FOG HIDES SQUANTUM FLIERS

AVIATORS MAKE FEW ATTEMPTS AT SERIOUS WORK.

Grahame-White Wins the Disapproval of Other Women by His Unusual Methods — Flow of Spectators Endangered — English Aviator Is Interviewed.

Boston, Wednesday, September 7. Before the unofficial hour ship and camps in the Boston fog had woken up most of the flying at Squantum yesterday. If the Squantum aviators could get under way this afternoon Wilbur Wright was discovered working on a biplane of the Wright type in a hangar and was asked about a report that he was about to fly here from Dayton. He said he was sure that Mr. Wright contrived another flight while discussing a monoplane.

Engineer [illegible] Wright also was the first to perform a stunt in the fog, however, when he left the hangar and made his way for all other aviators. It was suggested to the aviation scribes that they interview him on the subject of whether or not he and his partner intended to do future to-day and Fathers for monoplanes would be of interest.

"The story isn't true," said Mr. Wright, which is even a longer interview than Mr. Wright usually gives.

Neither Walter Brookins nor Ralph Johnstone, the only fliers of Wright machines at the Squantum meet, had anything to add on the subject.

The story, which came from New York, was near to the other flying men in the field.

A fog that swallowed the aeroplanes from view a few seconds after they left the ground prevented any efforts at record breaking to-day. About as interesting a part of the afternoon programme as any was to sit and listen to the band play "God Save the King" and watch Charley Glidden order the committeemen to raise the British flag every now and then as Grahame-White, the English pride of Boston, landed after a short flight.

Despite the fog about 1000 admirers of the English aviator motored and steamed out to Squantum from Boston and gladly paid $1 (about four shillings in Boston money) for admission and an additional four shillings for a grandstand seat. In the case of the motor parties packed some place off in the fog each gladly paid $5 (slightly more than a pound) admission money for their automobiles in addition to the four shilling fee for each person in the automobile.

Mr. Grahame-White, when questioned this afternoon by THE SUN reporter, confirmed the rumor that it is his intention while flying in America to charge each newspaper for all interviews he may grant to newspaper men. He mentioned the sum of $500 (£100 approximately) as a fair price for an interview and further gladdened the hearts of all the press gallery by informing THE SUN man that he has an interview with himself already written.

Earlier in the day a Boston newspaper man after stopping Mr. Grahame-White for a moment aroused hopes among the aviation reporters that all their readers may have access to the opinions on America of the English air jockey merely by paying him space rates at a slight advance for each answer to their questions.

The Boston reporter learned the good news quite by accident when about to ask the Englishman what he thought of the fog.

"Are you interviewing me?" the flying machine man asked sternly in reply to a question.

He was told that that was the general idea of the interview.

"Then I must inform you," continued the chauffeur of the Farman invention, whose fame reached even to America when he entered for the London *Daily Mail's* £5,000 prize for cross-country flying, but had the misfortune to be unsuccessful, "that I make it my custom to charge for interviews with press men."

Later in the day a boy passing the grandstand carrying peanuts that sell at tuppence ha'penny the bag announced in shrill tones to the Boston enthusiasts that "These er th' kind o' peanuts Mister Grame-Wite eats."

Although the boy, evidently a product of the lower classes, spoke with an accent that was wretchedly American, he managed to make himself at least understood, whereupon THE SUN reporter naturally sought out Mr. Grahame-White to learn how much he would charge to be interviewed as to whether or not he does use this particular boy's brand of peanuts.

"Is it your practice in America," Grahame-White was asked, "to charge for interviews?"

"Oh, yes," the Englishman answered entirely free gratis for nothing. "You represent THE NEW YORK SUN, you say? Well, I have a jolly good interview all written now. In it I tell about myself and my flights."

"This is too good to be true, Mr. White," commented the interviewer, who also was speaking freely. The Englishman made a gesture of annoyance at the mere comment upon his generosity.

"Most of my interviews, of course," he continued, "are more of a magazine character. I dislike newspaper interviews naturally and I should much prefer to write the interview myself."

