to a stop squarely in the middle of the road and across it.

Thomas Condon of Walden happened to be coming up the road behind the racing automobiles and he arrived just a few minutes after Sanderson and the men with him in the leading car had turned their machine and hurried back to the wreck. He assisted in ministering to the unconscious men and in removing Ehbel's body.

Dr. Faulkner had hurried out from Walden, a mile or so away, in answer to an urgent telephone call. After a hasty examination of Mr. Robinson and Mr. Sill Dr. Faulkner determined that it would be best to hurry them to St. Luke's Hospital at Newburgh. Dr. Faulkner soon brought Mr. Roosevelt around and gave temporary dressing to a deep cut over his right eye and other scratches and bumps on his face. Mr. Roosevelt ought to go to St. Luke's too, the physician decided.

As soon as the injured men could be made comfortable in Sanderson's machine Sanderson himself set out for Newburgh, twelve miles away, with as much speed as he dared use. They arrived at St. Luke's a few minutes after noon. Dr. Howell and Dr. Carr attended them. Mr. Sill's injuries were so serious that the doctors decided to have the advice of Dr. Frank Hartley of 61 West Forty-ninth street, New York.

Dr. Hartley hurried up to Newburgh as soon as he received their message. It was said at the hospital last night that the bones in one of Mr. Sill's forearms were so badly shattered that amputation might be necessary.

Ehbel's body was taken to Walden in Condon's automobile. Coroner Frederick G. Busse of Newburgh questioned several members of the Sanderson party who had remained on the scene after Sanderson himself had gone to Newburgh with the wounded men of the Roosevelt machine, and after hearing their stories released them all. They will appear as witnesses at the inquest, which will be held in Walden to-day.

Ehbel's father, John N. Ehbel, who is steward of the Netherlands Club, at 47 East Twenty-fifth street, was notified by telephone of the accident and he left for Walden in the afternoon. Ehbel's sister Helen said her brother had been in Mr Roosevelt's employ for two years and that he had never had an accident himself.

John Ellis Roosevelt is a lawyer with offices at 44 Wall street. His family are at their country home at Sayville. George H. Robinson, who lives at 339 West Fifty-seventh street, is a member of the firm of Stokes, Robinson & Co., brokers at 3 Broad street, a trustee of the Bowery Savings Bank and an officer in several other firms. His family are at Eaton's Neck, L. I. John I. Sill is a retired merchant, who makes his home at the Metropolitan Club. Henry Sanderson, who was driving the second car of the party, was once first vice-president and chairman of the executive committee of the Automobile Club of America.

OASIS OF THE SNOWS.

Athlete Reports Find of Fertile Soil and Genial Climate at Norton Sound.

TACOMA, Nov. 6.—Like an oasis in the desert is a fertile spot discovered in the wilderness of the Koyuk River, Norton Sound, northern Alaska, by a number of athletes, including C. J. McIntyre, the basketball player; Bobby Brown, long distance runner and winner of the Nome dog races; Otto Steiner, football player, and Roy Stump. McIntyre, who arrived here yesterday, says the new field is almost a perfect Utopia and will make fortunes for himself and associates.

A dozen or more hot springs revolutionize the appearance of the section. The ground is never covered with snow. Berries and wild fruit grow in profusion. The rivers abound with fish. There is an abundance of caribou and grizzly bear. Ducks, snipe, pheasants and wild geese are plentiful during the summer, being replaced in winter by swarms of ptarmigan.

McIntyre says he planted vegetables last spring and obtained a crop sufficient to last his comrades through this winter. Near by were creeks from which they made good cleanups of gold with meagre facilities. McIntyre came out to winter with his parents. Returning next spring he says he will take in labor saving machinery.

SUICIDE IN TROLLEY CAR.

Despondent Man Shoots Himself at His Fiancee's Side.

PHILADELPHIA, Nov. 6. Lack of employment and poor prospects caused Lafayette Maddock, 25 years old, to shoot himself to-day as he sat in a Fox Chase trolley car with the girl whom he expected to marry.

Miss Nellie Callahan was returning from Fox Chase with Maddock at an early hour when without warning he drew a revolver and shot himself. The girl fainted, and the motorman put on speed and ran his car in front of the residence of Dr. J. R. Knight. Maddock was dead, but the girl was revived by the doctor.

Miss Callahan told the police that she and Maddock were engaged and that they had expected to be married on November 26. But on Saturday night Maddock had met her, she said, and had asked her to go to Fox Chase and hear his troubles on the way.

He told her, she said, that he could not get work and that their marriage would have to be called off. He seemed very much depressed and asked her, she declared, to commit suicide with him, but she refused.

OBITUARY.

