

## ATWOOD ARRIVES; FLEW 1,265 MILES

### Lands on Governors Island; Doesn't Get to Sheeps- head Bay.

### HARBOR WELCOMES HIM

### Aviator Accepts Offer of \$5,000 for a Flight Here To-day.

Harry Atwood got here yesterday from St. Louis by aeroplane, carrying a suit case but bare-headed because he took off his cap to bid Yorkers good afternoon as he flew down the misty Hudson and as he veiled into the river. He descended at Governors Island at 2:35 o'clock after doing the final jump from North Nyack, thirty-one miles, in forty-two minutes.

In covering the 1,265 miles from St. Louis he was in the air twenty-eight hours and nine minutes. It is the longest journey ever made by a man in the air.

Walter Lissberger, an automobile manufacturer, with offices at 1780 Broadway, called up the newspapers late last night to say that he had offered a prize of \$5,000 to Atwood and that Atwood had accepted it. All Atwood has to do to win the money is to fly from Governors Island to Sheepshead Bay this afternoon. Atwood's manager said that his aviator would be at Sheepshead Bay at 3 o'clock this afternoon and would do some airy stunts there. Then he will get the \$5,000. The manager said that Mr. Lissberger had deposited a certified check for the money in a bank.

Atwood confirmed the story of the prize and said he will fly for it to-day.

Just what his unprecedented trip means to Atwood in cash he did not know yesterday. When he got to the Knickerbocker Hotel \$10,000 was handed to him by Victor J. Evans, a patent attorney of Washington, who offered that prize all by his lone self because he thought the Washington Chamber of Commerce hadn't done the right thing in merely taking Atwood out to lunch when he flew from New York to the capital. Then there is \$1,500 that was paid by a St. Louis newspaper on the day the aviator started east and there may be something coming for exhibitions at night to wms along the way.

"But," says Atwood, "you must know that I paid \$1,000 to my managers at Evans the other night in order to be relieved from my contract. Oh, I got very tired of flying just to suit somebody else's financial convenience. My net profit is so little that I hate to talk about it."

A drab compound of fog and smoke hung over the harbor when the watches at the Battery and on Governors Island heard the far din of ferry and tugboat, and factory whistles beyond the shrouded scene of lower Manhattan. The hoarse booming grew louder. The captain of a "seaboot half way between the city and Staten Island glimpsed the speck in the sky that he had been looking for, and called his whistle cord. The little Governors Island boat let out a twelfth of its own, Brooklyn, to the furthest Gowanus, joined the cry. There was Atwood, his planes barely slanted, rounding the Battery.

He sailed southeast until he was a hundred yards or so beyond the Statue of Liberty. In the thick air his motor of four cylinders made no sound that reached the crowd along the seawall. Having spun slowly around the goddess, who never looked his way, he circled toward the military reservation, almost scraped the top of Castle Williams, and saw beneath him soldiers waving American flags and a group of officers silently looking up at him as he dropped toward the spot where he was to finish his flight.

With silent motor he cut two narrow circles about the parade ground, where the grasses now grow tall on the made and whose formation New York watched for so many months. As it skimmed into the grass the biplane bounced once on its bicycle wheels. It rolled along for a hundred feet and stopped in the lee of the popular trees about a stone's throw from the castle Williams. Out hopped Atwood. Around him swarmed the army men with outstretched hands.

"Gentlemen," said the man from Missouri, "I have lost my cap. I wonder if anybody'll lend me one until I can get to town."

A cap was brought. It was too small and Atwood held it in his hand all the way up to a Fifth Avenue store, where he got a new one that stood him in \$3.50.

The army officers noted that the young man was wearing a Norfolk suit of light brown that looked as if the ship's tailor had pressed it a minute before, that his eyes were tan, that his high collar was crisp and that his knit tie was impaled with a gold pin. The face above the collar was bronzed. There was none of the white in that wore said to have been acquired in the journey of light sleep and food and much anxiety. No lines except when Atwood grinned, which he did frequently without effort.