"But could not all the American newspapers club together," it was suggested, "every now and then and obtain a comprehensive interview from you, Mr. White?"

"That could be done," admitted the flying machine jockey after thought.

"But naturally you would have to charge more for a combination interview, wouldn't you?" Mr. White was asked.

"Why, of course, of course," he answered.

"And may THE SUN use the present interview?" asked the reporter.

"But, my good fellow," insisted the aviator, "I mean to say, you know, I have been interviewed. You see, I mean to say, you have not interviewed me, you see, and there can be no interview, don't you know, my dear chap, when one has received no interview from me. That is, I mean to say, there is no interview. Don't you see?"

Mr. Grahame-White wished to read a Boston paper at the moment nothing more was obtained from him regarding rates for talking for publication, but in the hope of the representatives of the New York newspapers attending the meet the matter will be adjusted to-morrow on a basis satisfactory to all.

It is said that the Englishman is $1,000 richer as a result of one of his flights yesterday when he took Miss Marie Campbell of New York up into the air. It was stated to-day that Miss Campbell paid $1,000 for her few minutes in the air with Grahame-White.

A Boston reporter who wished to go up with the Englishman was told he could go if he paid the same price. One photographer who asked if he could take the camera men's equipment aloft and make some snaps from the aviator that this could be done only if a fee of $500 were paid the aviator's extraordinary.

The British flier and his Farman machine left the ground about eight times in the afternoon, but only two of these flights were official attempts for prizes. He made an official start in 66 feet, and again at 6 o'clock this evening he went aloft for duration and remained in the air 11 minutes 3 4-5 seconds.

His one attempt for the duration prize was Grahame-White's 2 points in the event for a single day's effort. This places him 1 point ahead of Ralph Johnstone in the duration contest. His total time in the air for the flying done at the meet up to date, however, is less than Johnstone's, but as the prizes will be awarded to the flyers having the most successful number of daily attempts Grahame-White is at present nearer the prize money than the American.

Willard, the Curtiss flier, entered a vigorous protest to-day against Grahame-White's practice of flying directly over the heads of the automobiles on the north side of the field and a few feet from the tops of the heads in the grand stands on the south side of the field.

Manager Claflin was told by some of the aviators of the rules promulgated by the Aero Clubs of America against endangering the lives of the spectators by flying directly over their heads when it is avoidable, and of the national laws in European countries against the breach of flying rules.

Henry M. Neely, one of the founders of the Aero Clubs of America and formerly chairman of the contest committee of the national council, also protested vigorously against the grand stand flights and announced that he will bring the matter before the national council.

"Well, the Harvard-Boston meet," replied Mr. Claflin, "has made no such rule against what you say is a dangerous practice. Mr. Grahame-White so far has met with no mishap while flying over the crowds. Your protests will be more timely after this accident of his which you seem to fear so much has happened."

Wherefore when the Englishman confined his flights during the last minutes of the meet to-night altogether to a path fifteen feet above the faces of the audience on the grand stand seats folks who for business reasons have had to follow flying meets and who have seen sad results follow a slight mishap to an aviator sought shelter outside the field until the Englishman came back to earth.

Willard, who objected the most vehemently of all, announced that he will protest formally against Grahame-White if the English flier persists in his present methods.

Some intellect decided that it would be a beautiful idea to erect a canvas battleship a few feet from the landing spot in front of the grand stand, not for use in the bomb throwing but as an ornament. In spite of protests of the airmen against the masts that rise fifteen or more feet from the ground just at the starting and stopping point of the flights the battleship has remained and to-day it almost brought Willard to grief.

Willard dived out of the fog to land late this afternoon and saw the canvas ship suddenly loom up in front of him. He swerved and brought his machine to an even keel when his engine was dead and almost all momentum has been used up. There was enough left, however, to enable him to hang to the ground. Officials ran toward him, but learned that Willard and his Curtiss machine had escaped injury.