Bernard Joseph Burke, a member of the banking firm of H. B. Hollins & Co., 15 Wall street, died yesterday at his home in Dobbs Ferry. He had been ill for nearly three months. His death was due to heart disease. He was 57 years old. He was born in New York city. At the age of 16 years he began work in Wall street. He was employed by the National Park Bank and by the First National Bank. For twenty years he had been a member of the firm of H. B. Hollins & Co. He married Miss Florence Waller of Brooklyn, who survives him. Five children are living: Florence, Arthur, Elizabeth, Robert and Katherine. His brother, the Rev. John F. Burke, is director-general of the Catholic Board for Colored Missions of the United States.

Claude Groesbeck Sterling died yesterday of heart disease at his home, 422 West End avenue. He was born in New York city and was in his twenty-ninth year. His father, Joseph H. Sterling, was a member of the Stock Exchange for twenty-five years, and his grandfather, David Sterling, was a member for nearly fifty years. Claude G. Sterling had been a member for five years. His father and his mother, who was Miss Blanche Groesbeck, are dead. His sister, Beatrice Sterling, and his brother, Duncan, survive him. Duncan Sterling is also a member of the Stock Exchange. The funeral will be held from St. James's Church, at Madison avenue and Seventy-first street, at 11 o'clock Tuesday morning.

Mrs. Robert Graham Dun, widow of Robert Graham Dun, founder of the mercantile agency, died in Hot Springs, Va., yesterday. Mrs. Dun's maiden name was Mary D. Bradford. She lived in Milwaukee when she married Mr. Dun. She was the principal beneficiary in his will and for years took an active part in promoting the business that he left. The Dun home was at 216 Madison avenue. The funeral will be held at St. Thomas's Episcopal Church on Wednesday.

John A. Nugent died on Saturday night at his home, 171 Summit avenue, Jersey City. For forty years he had been official stenographer of the Hudson county courts, but was compelled by a physical breakdown to resign last February. He was born in London in 1844, was a graduate of Brown University and a member of the New Jersey Bar Association. He is survived by a wife and three daughters.

GERMANY MUST BACK DOWN

IF NOT TARIFF WAR WILL BE ON OVER POTASH.

State Department Will Consider the Berlin Government's Action From Point of View of Undue Discrimination Trouble Over Turkish Concession.

WASHINGTON, Nov. 6.—A tariff war between the United States and Germany is inevitable, in the opinion of Government officers here, unless Germany recedes from its position on the potash question. The rejection of the proposals made by representatives of the American potash interests by the German potash syndicate, which action has been upheld by the German Foreign Office, has brought the commercial relations between the two countries to an acute stage.

While no official report on the situation has been received at the State Department it is expected that complete advices will be received by mail from Dr. David J. Hill, American Ambassador at Berlin, and Mr. Mack H. Davis of the bureau of trade relations in a week or so. Secretary of State Knox will return to Washington on Wednesday after voting in Pittsburg. It is anticipated that he will then with other State Department officers make a study of the question whether the action of the German Government constitutes an undue discrimination against American interests.

In the event that the State Department and the Tariff Board so decide President Taft will be requested to issue an executive order withdrawing the minimum rates now applied to German products under the authority of the new tariff law.

If such an order be issued the maximum rates, which are 25 per cent. higher than the minimum rates, will be imposed on German products entering this country. The volume of trade between the United States and Germany amounts to several hundred million dollars annually.

The potash question is important to American consumers because potash is the principal ingredient of fertilizers for cotton, tobacco and the grains. Under the new German law the price to American purchasers has risen from $20.40 a ton to $34 a ton, in spite of the fact that the American potash interests have contracts with the German syndicate by which the price is fixed at $20.40 a ton. Germany is the chief source of supply of this important article. The United States buys one-half of all that Germany exports. The American consumers have heretofore purchased about $8,000,000 worth of potash annually.

For many years the mining and sale of potash were controlled by a German syndicate which was dissolved in June, 1909, because its members were unable to agree on terms for the continuance of the agreement under which it had been operating. A free market was created and the representatives of the American consumers who were then in Berlin made contracts with the mine owners for future purchases on favorable terms. Most of these contracts were for a period of two years, with the option of a five years extension.

Immediately after these contracts were signed the old syndicate was reformed and it is said took steps at once to prevent the execution of the American contracts. A bill was introduced in the German Reichstag on December 17, 1909, providing for placing all the potash mines of Germany under the control of a syndicate for the purpose of preventing the sale of potash by some mines at prices lower than were acceptable to other mines.

While the diplomatic negotiations were pending between the United States and Germany for granting the German products the minimum rates of the Payne-Aldrich act this bill was withdrawn from the Reichstag. After the tariff negotiations were concluded and the minimum rates were granted to Germany the potash question was again revived by the German syndicate. A new law was enacted by the Reichstag on May 10, 1910, imposing a tax on mining in excess of specific allotments. This law had the effect of taxing the American contracts heavily.