Following his faithful satchel on the seat of his biplane with a guard of soldiers circling around and around it, the aviator walked over to the bachelor club. Whatever you'll have to be ready in the quarters of Lieut. Fessel, who has flown with Atwood at Governors Island, but Atwood said as he was hungry he guessed he'd take a bite. He rather wanted to go back and see the biplane on the harbor to see how

## NOTED BANK THIEF IS TAKEN.

### Billy Burke, International Crook, Caught in the Act in Sweden.

An international bank thief who has been jailed in all the big cities in the United States and in most of those in Europe is under arrest in Stockholm, Sweden, charged with stealing \$1,000 crowns, or about \$4,000, from a bank in that city. To the police of New York and London he is known as Billy Burke, but he told John Svenson, chief of criminal investigation in Stockholm, that he was James William Taylor, and Svenson sent his picture over here with a request for his record.

The record is a long one, for Burke has been operating since the late '70s and never attempted to steal anything that did not figure up in the thousands of dollars. In 1881 he served six years in the Albany penitentiary for stealing \$10,000 from the Manufacturers Bank of Colesburg, N. Y. In 1887 he was over in Geneva, Switzerland, where he served two years for separating a bank messenger from a bag containing \$16,000. In 1890 he was in London and tried to get away with a bank messenger's pouch containing \$25,000, but instead spent eighteen months in jail. In 1892 he served three years in jail in Frankfort, Ky., for trying to rob the Traders Bank of Mount Sterling, Ky., of \$1,400. In 1896 he was collared in Detroit, Mich., and spent two years and three months in jail for attempted bank robbery. In 1900 Budapest, Austria, claimed Burke for two years, and in 1907 he spent three years in a Philadelphia jail. They were never able to fasten a long sentence on Burke.

In his raid on the Stockholm bank he used a cane with a removable head which covers a large pad of sticky gum and by which an expert in its use, as Burke is, can lift a large package of bills from the cashier's cage. About \$3,950 stolen money was found in his pocket.

With Burke was arrested a man named Alfred Duprey, who is not known to the police here, but who has a record in England.

## E. P. HATCH LEFT \$2,000,000.

### Transfer Tax Appraisal of Dry Goods Man's Estate.

The transfer tax appraisers' report on the estate of Edward P. Hatch, of the firm of Lord & Taylor, who died on September 20, 1909, was filed yesterday. It gives the gross value of the estate as \$2,008,700.43, of which \$63,811.67 was in real estate. The real estate included the premises at 1033 Fifth avenue, appraised at \$130,000 less mortgage and interest of \$75,208.33, making an equity of \$54,791.67; a house in Brooklyn, four islands in Lake Champlain and a sixty-four acre farm at Willboro, N. Y.

The largest item in the report of the appraisers is 11,085 shares of preferred stock in Lord & Taylor, appraised at the par value of \$100 a share. A block of 7,969 shares of common stock in the same concern is appraised at 72, with a value of \$724,133. There also is a "balance of account, Lord & Taylor," on the report, with a valuation of \$519,994.26, and some \$77,900 in dividends on the Lord & Taylor stock.

Among the other large items are \$260,000 in participation certificates of the Title Guarantee and Trust Company as trustee of a mortgage made by the Nonpart Realty Company, \$27,000 in the stock of the Lincoln Trust Company, \$31,500 in Southern Railway Company, \$98,937.50 in New York Central, \$27,000 in International Paper and \$20,000 in bonds of the Montclair Military Academy.

## SECRETARY STORM BEATEN.

### Mr. Fisher Has a Long Walk in Alaskan Hills Discussion as Coal.

KATLAKA, Alaska, Aug. 25.—Secretary Fisher and his party were caught in a storm on Controller Bay yesterday and were forced to go ashore and walk for miles along the beach and over the hills, finally reaching Katlaka in a canoe after a visit to the Bering River coal fields. Gov. Clark left the party after they abandoned their launch and all reached here long after dark drenched and worn.

The storm blew with fury all night and the party remained in town, as the high seas prevented them from going on board the cutter Tahona, which was lying to outside. Many anxious citizens awaited the Secretary's coming and met him at midnight at his hotel, where he told them after much discussion, that all controversy on coal lands who had complied with the law would receive their coal rights regardless of what the future policy may be for the disposition of coal lands now in the public domain. The people here are pleased with his straightforward talk.