Glenn Curtiss was taking a short sprint in the fog to-day when suddenly two trees a few feet apart jumped out of the mist. He was too close to lift over them and the path between the trees was too narrow for his stretch of wings. Only by suddenly depressing his left ailerons and thus tilting the aeroplane at a sharp angle was he able to brush between the branches safely.

Hilliard made a short flight this morning and Brookins went up twice in the afternoon to do exhibition stunts, but the fog was so thick at the time that the Wright flier could not see the pylons below him.

Lieut. C. A. Blakely of the navy will probably make a flight to-morrow with Glenn Curtiss and if the weather is all right Mr. Curtiss also will take up Lieut. J. E. Fickel of the army so that Lieut. Fickel may do some more rifle shooting from aloft such as he did at Sheepshead Bay recently.

$50,000 IN AVIATION PRIZES.

All of Which Will Be Awarded at Belmont in October.

The official entry blanks for the international aviation tournament to be held at Belmont Park, October 22 to 30 inclusive, were issued yesterday and copies were sent to aviators here and abroad. It is expected that the entries will close by October 1, and that the field at Belmont Park will be in condition for practice work at least two weeks before the meet.

Already subscriptions are coming in for boxes and the patrons include August Belmont, Jr., Edwin Gould, W. Bayard Cutting, Otto S. Campbell, De Lancey Nicoll and Ira Barrows.

It was said yesterday that a number of distinguished foreigners will attend the meet and that August Belmont has planned a dinner in honor of these visitors and the foreign aviators. It will probably be given at the Waldorf Hotel, which will be headquarters for the aviators during the tournament. The railroads will run excursions.

Allan A. Ryan, chairman of the committee on arrangements, said yesterday that $70,000 will be offered in cash prizes and every prize is put up to be won. There will also be a system of profit sharing, whereby the aviators are to receive a very large share of all the profits of the meeting after the necessary expenses are paid.

HOW ALLOT CHEAP TICKETS?

New Theatre to Take Counsel With Those Who Know the East Side.

Between thirty and forty citizens, mostly of the East Side, have been invited by Director Ames of the New Theatre to meet in the theatre library at 8:30 o'clock to-night to go over the matter of the East Side subscription performances to be given this season. The prices at these performances will be from 10 to 50 cents a seat. The chief object of the conference is to decide on a way to insure the seats getting into the hands of deserving persons.

Among those invited are Dr. Rudolph Zahn of the German Free People's Stage, R. W. Bruère, general manager of the Society for the Improvement of the Poor; the Rev. Dr. Percy Stickney Grant of the Church of the Ascension, Dr. Ludwig Lore of the *Volkszeitung*, the Rev. Alexander Irvine, Eugene Walter, the playwright; Algernon Lee, secretary of the Rand School; Mrs. Anita Block of the Women's Socialist Organization, Joseph Margolis of the Rand School, Miss Rose Schneidermann, an organizer of the Jewish Women's Trade Union; Julius Hopp, Miss Rose Laddon, chairman of the New York Call Committee; Miss Mary Dreier, president of the Women's Trade Union League; Miss Leonora O'Reilly, organizer of the Women's Trade Union League; Dr. Henry Fleischman, director of the Educational Alliance, and committees from Cooper Union and the University Settlement.

The first of the East Side subscription performances, set for Monday evening, October 3, has been postponed to October 10, because October 3 is a Jewish holiday.

TRENTINI KNOWS ENGLISH

And Is Back to Sing the Same in Hammerstein Light Opera.

A passenger on the Hamburg-American liner Deutschland, which got in yesterday from Hamburg, Southampton and Cherbourg, was Mlle. Trentini, the soprano who sang at the Manhattan Opera House before Mr. Hammerstein gave up grand opera. She is to sing in the new operetta by Victor Herbert which Mr. Hammerstein is to produce. She said she has been studying English this summer and would sing in that language. She has taken apartments at 60 West Tenth street.