The American consumers of potash appealed for assistance to the State Department in obtaining the recognition of their contracts. Secretary of State Knox protested against the proposed measure. He received assurances from the German Foreign Office that the existing contracts would not be invalidated or impaired since the Bundesrath or Federal Council had the authority to protect them under its power to fix prices. In fact, the Bundesrath had power to reduce the taxes on potash supplied on contracts made prior to December 17, 1909, to such an extent that the prices of delivery after May 1, 1910, including the taxes should not be higher than the prices in force until June 30, 1909. It has failed, however, to offer any adequate measure of protection to the American contracts.

The last stages of the negotiations began in Berlin in September, when representatives of the American potash interests went there to discuss the question with officers of the German syndicate.

The potash situation is not the only diplomatic question on which the State Department has had difficulty with the German Government. Some months ago the Ottoman-American Development Company, an American concern, applied to the Turkish Government for a railway and mining concession in Asia Minor. It had the diplomatic support of Secretary Knox. The German Government attempted to block the entrance of the American concern into that region and instructed its diplomatic representative at Constantinople to protest against the granting of the concession to the American company.

As soon as Secretary Knox heard of the German opposition he instructed Ambassador Hill to ask the German Foreign Office to reconsider its attitude toward the proposed concession. In reply the German Foreign Office assured Mr. Knox that it had no objection to the proposed concession provided German interests in that region were not injured.

Before leaving his post at Constantinople in September Oscar S. Straus, American Ambassador to Turkey, obtained the approval of the Turkish Government to the concession. It is now pending before the Turkish Parliament and its final confirmation is expected in spite of the opposition of Germany. Huntington Wilson, the Assistant Secretary of State, who is now in Constantinople, may discuss the proposed concession with the officers of the Turkish Government.

Texas Rangers Ordered Out for Election Day.

AUSTIN, Tex., Nov. 6.—Threatened trouble between political factions at Brownsville on election day caused Gov. Campbell to order Adjutant-Gen. J. O. Newton to proceed to that place and with rangers. It is said that feeling is running high between the Democrats and Independents.

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GUERRA GETTING BETTER.

Plot to Murder Him Tangled Up With a Previous Assassination Plot.

Special Cable Despatch to THE SUN.

HAVANA, Nov. 6.—Gen. Pino Guerra continues to improve.

In consequence of an allegation that the would-be assassin of Guerra is the man who last year planned the assassination of Vice-President Zayas, Mr. Steinhart and Gualberto Gomez these three gentlemen have been cited to testify on November 8.

The sworn allegation states that the inspirer of the attempt on Guerra's life was one Chuco, which is the nickname of Gen. Monteagudo, commander of the Rural Guard. It is, however, a common Cuban nickname.

CHERBOURG PILOTS IN TUMULT.

Recent Suggestion That They Cut Down Their Prohibitive Fees.

Special Cable Despatch to THE SUN.

CHERBOURG, Nov. 6.—The municipality summoned the pilot syndicate to-day to discuss measures to prevent the abandonment of this place as a port of call by the North German Lloyd Steamship Company.

The Mayor insisted that the pilots reduce their tolls, which he said he considered exorbitant. The pilots refused to make any reduction and raised such a tumult that the municipal officers beat a hasty retreat.

NEW JOB FOR GEN. RIVA

Havana Chief of Police May Become Cuban Secretary of Government.

Special Cable Despatch to THE SUN.

HAVANA, Nov. 6.—Lopez Leiva, Secretary of Government, is about to retire. President Gomez is considering the appointment of either Gen. Riva, Chief of Police, or Director of Posts Nodarse as his successor.

It is probable that Gen. Riva will receive the appointment, but to accept it he would have to resign from the army. The position would virtually make him Secretary of War.

SPANISH STRIKERS HELD DOWN.

Some Shooting in the Suppression of Labor Demonstration at Barcelona.

Special Cable Despatch to THE SUN.

MADRID, Nov. 6.—Attempts at Sabadel and Barcelona to carry out the intention of the strikers to make a great labor demonstration to-day were quickly suppressed.

There was some shooting, but the disturbances were not serious.

RUINOUS TURKISH LOAN.

About $50,000,000 Borrowed From Germany Bonds Issued at 84.

Special Cable Despatch to THE SUN.

CONSTANTINOPLE, Nov. 6.—A loan of 11,000,000 pounds Turkish, or about $49,500,000, has been arranged with a German syndicate at 4 per cent.

The price is 84.

NOBEL PRIZE FOR PHYSICS.

Award Made to Prof. Van der Waals of the Amsterdam University.

Special Cable Despatch to THE SUN.

STOCKHOLM, Nov. 6.—The Nobel physics prize has been awarded to Prof. Van der Waals of Amsterdam.

Johannes Diederik Van der Waals is professor of experimental physics and director of the Physical Institute in Amsterdam. He was born November 23, 1837, in Leyden. He taught in high schools in The Hague and elsewhere until 1877, when he was made professor in the Amsterdam University. He has written extensively on technical subjects.