The Secretary and party went eighteen miles up Bering River and climbed to the top of Doughton Peak. The Secretary is convinced that Controller Bay is not the only outlet for the coal fields and that no one can secure a monopoly of the region.

## CAPT. FAUROT COMING BACK.

### Bertilion Sharp Went to Europe to Investigate New Identification System.

Capt. Faurot, who is in charge of the identification bureau in Police Headquarters, is on his way back to New York from Paris and London with a new system of identification. It is based on the individual characteristics of the noses and ears of criminals.

Capt. Faurot sailed about two months ago armed with letters of introduction from Commissioner Waldo to Sir Edward Henry, head of Scotland Yard; M. Lepine, prefect of the Paris police, and Alfons Bertillon, who discovered the Bertillon system of identification by measurements.

Inspector Hughes received a letter yesterday from Faurot in which great things are claimed for the new method of identification. It is said that with a little instruction a detective by memorizing a few letters or numbers descriptive of types of criminals can with a glance tell whether the record of a man or a woman is in the archives of the rogues' gallery.

## ROYAL BLUE LINE TO WASHINGTON.

MAXIMUM SERVICE IN MINIMUM TIME. Quickest time from down town, no change of cars from Jersey City.—Ad.

## SAVED FROM UPTURNED SCOW

### FIREMEN CHOP OUT THE CAPTAIN IMPRISONED TEN HOURS.

His Craft Turned Turtle on Its Way to Sea and the Skipper of the Tugboat Gave Him Up for Lost—Just Air Enough in Cabin to Keep Him Alive.

Meginio Magness, captain and crew of a dirt scow, spent last night with his friends of President street in South Brooklyn thanking his stars that he hadn't gone to Davy Jones's locker.

Magness was imprisoned in his overturned scow for ten hours yesterday and was rescued at last by the men of the fireboat Seth Low, who chopped through twelve inches of timber and got him out. Hours before he had been given up for lost when the scow went over at sea, and it wasn't until she had been dragged up the harbor that the tugboat men heard noises in the hull.

The scow, which is the V-5, owned by the Taylor Dredging Company, started down the harbor night before last for the sea dumping grounds. She was the first of two scows in tow of a tug known as Bouker No. 2, owned by the Bouker Contracting Company of 21 State street.

At 3 o'clock yesterday morning when near Scotland lightship they struck heavy weather. Magness was on deck and when the V-5 began acting badly he went down into his little cabin to pull out a life preserver. He had time to put it on and then something happened; just what he didn't know. But in a second everything was turned upside down and he was paddling around with the cabin flunks that floated in water that had filled the cabin. He could just touch the roof with his feet, and his head was a couple of feet from the cabin floor laid over the scow bottom.

The scow must have made quick work of capsizing, for not enough air had escaped to give the water a chance to fill the cabin. But the impression was that air was leaking out and water was taking its place, for every once in a while he had to climb up a peg on the inverted companion ladder to which he had clung. He made himself fast to the ladder with the cords of the life preserver. As the hours went by the air got fouler and there seemed to be less of it. When the water finally ceased to gain on him he had just room to keep his head and shoulders dry.

Magness does not speak English very well, so he could not tell his rescuers how he spent the long hours. He knew there was no use of trying to raise a rumpus that would tell he was alive while his prison was tossing on the Atlantic. He knew, however, when the tow was stopped and the other scow was dumped.

Capt. Benson of the tug had seen the light on the scow go out and was just able to see the waves breaking over the upturned scow. He stopped, cruised around and finally took it for granted that the scow captain had drowned, since he was not to be seen.

The submerged hull of the V-5 bucked under the waves and made the trip to the harbor a slow one. At noon the prober brought up at the Erie Basin breaker.

Then the surprise came. The men were trying to moor the scow when a deckhand heard a dull tapping from under its bottom. He rapped in response and an answer came back. The crew didn't stop to wonder over the man's being alive but got to work with picks and axes. The thickness of the beams, however, made it necessary to call for the Seth Low, which ties up at the foot of Forty-second street, South Brooklyn.