Others on the Deutschland were C. Oliver Iselin, the Rev. John Douglas Adam and Mrs. Adam, Alexander von Stalewsky, Russian Minister to Mexico; W. W. Venawine, H. W. Bishop, Col. H. J. Latham, Willis A. Bailey, the Rev. W. A. Fletcher, the Rev. W. J. Fitzgerald, Mr. and Mrs. Bradley Goodyear, Herbert C. Taylor and his family and Mr. and Mrs. Raymond A. White.

ROOT BACK FROM THE HAGUE

ASKS QUESTIONS ON POLITICS, BUT SAYS NOTHING.

Says Roosevelt Made "Positive Impression" Abroad. Wants to Know All About the Colonel. Says Gaynor's a Strong Man. Fisheries Decision Soon.

United States Senator Elihu Root got in yesterday on the North German Lloyd steamship Kaiser Wilhelm der Grosse after having spent a good part of the summer as head of the American counsel before the commission appointed to settle the Newfoundland fisheries dispute.

Senator Root was in good spirits. A start was made toward interviewing him which concluded in the Senator's interviewing the ship news reporters on everything that has been going on here since he left. The first question put to him was one whether it was true that he had spoken for five days at a stretch while arguing the case of the United States before the commission. He nodded and smiled.

"As a matter of fact," he said, "I spoke for six days instead of five. But that wasn't the longest speech made before the commission. Sir Robert Findley spoke for eight days. The English Attorney-General took up six days, and I did the same."

The Senator was asked what he thought about the temporary chairmanship matter in the Republican State convention. He didn't know enough about this to make any statement, he said. He had been gone so long and had been so busy with the international laws, going back to the treaty of 1818 and beyond, that he wasn't familiar with recent political matters in this State. So far as direct nominations were concerned he believed he already had made an address some time ago in which he had favored direct nominations when applied to small units. Would he take an active interest in the political fight of this fall? He said he had always taken an active interest in the politics of his State. His greatest desire now, he said, was to get home and rest.

"I have been working so hard the past three months that I am tired," he added.

When asked if he had been able to learn much about the opinions held of Col. Roosevelt in Europe and the impressions made by the Colonel on his way back from the jungle, Senator Root said:

"From all I could learn he created a very favorable and positive impression."

Mr. Root then turned on his questioners and wanted to know where Mr. Roosevelt was yesterday, how he was, how he looked, how he was being received in the West. He wanted to know all about Mr. Roosevelt, but wouldn't say anything more on that line.

Senator Root said he was at The Hague when Mayor Gaynor was shot. The shooting, he recalled, took place on the deck of the very ship on which Mr. Root had returned, and it was her first appearance in this port since she sailed a few minutes after the shooting occurred. Mr. Root wanted to know all about how the Mayor was getting on. He listened intently while this information was given to him and then he was asked what he thought of the possibility of Mayor Gaynor as the Democratic candidate for Governor.

"He is a strong man," he said; and that was all he would say.

Returning to the subject upon which he has been spending so much time recently, Senator Root said he expected a decision in the fisheries dispute about September 15. He said he believed the United States now was in a better position than it had been and that the decision when it came would settle the whole matter and put an end to the dispute. He believed it would define the limits of bays which had been a cause for disagreement. The question at issue, he said, did not affect so much the gross income of the nations as it did the livelihood of the fishermen of the New England coast and of the maritime provinces.

Mrs. Root accompanied her husband.

Johann Giesberts, secretary of one of the larger labor unions in Germany, was another passenger on the Kaiser Wilhelm der Grosse. He is in this country to lecture on labor and social conditions. Others on board the liner were Hugh McGowan of Indianapolis, Mrs. Robert S. McCormick, wife of the former United States Ambassador to France, S. H. Vandergrift, banker, N. F. Weeks of the New England Passenger Association, Count Karl Josef Zedlurtz, a Honolulu sugar planter, the Comte de Casa Eguira, Capt. F. W. Kirkhead, Charles Warren Church, Dr. Edward Bradford Dench, Edward W. Harrison, Charles Reed, M. D. Solinger and John W. Weber.

NEWS OF PLAYS AND PLAYERS.

Holbrook Blinn to Star in Sheldon Piece "Mother" To-night.

