrs. George H. Day, Dr. Juan F. O'Farrill, the Rev. C. R. Stetson, Mr. and Mrs. Edward Van Volkenburgh and L. N. Littauer.

Passengers by the Holland-America liner Potsdam, for Boulogne and Rotterdam:

Commander and Mrs. A. A. Akerman, Col. and Mrs. A. A. Baker, Justice John Taggard Blodgett, Dr. and Mrs. Alfred W. Hoyt and Mrs. M. P. Sommer.

By the Hamburg-American liner Moltke for the Mediterranean:

Mrs. Charles Warren Hunt, the Rev. Samuel A. Fisse, Charles E. Flint and the Rev. Dr. Luke V. McCabe.

TAFT O K'S LOEB FOR GOVERNOR

ROOSEVELT HAS APPROVED AND HUGHES PROBABLY WILL.

Collector Leaves Beverly for New York Expecting to Meet the Governor To-day—Was Reluctant to Make Losing Fight—Taft Gets Tip as to Tariff.

BEVERLY, Mass., July 11.—Perhaps William Loeb, Jr., Collector of the Port of New York, didn't come up to Beverly to get the indorsement of President Taft on his Gubernatorial boom, but he got it just the same.

The President and the Collector had a conference in one of the White House automobiles this morning while the Executive was motoring over to the Myopia golf course.

Later at luncheon at the home of John Hays Hammond they talked things over again. The President suggested to Mr. Loeb that he enter the race. Mr. Loeb was not enthusiastic over the prospect at first, but later admitted that, after all, the Republican party's chance of success might be better than it looks at present.

It was said to-night that while the Collector was not an eager candidate he would hardly refuse if the nomination came his way.

According to reliable sources, Mr. Loeb left Beverly this afternoon for Boston and New York with the idea of seeing Gov. Hughes in New York to-morrow morning.

The conference with President Taft, followed by that with the Governor, may determine his attitude. Mr. Loeb's reluctance to get into the fight which politicians think is coming in New York was based upon the belief that this is not going to be a good year in New York for Republican candidates. The President admitted that there was some sense in this, but was inclined to take the view that things were not nearly as bad as they appear.

Through the efforts of the President, Gov. Hughes and probably Col. Roosevelt the opinion here to-night is that Mr. Loeb will eventually find his place at the head of the Republican ticket.

Just what President Taft might do to aid Mr. Loeb if he became a candidate is uncertain. On one of his recent trips through New York State the President told the people of Syracuse that he would be back there this fall to see the State fair. This would afford Mr. Taft an excellent opportunity, his friends say, to make his way of thinking known. It is even possible that he might make other stops in New York if he went to Syracuse, and thus he might find time for several speeches, all of which might be designed to help the Collector and the party.

Of other subjects of importance the President and Mr. Loeb had but little time to chat. Secretary Norton arranged for the meeting and he took up most of Mr. Loeb's time in trying to get a little first hand knowledge of politics from a man whose sagacity the President greatly admires.

It had been the intention of Mr. Norton to see Mr. Loeb when he took his vacation this summer and went to his summer home at St. James, L. I. The illness of Mrs. Norton, however, put a stop to that plan. Mr. Norton then suggested to the President that Mr. Loeb be asked to come to Beverly. He was, and he told Mr. Norton many of the things he had learned about politics in seven years on the right hand of Theodore Roosevelt in the White House and two strenuous years in New York.

There was some discussion on the motor trip this morning about the tariff law and its operation. The President got at least one suggestion as to his comments upon that law in the future. It was pointed out that if he would begin talking tariff from the new commission end it might prove more palatable in some sections. A discourse which began by telling what might be done after the commission had brought together material for a "scientific" revision might venture to end by praising the present law. The President filed that suggestion for future reference.

Announcement was made to-night that the President wishes to appoint Arthur Twining Hadley, president of Yale, on the commission provided for by the new railroad law to investigate stock and bond issues by interstate railroads. The commission is to suggest to Congress ways in which it may regulate capitalization and it may attempt to show how stock watering can be prevented.

The President asked President Hadley to accept a place on the commission with the hope that he will aid him in selecting the other members. President Hadley was a member of the Connecticut State Railway Commission and has written with some show of authority on common carriers. He has not informed the President whether he will accept.

Secretary of Commerce and Labor Nagel and Attorney-General Wickersham are looked for to-morrow. The President will take up with Mr. Wickersham the personnel of the commission. One other thing that the President will go over carefully with his Attorney-General is the suggestion made recently that he call an extra session of the Senate to confirm the appointments he must make to the Supreme Court. While so far the President is inclined to be against such an extra session he has not settled the matter absolutely, his friends say. After this consultation with Mr. Wickersham he may decide.

The President has not made up his mind as to the inspection of the Panama Canal which he told Col. Goethals he would like to make this fall. He will not go to Alaska. Attorney-General Wickersham and Secretary Nagel are going, it was said to-night, but the President intends to defer his visit to the northernmost Territory until another summer.