It was first necessary to beach the scow so that when air was admitted she would not sink deeper. The planks on which the firemen had to work were slime coated and it was an hour before they had chopped their way into the cabin.

Magness was pretty weak when they pulled him out, but otherwise an able seaman. He regretted the loss of his clothes more than anything else and said he wasn't going to wait long before asking his employers for new ones. He drank some hot soup and then they began to ask him how he was and how he liked his voyage.

"Right right. Give me a cigarette," was his answer as the firemen unrolled it.

The scow is being turned right side up by the Merritt-Chapman Wrecking Company.

## WOULD CARVE UP ALASKA.

### Details of Congressman Sulzer's Plan for Three Territories.

TACOMA, Aug. 25.—Many Alaskans indorse Congressman William Sulzer's plan of dividing Alaska into three Territories, following Secretary of the Interior Fisher's address at Ketchikan last week. Mr. Sulzer thus outlines his plan:

"I would make southeastern Alaska a Territory comprising all from Cape Chacon to Mount St. Elias. This would have a population of 20,000. I would call this Territory Summer in honor of the great Senator from Massachusetts, whose prophetic speech in Congress made the purchase of the Territory possible. Its capital would be either Ketchikan or Juneau.

"I would make southwestern Alaska, comprising all the district south of the Yukon to the frozen Arctic another Territory and I would call it Alaska, because it will be always cold and sparsely settled and its name would harmonize with the general conception of Alaska in the minds of most persons."

## MISS CLEVELAND NOT ENGAGED TO MARRY.

Mrs. Grover Cleveland through friends in this city denied yesterday the report sent out from Tamworth, N. H., on Wednesday night that her eldest daughter, Esther, is engaged to marry Randolph D. West of New York, son of Prof. Andrew West of Princeton.

## SINCLAIR TO SUE HERE.

### Says He's a Resident of New York and Will Begin His Action in This State.

Upton Sinclair, the Socialist author who announced on Wednesday that he intends to sue his wife for divorce as soon as he can consult his lawyer, said yesterday: "The published statement that I intend to bring the divorce suit against my wife in Delaware is incorrect. The papers will be filed in New York city on Monday, when my lawyer, George H. Gilman, returns from his vacation. I am not a resident of Delaware within the meaning of the law. I merely have a summer home there, and that only for the last sixteen months, whereas Delaware requires two years residence. I have been a resident of New York city for the last twenty-two years."

Mr. Sinclair was found last night in his apartments at 47 Claremont avenue.

There was a rumor that Harry Kemp, the young poet from Kansas whom Sinclair blames for the estrangement of himself and his wife, was moving on the Socialist's rooms with the avowed intent of "beating up" Mr. Sinclair. No poet had appeared when Mr. Sinclair was seen. He was told of the contemplated encounter and laughed. He said he wasn't afraid of Mr. Kemp although the latter had played on the football team of the University of Kansas.

It is said that ever since he made public his family trouble he had been followed by persons wherever he went. He said that only yesterday afternoon he went out of the apartment to buy an old Spanish book and that he was very sure some one had followed him to the book shop.

## WATER SCARCE IN GROTON, N. Y.

### All the Manufacturing Plants Close Down for a Week.

ITHACA, Aug. 25.—The village of Groton is facing a serious water famine and all the manufacturing plants closed down last night and will not open for a week at the earliest. If the water supply is not improved by that time it will be necessary to close down for a longer time. The factories shut down are those of the Standard Typewriter Company, the Groton Bridge Company, the Universal Safety Tread Company and the Monarch Road Roller Company. Five hundred men are out of employment.

The water system is municipally owned and the supply comes from springs on the hills. There is also a large reservoir for storage purposes. Within the last few days it was discovered that there was less than three feet of water in the reservoir and that the water from the springs was not coming in as rapidly as was necessary to meet the demands made upon it.

Residents are beginning to worry about fire protection and to fear for the validity of their insurance policies. Groton ordinarily has one of the best fire protection systems in this part of the State. The natural pressure is so great that no pumping is necessary.