Holbrook Blinn, whose association with Mrs. Fiske for two years has been very successful, is to become a star under the management of William A. Brady in a play called "The Boss," written for him by Edward Sheldon, author of "Salvation Nell" and "The Nigger." The production will be made early in November.

"Mother," a new play by Jules Eckert Goodman, will be staged at the Hackett Theatre to-night. The cast is headed by Miss Emma Dunn, formerly leading woman with Richard Mansfield and Frederick Perry, who was the young Meyer in "The Man of the Hour." Some of the other players are Albert Latscha, Minnette Barrett, Marion Chapman, James Brophy, John Stokes, Jane Corcoran and Justine Cutting. The story is told in four acts, with the scenes all laid in this country. The producer is William A. Brady.

A. E. Matthews will begin a tour in "Love Among the Lions," beginning on Monday, September 19, at the Hollis Street Theatre, Boston, where the play will remain for one month.

Irene Oshier and Howard Gould have been engaged by Henry W. Savage for "Madame X."

Cecil De Mille has started rehearsals for two productions, Joe Welch in "The Land of the Free," an Italian dialect comedy by William C. De Mille, and "The Stampede," an American drama by himself.

The Shuberts have engaged Miss Grace La Rue for "Madame Troubadour," a new operetta from abroad.

OBITUARY.

Funeral services for Alexander M. Orr will be held this morning at his residence, 132 East Seventy-second street. Burial will be private at Greenwood. Mr. Orr, who died on Sunday, was a son of David Orr and Julia Ann Pierson. He was born in Albany June 16, 1845. He attended the Albany Boys Academy and later went to Troy, where in 1864 he commenced working for A. & W. Orr & Co., paper manufacturers. Four years afterward he became a member of the firm and in 1871 he came to New York city to represent the company. Mr. Orr retired from business several years ago. In Albany he was a member of Company A, 10th Regiment, N. G. S. N. Y., known also as the Albany Zouave Cadets, and was one of the guard of honor detailed to the coffin of President Lincoln when his body lay in state at Albany. In 1874 Mr. Orr married Mary Y. Knox, who, with three children, Alexander M., Jr., David and Martha Knox, and one brother, F. W. Orr, survives him.

Frank Learned, for twenty years employed in the Bureau for the Collection of Assessments and Arrears, Comptroller's office of the city of New York, died in Lucerne, Switzerland, on Monday of heart disease. He was born in Pittsfield, Mass., in 1854 and was in the woollen commission business in New York previous to his appointment to the Comptroller's office. He married Miss Ellen Craven and lived at 38 West Ninth street. He is survived by his wife, two brothers, William P. and Portland B. Learned of New York, and four sister, Mrs. Frank E. Kernochan of Colorado Springs, Mrs. George H. Morgan of New York and Mrs. Albert Root and Miss Florence Learned of Pittsfield.

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NO MORE KEGS AND BONFIRES

NO MORE RECRIMINATION IN RICHMOND HILL.

E. V. J. Has Been Conciliated and Circle Fire Company Will Still Retain Its Chemical Engine. E. V. Says Life Is Too Short for Club Contention.

Women, religion and politics, strife-making trinity since the beginnings of things. And it is the third member that was responsible for the war which raged unpeachable in the Richmond Hill Circle Fire Company house all summer.

For E. V. J. Richmond is a Social Democrat and up to last August was captain of the fire company. It was admittedly he who persuaded former Fire Commissioner Hayes to lend the company its apparatus, namely, one chemical engine, and it was E. V. J. who led the volunteers forth on their missions of quenching whatever fires the barns of Richmond Hill might develop. While he was captain E. V. J. who is also in the carpentry business (Take Fulton street elevated to end of line, then Freeport trolley to Lincoln avenue, call stop 90 and walk south—insist on seeing him), decided that his company should be incorporated and wrote to Commissioner Waldo about it.

Now on the other hand Will C. Trewin is a Republican and cares naught for the society of Democrats. Will decided to be head of the company himself and hustled around getting votes before August 6, the day of the election. As soon as E. V. heard of this he got his friends to send out a little pamphlet describing the extreme desirability of E. V.'s leadership.