Inflated Cuban Vote.

Special Cable Despatch to THE SUN.

HAVANA, Nov. 6.—The election returns are still incomplete, but it is very evident that the electoral law permitted the swelling of the vote, which was really very small.

Bubonic Plague in Shanghai.

Special Cable Despatch to THE SUN.

SHANGHAI, Nov. 6.—There have been five deaths from bubonic plague during the last week in the Shanghai settlements.

Princes Back in Pekin.

Special Cable Despatch to THE SUN.

SHANGHAI, Nov. 6.—Prince Tsai Hsun and Admiral Sah, who have been visiting the United States, have returned to Pekin.

SUICIDE AT GRAND UNION.

"Simon House" Pays for One Day's Lodging and Turns on the Gas.

A man who registered at the Grand Union Hotel on Saturday night as Simon House, New York, was found dead in his room last night with a gas tube in his mouth and the gas turned on. The gas tube was new and does not belong to the hotel. The man had no baggage. He paid for one day in advance. He was about 45 years old and fairly well dressed.

In the pockets of the man's coat was a bill for dues made out to Simon Hauser, 123 East Eighty-second street, by Emanuel Marx of 131 East Seventy-fourth street, secretary of Manhattan Lodge 156, I. O. B. B. On the back of the bill was written in pencil:

DEAR SISTER JULIE: I hope you will forgive me. I could stand the pain no longer. My head was bursting. Body to the undertaker's. Funeral from the temple. My last request. SIMON H.

November 6, 1910.

Coroner Hellenstein gave a permit for the removal of the body to an undertaking place.

BURROWS MAKES 32.07 KNOTS.

New Destroyer Gets Up Great Speed on Unofficial Trial.

PHILADELPHIA, Nov. 6.—Officers of the New York Shipbuilding Company to-day took out the torpedo boat destroyer Burrows, which the company has constructed for the Government, and went down the river to the breakwater and over the official course.

In this unofficial trial, the first made with the new craft, a speed of 32.07 knots was attained. The Government specifications call for only 29.5 knots.

SIR CLIFTON ROBINSON DIES

TRAMWAY EXPERT STRICKEN IN STREET CAR HERE.

Succumbs to Cerebral Hemorrhage in a Drug Store After Dining at Brother-in-Law's—Great Man in His Line in England and in This Country Too.

Sir Clifton Robinson, who was knighted by King Edward in 1905 for his services in connection with the underground and other transit lines of London, died suddenly last night in a drug store at 750 Lexington avenue, into which he had been carried from a Lexington avenue car. Coroner's Physician Lehane said that death was caused by cerebral hemorrhage, apparently following an attack of acute indigestion.

Sir Clifton, accompanied by Lady Robinson, was on his way back to the Waldorf-Astoria, where he was stopping, from a call on his brother-in-law, Shaw Martin, at 350 East Eighty-first street. He had eaten heartily at dinner before going to Mr. Martin's home and there had eaten supper. Sir Clifton and Lady Robinson left the Martin house at a few minutes after 9 o'clock, and Mr. Martin went with them as far as Lexington avenue and saw them on a southbound car.

On the car Sir Clifton complained to his wife of feeling ill. When the car was approaching Fifty-ninth street he fell to the floor. E. M. Frank of 55 East Sixty-fifth street, another passenger, assisted Lady Robinson in helping Sir Clifton off the car and into Nauheim's drug store. The druggist telephoned for several physicians, but found none of them at home, and finally sent in a call for an ambulance to the Presbyterian Hospital. Dr. Sampson hurried over from the hospital, but found Sir Clifton dead.

Coroner Hellenstein was notified by telephone while Lady Robinson waited in the rear of the drug store and he came immediately with Dr. Lehane. At Lady Robinson's request word was sent to the Waldorf, and Assistant Manager Stewart came and assisted Lady Robinson in taking charge of the body. It was removed to an undertaking place at 426 Fourth avenue to be prepared for removal to England.

Sir Clifton and Lady Robinson came to this side from London about a month ago. He had been sent by a group of English bankers to look over their interests in Newfoundland and to pass upon the practicability of extensions.

From Newfoundland he came on as far as Quebec, where another stop was made for business purposes, and then he came to New York, arriving at the Waldorf on Saturday afternoon.

Yesterday afternoon Lord Clifton and Lady Robinson, who was Miss Mary Martin of 50 East Eighty-first street, were the guests of Lady Robinson's brother and the latter's wife and daughter at dinner at the Plaza and afterward spent the afternoon and evening at the Martin home.

Lady Robinson said last night that her husband had been having some trouble with his heart for some time. He went to Carlsbad about a year ago and returned to London much improved in health.

Sir Clifton is survived by one son, Clifton Robinson, also an engineer and tramway expert. Lady Robinson cabled him last night to come to America at once. Sir Clifton and Lady Robinson had engaged passage for the Lusitania leaving this port on November 16.