ASK THE PRESIDENT, SAYS LOEB

When You Ask Loeb If He's O K'd as a Candidate for Governor.

When Collector Loeb swung off the Merchant's Limited at the Grand Central Station last night after his twenty-four hour trip to Beverly he was alone, and even a much smaller handbag than the one he carried easily could have held the political information that the Collector of the Port was inclined to give forth.

Not so long ago the then Chief Executive used to "put it up to" Mr. Loeb. Last night Mr. Loeb reversed this by putting it up to the President when most of the questions concerned his conference with President Taft and Secretary Norton.

"As I said in Beverly," Mr. Loeb began, "I'm going hunting in Montana in the fall"—this in reply to a question regarding the story that President Taft yesterday had indorsed Mr. Loeb's candidacy for the Governorship of New York.

"Are you going to Montana before or after election day?"

"I'm going on September 14," smiled the Collector, "and I shall stay away for about five weeks."

Collector Loeb refused to say whether or not he had discussed with President Taft the possible nomination of Mr. Loeb for Governor this fall. He couldn't be induced to make either an affirmative answer to this or a denial, nor would he answer when asked whether he would accept the nomination if it were offered him.

"Do you intend to go to Oyster Bay to take part in the conference between Gov. Hughes and Col. Roosevelt to-morrow?" was the next question.

"No," Mr. Loeb answered. "Just now I have no appointment to see Col. Roosevelt. Of course I expect to see him soon, but I don't know just when—certainly not for two or three days to come."

"Did Col. Roosevelt know that you were going to Beverly?"

"No, he didn't know anything about it."

Mr. Loeb was asked whether he had discussed the workings of the Payne-Aldrich tariff law with the President while in Beverly.

"Well, the tariff was touched upon," he answered reluctantly, "but as I told the reporters in Beverly, if anything is to be said about my visit to President Taft I should rather have it come from the President or Secretary Norton. I have no appointment with Gov. Hughes. I'm not on my way to Oyster Bay to-night, and now I'm going to drop into the subway and head toward Sea Gate and home."

COMBINE AGAINST STRIKERS.

Two Bands of Cloakmakers Allied—Gompers Cites the Deity.

The new association of cloak and skirt manufacturers, formed last week, decided yesterday to fight the demands of the cloakmakers, especially the demand for the closed shop. The old and the new associations will join hands in the fight.

President Gompers of the American Federation of Labor visited about a dozen halls last night accompanied by Treasurer Lennon and other labor men. He made brief speeches assuring the strikers of the moral and financial support of the Federation. He emphasized his statements by saying "By God, you will win."

The new association of manufacturers organized yesterday at the Hoffman House as the Associated Manufacturers of Ladies and Misses Garments of New York. According to Max Rindskopf, temporary chairman, it already has 600 members. A statement says that the association does not recognize strikes or unions, and continues:

The demands with which we are confronted are prompted and inspired by that class of labor which is incompetent and unskilled. The recognition by us of the strike, the giving of dominion to the union over our factories and especially the demand that a minimum rate of wages be fixed, would inure only to the benefit of the ambitionless, careless and incompetent workman at the expense of his industrious and capable coworkers. The conscientious, thrifty and skilled laborer commands and will get his price. He needs no union to insure him what he is worth.

The Cloak, Suit and Skirt Manufacturers' Association also met at the Hoffman House yesterday. The association, under its by-laws, could not take part in any labor troubles but an executive committee was appointed which formed a new association of members to cope with the strike, with A. E. Lefcourt as chairman. A sub-committee issued a statement to the public, which says in part:

We challenge inspection of our shops for any evidence of unsanitary conditions. We believe our employees are well paid and well treated. Wages have increased proportionately with other industries, and even in spite of unfavorable business conditions we are willing to adjust any differences that may exist as to wages.

The settlement committee of the strikers met at the Victoria Hotel, where they reported that sixty manufacturers had arranged to settle.

Police Headquarters got a frantic telephone call last night from Isaac Greenfeld, a cloak manufacturer on the second floor of 112 West Fourteenth street. Greenfeld said that strikers were mobbing his place and that Lewis Arnowich, 24 years old, of 176 Stanton street, had stopped his mouth, gone through his pockets and taken $65. Arnowich said he had only come up with some friends to argue with Greenfeld about the strike. He had but $6. He was arrested.

A policeman was called to the shop of Daniel Fox, 91 Bleecker street, to arrest Max Levine, 20, a cloakmaker of 227 East Sixty-sixth street. Fox said that Levine had stood out in the hall and through the open door shouted a string of indecencies at the girls at work.

Protect Yourself!

Get the Original and Genuine

HORLICK'S MALTED MILK

The Food-drink for All Ages.

For Infants, Invalids, and Growing children. Pure Nutrition, up building the whole body. Invigorates the nursing mother and the aged. Rich milk, malted grain, in powder form.

A quick lunch prepared in a minute. Take no substitute. Ask for HORLICK'S.