"We think," it said, "that Mr. Richmond ought to get unanimous support at the election because he got the fire house and had the bell put in and it is proof that he is willing to sacrifice all his time for the company, as is shown by the prompt repair of the pole when he was smordered." This is the pole whose splinters tore the pants of the sliding volunteers previous to E. V.'s self-sacrificing carpentry.

But in spite of all this on August 6 eighteen unmoved firemen voted against Mr. Richmond and his opponent was elected. Followed the attempted resignation from the company of Mr. Richmond. Came a letter from Mr. Trewin refusing to accept the resignation on the ground that E. V. had not returned some of the company's papers, among them the articles applying for incorporation as is provided in the by-laws.

Thereupon on August 16 E. V. wrote to Commissioner Waldo and told him all about the attempt "to ruin him politically, socially and financially." "As to the by-laws," postscripts E. V., "they changed them twice in one year and I never saw a copy."

In another letter to the Commissioner E. V. did a little muckraking to the effect that in August "they set fire to Mr. Bergen's haystack." This is somewhat vague, but "there was an alarm and then a bonfire and then a keg of beer in the fire house" is depressingly clear.

"While I was chief," concludes Mr. Richmond, "I would allow no such fires as this is senseless and dangerous things to do as fires might get away from them." E. V. thought it would be best to take away the chemical engine and give it to the Point Pleasant Hook and Ladder Company. "Let them now buy an engine and have all the bonfires they want," he urged Commissioner Waldo in the same letter in which he asked for a return of his incorporation application papers, apparently giving up that idea for good.

Last week Deputy Fire Commissioner Arthur J. O'Keeffe went down to Richmond Hill to straighten things out. He had a long talk with both factions. It would not be possible for them to incorporate their company, said he, as their apparatus was not sufficiently imposing, but they might keep the chemical engine which Commissioner Hayes lent them and it would be best all around to stop wrangling. The last letter from Mr. Richmond to Fire Headquarters shows the wisdom of the depatized advice.

"The trouble is over," it states. "life is too short for such things."

VACATIONISTS PILE IN.

75,000 More Pass Through the Grand Central Trains Close to Schedule.

The movement back from farm and mountain and seaside which began on Monday continued all night and through yesterday and is still going on, though everybody who had come back to attack his work with renewed vigor wished yesterday that he hadn't.

It was estimated at the Grand Central Station yesterday afternoon that fully 5,000 New Yorkers had come back from vacations by the New York Central and the New York, New Haven and Hartford in the twenty-four hours preceding.

In addition to its regular trains, the Central, between 5 and 11 o'clock in the morning, had nineteen specials, each of ten cars, coming into the Grand Central. In the same time the New Haven road brought in nine extra trains. There was one special from Bar Harbor. All the afternoon trains from Boston came in hourly in from one to four sections.

It was said at the chief train despatcher's office that no train was delayed over thirty-five minutes, and that only three or four were held up as much as a quarter of an hour.

Both roads brought in special baggage trains. The roads, in connection with transfer companies, had arranged that baggage could be checked from hotel or boarding house to destination, to save crowding the baggage rooms at the Grand Central.

Compared with last year, an official at the Grand Central said he did not believe there was such a big increase in traffic as 1909 showed over 1908.

The Seagoers.

Among those who will sail on the Lusitania this morning for Liverpool are:

Mr. and Mrs. John A. Barbour, Witherbee Black, Mr. and Mrs. J. W. Chapman, Miss Irene De Vamey, Mr. and Mrs. Paul M. Dowling, H. C. Drake, John Fenwick, Mr. and Mrs. Frank Fitzgerald, C. Fonseca, H. Fonseca, Frank B. Foster, W. A. Hodge, Mr. and Mrs. H. V. Holden, Michael Monthillow, A. Stafford Northcote, Mrs. Samuel Sloane, E. G. Smith, Stanley H. Stanley-Adams, Mr. and Mrs. William Young Westervelt and Frank S. Witherbee.