The trip which brought Sir Clifton to Canada was the railroad in which the Canadian Bank, since collapsed, had sunk 1,250,000 pounds.

He was to look over the property, decide several questions, including one whether it would be advisable to continue with the construction at the present time, and report to the English bankers.

Sir Clifton Robinson was the managing director and engineer of the London United Electric Tramways, was connected with many other of the tramways and "tubes" of the United Kingdom as a director and was recognized as one of the greatest authorities on the construction and management of street railways.

He was born at Birkenhead near Liverpool January 1, 1848. George Francis Train had built the first tramway in Europe at Birkenhead in 1860, when Sir Clifton was a small boy, and the boy later became a member of Train's staff. Train brought him to America in 1866 as one of his employees in street railway construction. He returned to London after five years in New York and other American cities and when he was 23 years old undertook the engineering work of street car line construction in Cork. Four years later he became general manager of the Bristol tramways and then became manager of the tramways of Edinburgh. In 1884 he started building the Highgate Cable Tramways, the first of their type in England.

Returning to America, he put through a system of traction for Los Angeles, then designed and constructed the London United Electric Tramways System and in 1895 constructed the first electric tramway at Bristol. As managing director and engineer of the Imperial Tramways Company he constructed and reorganized the Dublin Southern District Electric Tramways in 1896 and the Middlesbrough, Stockton and Thornaby Electric Tramways in 1898. In 1902 he took part in the construction of the great tube railway system of London and in 1906 designed and put into operation a successful system of through booking between tramways and railways in London.

In 1889 he was engaged by the American Street Railway Association to report on the general situation with regard to street railways in the United States. His report was presented at the association's convention at Pittsburg in 1891. In the latter year he advised the city of Bristol to change its cable lines to electric lines and himself took charge of the work.

In 1898 he converted the street car lines of Stockton-on-Tees for the use of electricity. He became managing director of the United Tramways Company of London in 1904 and succeeded in converting it into an electric system against considerable opposition.

Sir Clifton was the author of several treatises on tramways. For one of these, "The World's Tramways," he received the silver medal of the Society of Arts in 1902.

Sir Clifton was said never to have had a strike or any serious trouble with his men. He was known as a strict employer, but a fair and kind one. Lady Robinson every summer had large numbers of the men under her husband's employ at lawn parties at their country home at Hampton-on-Thames.

Sir Clifton spent some time in California and used to say that that State was really the home of his choice.

SECOND STORY MAN ESCAPED.

Flashed a Revolver on Mr. Bell and His Son and Got Away.

BLOOMFIELD, N. J., Nov. 6.—A second story thief made a stir in this town to-night after being discovered on the roof of the house of Frank J. Bell in Park avenue. He had climbed the front porch and to reach a window was compelled to walk over a tin roof. In so doing he made such a noise that Mr. Bell and his son went out to investigate. They saw the man climb out of a window to the roof and commanded him to stay where he was.

"You stay where you are," said the burglar, who at the same time pulled out a revolver and flashed it. The burglar then slid down the porch with the revolver in his hand. When he reached the ground he fired a shot in the air and disappeared.

Crowds collected and joined in a search but the thief got away. He took a solid gold chain. It is believed he sought shelter in the cemetery which is in the rear of the Bell house. About two years ago the Bell home was robbed of silverware.

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UNCHRISTIAN LUXURY.

Harlem Pastor Hears That They Outdo Ancient Rome Downtown.

On "Luxury and Christianity" the Rev. Frederick Lynch, pastor of the Pilgrim Congregational Church in Harlem, said in his sermon last evening:

"There are many of us who are worrying over the awful growth of shameful extravagance and luxurious living in New York. Some dinners given here in the last fifteen years equal anything given in ancient Rome. It has been no uncommon thing to hear of dinners costing $10,000, $20,000 or even $40,000. A lesser horde of imitators of these so-called society people spend hundreds of thousands of dollars on extravagant gorging of themselves and their guests. At New Year's Eve thousands of gluttons sit in our hotels and cafés spending huge sums on eating and drinking, these suppers often being in the nature of real orgies and bacchanals. Thousands are wasted on rare flowers and entertainers of a very ultra sort, often half naked dancers.

"The extravagance of some weddings is becoming abominable. Houses are furnished, not to make beautiful homes but to spend more money than some one else. In one house we are told there is a nursery with a silver bathtub in it, the other furnishings matching it. Luxury breeds ennui, so that these vulgar people who thus arrange dinners with guests in gondolas, monkeys at table, women creeping out of pies, costly favors, have to rush from one excitement to another so that their lives become simply a chase of wild and extravagant novelties. And so the ball goes on clear through the whole city, the poor even spending more than they have in a fever for the debasted and degenerate joys of life. And many of these people are members of Christian churches.