In No Combine or Trust

YOUR WATCH IS YOUR TIME TABLE

Between NEW YORK & PHILADELPHIA

A train every hour on the hour, from 7 A. M. to 6 P. M. from Liberty Street. *Ten minutes before the hour from W. 23d Street.* Parlor cars on all trains. Dining cars morning, noon and night.

New Jersey Central

TWO HOUR TRAIN EVERY HOUR ON THE HOUR

"THE HARRISBURG SPECIAL"

Solid Through Train Between New York and Reading, Harrisburg and Gettysburg.

Pullman Broiler Parlor Cars and Vestibuled Coaches. Leaves West 23d St. 8.50 A. M., Liberty St. 9.00 A. M.; arrives Reading 12.20 P. M., Harrisburg 1.40 P. M., Gettysburg 3.20 P. M.

Where to Go

New Jersey Central EXCURSIONS

HARD COAL—NO SMOKE—COMFORT

$2.50 Atlantic City

Next Wednesday, July 13th. Leave W. 23d St. 7.50 A. M. Leave Liberty St. 8.00 A. M.

Packard MOTOR CARS

"ASK THE MAN WHO OWNS ONE"

Licensed Under Selden Patent

Packard Motor Car Co.

of New York

Broadway and Sixty-first St.

Smith Gray & Co.

The Smith Gray Summer clothes assortment today is greater in variety and lower price than at any corresponding season in our entire history.

Two and three piece Suits, regularly up to 25.00, including blue serge. **15.00**

Two and three piece Suits, regularly up to 30.00, including blue serge. **18.00**

Two and three piece Suits, regularly up to 35.00 **22.00**

Two and three piece Suits, regularly up to 40.00 **26.00**

6.00 Outing and Tennis Trousers; white, white stripe and light gray stripes in tennis flannel, serge and worsteds **4.75**

SALE OF BATES-STREET SUMMER SHIRTS

$1.50 & 2 Bates-Street shirts **1.15**

$2.50 & 3 Bates-Street shirts **1.55**

Take Your Choice STRAW HATS Reduced.

Straw Hats, regularly $1.50 & 2.00 now **1.00**

$2, 0 & 3.00 now **1.50**

$3.50 & 4.00 now **2.00**

$5.00 now **2.50**

Panamas and Bangkoks, regularly $6.00, $8.00 & 10.00, now **4.50**

Smith Gray & Co.

in New York at

Broadway and Warren St.

Across from City Hall.

5th Av., Bet. 27th & 28th Sts.

In Brooklyn at

Fulton St. at Flatbush Av.

Broadway and Bedford Av.

Thought Drowning Boy Was Fooling.

HACKENSACK, July 11.—John Mann, 8 years old, of Queen Anne road, Teaneck, was drowned in the Hackensack River at Rogota to-day while crabbing. He lost his balance while scapping, and his companions thought he was trying to fool them until he failed to come to the surface. The body was recovered.

FRESH Drugs — their importance to the customer is no greater than their importance to the store—to its reputation, its profits.

Fresh drugs demand immaculate cleanliness in surroundings.

Electric light keeps the air pure.

Impresses the public with the drug store's cleanliness—reliability.

Edison Service helps business in the drug store—any store.

The **New York Edison Company**

At Your Service

Telephone Worth 9000

Readers Leaving the City for the Summer may have

The Sun

and

The Evening Sun

sent to them by mail at the following rates, inclusive of postage:

THE SUN, daily, per month, 50 cents; daily and Sunday, per month, 70 cents.

THE EVENING SUN, per month, 20 cents.

Leave orders with newsdealers without extra charge. Addresses changed as often as desired.

DIED.

ADAMS.—On July 10, at Quogue, L. I., after a long illness, Augusta Holmes, widow of George Huntington Adams, in her 84th year. Interment private.

BORNE.—On Monday, July 11, 1910, after a short illness, John Frolie Borne, in the 58th year of his age.

Relatives and friends are respectfully invited to attend the funeral services at his late residence, 540 Park av., on Wednesday, July 13, at 2.30 P. M.

DEXTER.—On July 11, 1910, after a short illness, Henry Dexter, in his 88th year.

Funeral services at his late residence, 47 West 56th st., Wednesday, July 13, 1910, at 1 o'clock P. M. Kindly omit flowers.

ORR.—After a short illness, on July 9, 1910, Constance Philbin Orr, beloved daughter of William C. and Emma C. Orr, of 50 West 76th st.

Funeral services will be held at the Church of the Blessed Sacrament, Broadway and 71st st., on Tuesday morning, July 12, at half past 10 o'clock.

VASSAR.—On July 10, at his residence, 433 West 22d st., Walter Wicks Vassar, youngest son of George Vassar, Esq.

Funeral Wednesday, at 2 o'clock. Interment Greenwood Cemetery.

WARREN.—On July 10, at Lincoln, Mass., Henry Van Voast, wife of William R. Warren.

UNDERTAKERS.

FRANK E. CAMPBELL, 241-243 W. 23d St. Chapels. Ambulance Service. Tel. 1324 Chelsea.