The Bluecher, sailing for Hamburg via Plymouth and Cherbourg, will take:

Dr. J. B. Eckel, B. Miranda Aranjo, Joseph H. Baker, William Stinson, and Miss Fernandez del Valle.

Among those on the Bermudian, sailing for Bermuda this morning, will be:

F. Musicks, M. C. P., and Horace Outerbridge and Miss Edith Outerbridge.

On the Oceanic, sailing for Plymouth, Cherbourg and Southampton this morning will be:

John B. Allen, Mrs. C. Hamilton-Watson, Mrs. Daniel D. Mangam and the Misses Mangam, R. D. McLean, Mr. and Mrs. Thomas Hope Robinson, Mr. and Mrs. Alfred Seton, Mr. and Mrs. J. E. Tattersfield, H. J. Whigham and W. Hull Wickham.

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THE News and Reviews of Books will be printed in THE SUN on Saturday, September 10, and thereafter on Saturdays until further notice.

LESS INFANT MORTALITY.

Nathan Straus Tells of the Effectiveness of His Philanthropy.

MILWAUKEE, Sept. 6.—Nathan Straus at the meeting of the American Public Health Association at the Auditorium today announced that New York had set a new record in the last summer in the reduction of infant mortality, and he proposed the pasteurization of milk as a method of preventing infantile paralysis, the new malady that is proving so puzzling to science.

Mr. Straus's paper on "Saving Children From Milkborne Diseases" was in part as follows:

The old city of New York (now the borough of Manhattan) has established a new record in the saving of the lives of babies. Notwithstanding unusually severe periods of intensely hot weather the past summer, there have been fewer deaths of children under 5 years than in any preceding summer, and for the first time in the history of the city the summer mortality has fallen to a rate less than fifty per 1,000 per annum.

When I first undertook to protect the babies of New York from milk borne diseases by supplying pasteurized modified milk in 1892, the summer saw the dying of 6,812 children under five years, making the rate per 1,000 per annum, 136.1. With the steadily increasing use of pasteurized milk there has been a steady decline in infant mortality, until the summer just ended showed only 3,900 deaths in a population of children larger by 125,000 than that of 1892.

In other words, in 1892, 934 children out of every 1,000 survived the summer, while in 1910 there were 968 who escaped death out of each 1,000.

That the pasteurization of milk fed to children has been a considerable factor in this achievement none may deny, for the prevention of sickness and death proceeds inevitably from the destruction of the germs that cause illnesses and that slay the little ones.

My practical experience saving children from milk borne disease warrants the assertion that the pasteurization of the milk supplies of our big cities, under careful Health Department supervision, would infallibly reduce the number of cases of infectious diseases and save lives of babies.

Two Federal Grand Juries Sworn In.

The regular and special Federal Grand Juries for the September term of the District Court were sworn in yesterday by Judge Holt. The foreman of the regular Grand Jury is Robert M. Bolton of 45 Barclay street. The foreman of the special Grand Jury is Arthur M. Waitt of 165 Broadway.

Because a farmer lives in the middle of a large lot, some distance from the dusty road, doesn't make him any less appreciative of a self-playing piano than if he lived right above the noise and dust of the road in an Indiana lime-stone apartment house. The man who lives eight blocks from his office isn't really any more keen about a motor car than the man who lives eight miles from his market. These are all the same kind of men—farmer or city dweller—with the same wants and instincts, and, other things being equal, the same means to gratify them.

You are wrong when you reason that the farmer doesn't buy such things. You are wrong when you reason that he cannot.

We have gone from farm to farm belonging to Farm and Fireside subscribers. We know that farmers buy everything that city people do—except lobster.

FARM AND FIRESIDE

THE NATIONAL FARM PAPER

New York — Springfield, Ohio — Chicago

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THE SEMPLE 241 Central Park West, cor. 84th St.

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Institut Tisne. School for Girls. French Kindergarten. Founded 1905. Will remove to larger quarters at 521 West End Ave., corner 85th St. 19th year begins October 6.

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