"All this is not only unutterably vulgar, coarse and disgusting, it not only is deadening the finer sensibilities of many of our people, it is not only turning us in our quest from ideals, literature and art to minister to the belly and jaded senses, but it is utterly and absolutely unchristian. This extravagance is a denial of the Lord. It has nothing whatever akin to Him. Those who practise it are bringing in a revival of paganism."

POETS AND POETASTERS

Form a Society All Their Own. Markham and Mrs. Wilcox In It.

A group of poets and lovers of poetry, soon to be known to the public as the Poets' Association of America, had a preliminary meeting last night at the home of Edward Z. Wheeler, 117 West Fifty-eighth street, to consider what programme should be adopted by the new organization. They chose some additional members, but after vast discussion left the main job to a committee of seven members.

The Poets' Association, called by some the "Poets' Guild," has been formed, so they say, "in a sincere effort to create a greater interest in poetry in America." Edwin Markham, who is a charter member, said this in behalf of the movement:

"I believe in it. This is the age of organization, and this association is only following out the spirit of the times. The poetry society is not a mere collection of verse makers. It aims to draw together those who have a deep interest in the discussion of poetry, and who desire to make the best sort of poetry better known among the people. We have a society of painters, a society of sculptors, a press club and the like, and it seemed to men and women that we should have a poetry society to discuss the general interests of poetry."

Others at the meeting were Mrs. Ella Wheeler Wilcox and Edward J. Wheeler, who is chairman of the association.

The list of charter members has the names of Bliss Carman, John Vance Cheney, Mrs. Florence Wilkinson Evans, Prof. Hugo Münsterberg, Cale Young Rice, Frank Dempster Sherman, Harriet Prescott Spofford, J. T. Trowbridge and Prof. Henry van Dyke.

No one could tell when the first regular meeting of the association would take place.

FROSTFISH ARE RUNNING.

They Pick Them Up by the Basketful on Rockaway Beach Sands.

Along Rockaway Beach last night hundreds of men and boys were gathering frostfish by the basketful, holding up lanterns as they waded into the surf or raked the fish from the sands. The frostfish have been expected off Rockaway for several days and early last night they began to make their regular run. Chasing the little sand eels the fish swam in too close and were thrown ashore by the rollers. They were from half a pound to a pound and a half in weight. The trolley cars running between Belle Harbor and Rockaway Park were crowded with people who had been harvesting frostfish and who were taking them home to salt for winter.

STRIKE LEADER FALLS ILL.

Valentine Hoffman Attacked by Paralysis on His Way to a Meeting.

Valentine Hoffman, vice-president of the International Brotherhood of Teamsters, suffered a slight attack of paralysis last night while he was on his way to the express strike headquarters, at 781 Eighth avenue, after a conference with Samuel Gompers and Organizer Tobin at the Victoria Hotel. He was within a block of the strike headquarters when he fell and was unable to rise.

He was taken to his home, in Jefferson avenue, Brooklyn. It is stated that the attack was not serious and he will soon recover. He has been working night and day in connection with the strike.

New York Hunters Fined in New Jersey.

HACKENSACK, N. J., Nov. 6.—Andrew Carvick and Anton Radvohiska of 125 East Forty-fifth street, New York, were arrested to-day in the woods at Fairview for hunting without licenses by Deputy Game Warden Arthur Bratt. Justice Phillipps fined each $20 and costs.

Gov. White Goes Home to Vote.

ALBANY, Nov. 6.—Gov. White left for his home in Syracuse to-day. He will be away from Albany until after he votes on Tuesday.

YANKEES LOSE YANKEE BOAT

DEER ISLANDERS BACK FROM LIVERPOOL AS CONSUL'S MEN.

They Had to Dive for Their Dinners in the Cabin of the Waterlogged Florence Leland—One Steamship Wouldn't Help—Seagoing Briton Did.

Capt. George L. Holden, master of the three masted truly Yankee schooner Florence Leland, and his crew of four men, every mother's son like the skipper natives of Deer Isle, where they make real American tars yet, arrived yesterday as Consul's men aboard the White Star liner Cedric, from Liverpool, feeling mighty blue over the loss of their little ship, to save which they made a long and gallant fight. The skipper is tall, black eyed and just a bit demonstrative for a Yankee. Tears filled his eyes when he finished thus the yarn of his fight for his ship: "And I wouldn't have left if I was in the condition I am in now."

The names of the skipper's shipmates and fellow islanders, the like of which you seldom see in the crews of American craft, even in the coastwise trade, are: Bartlett Robbins, mate, and Able Seamen (including the cook), Richard A. Gross, Myron H. Dow and Charles A. Vincent. They brought the Florence Leland out of St. Martha's Bay, Nova Scotia, laden with laths and spruce lumber for Philadelphia, on October 8. A northwester that came in the night lashed up heavy seas that opened the schooner's seams forward, and athough all hands worked all day and night at the pumps she was waterlogged and unmanageable on the morning of October 10. The gale had increased and the skipper and crew took off all sail in a jiffy and let her stagger down the blast under bare poles. While she was scudding seas boarded her over the quarter and swept off the deckload of laths, carrying all the ship's rails with it.

The cabin was flooded and all the provisions either under water or destroyed. For five days the schooner drifted to the southeast. The shrouds were mighty unsteady and preventer stays were rigged to keep her wabbly sticks in. The men were suffering from hunger and thirst, and all the water butts had been swept into the sea. But there were canned goods down in the flooded cabin, and the men took turns diving for some. They brought up some dried canned beef and seasoaked hardtack and a can of vegetables.

The gale had moderated a bit, but the sea was still high when on the morning of October 24, before daylight, they saw the lights of a steamship. They filled a half barrel with tar and oakum and soaked it with kerosene and stuck it out on an iron rod from the quarterdeck so it would not burn the ship and lighted it.

The great flare stopped the stranger and he bore down on the Leland. Some one asked through a megaphone in broken English "What is the matter?" Capt. Holden shouted back that he wanted assistance, his provisions having been destroyed and his water gone. The stranger crossed his bows, nearly running him down, and stood on his course.

The skipper at that period had decided to get a supply of provisions and water and make a strong effort to bring the battered ship into haven somewhere. He had lost his instruments and did not know exactly where he might be, but was sure that he was in the Gulf Stream, and wanted to work out of it, as it would send him to the northeast.

A northeasterly gale followed the northwester and blew hard two days. The foremast was carried away at the step and the schooner was smitten otherwise when, on October 16, the British steamship Commodore, Capt. Bass, from New Orleans to Liverpool, hove in sight. Another storm was brewing and the Commodore could not lower a boat. All that the schooner had was a motor yawl, the motor of which had been put out of commission. The Deer Isle skipper wanted to know if it were not possible to tow the Leland. Capt. Bass answered, "The best I can do is to take you off, and I'll do it if I have to stay here a week."

Capt. Holden and his men had not had more than a few hours sleep in eight days and they were pretty weak and almost famished. So they lowered the motor yawl and drifted down to the Commodore, which had hove to a ship's length to leeward. Lines were tossed to the five Yankees and they were hauled to the rope ladder through the sea and taken aboard one by one, treated finely and landed at Liverpool.

Capt. Holden said that when he took hold of the tackle of the davit fall to leave his little ship he felt mighty gloomy, reflecting that in all his twenty-two years as a master, or since he was 18, he had never before had mishap. He was the last man to leave and set the wheel. The American flag was flying in the mizzen rigging union down and all the sail she had set was a double reefed spanker. She has not been sighted since she was abandoned, but she will float long on her cargo.

FOR AGED U. S. EMPLOYEES.

Meeting in Brooklyn to Further the Plan of Retirement.

The Brooklyn Branch of the Civil Service Retirement Association held a mass meeting in the Montauk Theatre in Brooklyn yesterday to create a public sentiment in favor of the passage of a law for the care of aged employees of the Government. President Taft in his annual message to Congress recommended that suitable action be taken to supply this need.

Postmaster E. W. Voorhies of Brooklyn presided at the meeting, which was addressed by the Rev. Dr. S. Parkes Cadman, St. Clair McKelway, the Rev. Father John L. Belford and Edward McIntyre, president of the association. Seated on the stage were twenty-six employees of the classified service whose ages averaged 75 years and whose service averaged thirty-five. This was meant as an ocular demonstration in favor of the law.

The meeting was attended by about 2,000 persons. Among those who made short addresses were Congressmen Calder, Law and Foelker.

Somebody Tried to Burn a Tenement.

There was a small fire in the basement of a four story tenement at 558 East 158th street about 7 o'clock last night. Tenants got up a bucket brigade and put out the flames. Then it was found that an old mattress had been torn to pieces and used to ignite woodwork. The building is the home of sixteen families.

POLITICAL.

DIX BUT NOT MURPHY

If You Vote For Dix, You Need Not Vote For Murphy

Figures talk, and the only way in which to measure the anti-Murphy vote for Dix will be by comparing the vote for the Democratic State ticket with the vote for the Tammany county ticket. Upon the county ticket there is only one place in dispute—the Supreme Court Justiceship. Every vote for Mr. Delany will be counted as a straight Murphy vote. Every vote for re-election of Justice Edward B. Whitney, which is also a vote for Dix, will be known to be anti-Murphy, whether it come from Tammany or be anti-Tammany, Democratic, Republican or independent.

The excess of the Dix vote over the Delany vote will stand in the political calculations of the future as the measure of the Dix support, for which Murphy can ask no thanks.

Justice Whitney's name will be found on the Republican and Independence League tickets and at the head of the Citizens' Union column.

BROKAW BROTHERS

ASTOR PLACE AND FOURTH AVENUE

Our new Motoring Coats are made for men who wish to motor without a shiver.

Garments which possess a wealth of warmth, good style and the quality that resists wear.

In addition to these good points, our prices are moderate.

ESTAB. OVER HALF A CENTURY

GREAT political parties nowadays use the advertising columns of the press to help win their campaign battles—and with tremendous effect.

Great public service corporations, too, are reaching a thorough understanding with the people through the same channel—also with tremendous effect.

H. E. LESAN ADVERTISING AGENCY 527 Fifth Ave. New York 'Phone 3023 Murray Hill

DIED.

ALSTON.—Anna Alston, aged 38 years. Services at "THE FUNERAL CHURCH," 241-243 West 23d st. (FRANK E. CAMPBELL, BLDG.).

BURKE.—On November 6, 1910, at Dobbs Ferry, N. Y., Bernard J. Burke, beloved husband of Florence Waller Burke, brother of the Rev. John F. Burke.

Notice of funeral hereafter.

DODGE.—At New York city, on Friday morning, November 4, 1910, General Charles Cleveland Dodge, son of the late William E. Dodge, Sr., in the 70th year of his age.

The funeral service will be held at the Collegiate Church of St. Nicholas, at 5th av. and 48th st., on Monday morning, November 7, at 10 o'clock.

Interment at Woodlawn Cemetery.

Special train leaves Grand Central depot at 11 o'clock, returning at 1:30.

DUN.—On Sunday, November 6, 1910, at Hot Springs, Va., Mrs. Robert Graham Dun.

Funeral services will be held at St. Thomas's Episcopal Church, 5th av. and 53d st., New York, Wednesday, the 8th instant, at 11 A. M. Please omit flowers.

ECKHOFF.—Arnold Eckhoff, aged 66 years.

Services at "THE FUNERAL CHURCH," 241-243 West 23d st. (FRANK E. CAMPBELL, BLDG.).

GIBSON.—Suddenly, on October 26, at Vancouver, B. C., Dana Blanchard, son of Emma Blanchard Gibson and the late William Hamilton Gibson.

Funeral services at his home, Washington Conn., Tuesday, at 1:30.

GRANT.—Suddenly, on Thursday, November 3, 1910, at his residence, 20 East 72d st., Hugh J. Grant, aged 52 years.

Funeral Monday, November 7, at 10 A. M., from Church of St. Ignatius Loyola, Park av. and 84th st. Interment private. It is requested that no flowers be sent.

THE SOCIETY OF THE FRIENDLY SONS OF ST. PATRICK IN THE CITY OF NEW YORK announces with deep regret the death of Hon. Hugh J. Grant, a fellow member and former Vice-President of the Society, on Thursday, November 3, 1910. Members are requested to attend the funeral services at Church of St. Ignatius Loyola, Park av. and 84th st., on Monday, November 7, 1910, at 10 o'clock.

WILLIAM TEMPLE EMMET, President.

WARREN LESLIE, Secretary.

GRAY.—On Friday, November 4, 1910, at Newark, N. J., Judge George R. Gray.

Funeral services will be held at his late home, 10 Franklin st., Newark, on Monday, November 7, at 2 P. M. Relatives and friends are invited to attend. Interment in Mount Pleasant Cemetery at the convenience of the family.

KEMBLE.—On November 5, 1910, at her residence, Cold Spring on Hudson, Julia, daughter of the late Francis R. Tillou, and wife of the late Gouverneur Kemble, in the 74th year of her age.

Funeral at Church of Zion and St. Timothy, 336 West 57th st., on Tuesday, November 8, at 10:45 A. M. Interment at Greenwood.

ROBBINS.—On November 5, at Nice, France, Winfield Robbins, late of Brooklyn, N. Y.

Notice of funeral later. Brooklyn papers please copy.

SCHWARTZ.—On Sunday, November 6, 1910, at his residence, 2 West 86th st., Anton Schwartz.

Notice of funeral hereafter.

STERLING.—On Sunday, November 6, 1910, at his residence, Claude Groesbeck Sterling in his 29th year, son of the late Joseph H. and Blanche Groesbeck Sterling.

Funeral from St. James's Church, 71st st. and Madison av., on Tuesday, November 8, at 10:30 A. M. Interment at Woodlawn.

STURGES.—After a brief illness, Sarah M., widow of Stephen Buckingham Sturges.

Funeral services at her late residence, 705 Washington av., Brooklyn, on Tuesday, November 8, 1910, at 10 A. M. Interment at the convenience of the family.

WALDRON.—At her residence, 135 Nelson st., Brooklyn, Mary A., beloved wife of the W. F. Waldron.

Funeral at St. Anthony's Roman Catholic Church, Wednesday, 10 A. M.

WYLIE.—On November 4, 1910,