## TAFT OUTLINES SPEECHES.

### Will Talk in the West on Tariff, Currency, Arbitration and Conservation.

BEVERLY, Mass., Aug. 25.—On his Western trip President Taft will speak upon the tariff, currency reform, arbitration, reciprocity and conservation.

The tariff will occupy most of the President's attention as the most important of these questions. Not only will he expound his position upon the tariff bills which he vetoed but he will seek support for the tariff work of his administration.

On the arbitration question Mr. Taft pointed out that he has a hard fight before him to arouse the public to a serious study of the pending Franco-American and Anglo-American treaties.

Conservation will be used in the far West. The President will discuss the Alaskan situation, which will become a live issue in Washington next year, after the return of Secretary of the Interior Fisher from Alaska.

What is to be said about reciprocity depends entirely upon the turn of events in Canada in the next month.

As the Senate has required a report from the Monetary commission next winter it is essential to have that public thought be directed toward this subject, and Mr. Taft's effort will be principally to arouse interest and to urge study of this question.

Secretary Hilles did further work to-day on the itinerary for the Western trip, going over the details with Assistant Chief Moran of the secret service and a representative of the Boston and Albany Railroad.

To-morrow Naval officer Kracker and Borough President Steers of Brooklyn, who are motoring along the North Shore, will be the President's guests.

Both the cases of Dr. Wiley and the National City Company will have to wait until next winter, according to the present outlook, for final settlement.

## LAURIER'S LAST FIGHT.

### Canadian Premier Will Retire into Private Life if Beaten on Reciprocity.

OTTAWA, Aug. 25.—A decision of the United States Treasury Department that sugar beets are vegetables has been discovered by the supporters of reciprocity in Ontario and is being used to-day with good effect in that province, where the sugar beet industry is important. The conservative papers in western Ontario have been contending that beets intended for beet sugar purposes would not be admitted to the United States free under the free vegetables clause of the reciprocity agreement. Prices of sugar beets are higher in Michigan than in Ontario.

Sir Wilfrid Laurier's declaration at the meeting at St. Jerome, Quebec, last night that if the Liberal party is defeated at the elections next month he would retire to private life was made with considerable dramatic effect and seems to have made a deep impression. Sir Wilfrid said: "They say I want honors. I have enough honors which I never sought, and as for more honors I do not seek them. But to me now is a sweet thing. If I am defeated there will not be a word of reproach upon my lips, and I hope that I will be able to render other services yet to my beloved country."

"If I were twenty years younger instead of being on the verge of 70 years I would again become leader of the Opposition. But as it is, in my advanced age I would do so, but I would seek the rest which I think I have gained."

SUMMER WEARINESS—Horsford's Acid phosphate quickly relieves the languor, exhaustion and nervousness of summer.—Ad.

## FOUR CHEAT DEATH BY JUMPING

### BLANKETS LIFE NETS AT FOURTH AVENUE FIRE.

Trapped Occupants of Blazing Left Building Hurl Themselves From Top Floor Windows—Three Go to Hospital—Fireman Fractures Shoulder.

At a fire in the three story left building at 235 Fourth avenue, on the northeast corner of Nineteenth street, at 5 o'clock last night four persons jumped from the top story for a blanket that a cabman, a truckman and a policeman held out over the pavement for them. One of the four, a fourteen-year-old boy, struck in his flight on the sign of a lunch counter on the ground floor and didn't hit the blanket at all.

The building at 235 Fourth avenue is occupied on its ground floor by a barber shop and a lunch counter. The second floor is not occupied, but the top floor was taken up by the fur dyeing and cleaning shops of Hyman Barber and Henry Berger. The fire was discovered by Policeman Dempsey of the East Twenty-second street station, who turned in the alarm. When Dempsey returned to the scene of the fire Barber and Berger were at the front windows with two other men. Their escape had been cut off by the fire that was already at their backs. Barber was tying some twine to the window frame in an effort to construct a makeshift fire escape. Dempsey shouted to him to hold fast, while Daniel Brown, a truckman in the neighborhood, and Tom Touhey, a cabman of Corona, L. I., ran up with two horse blankets. These were hastily doubled and the three men got a grip and shouted for the men at the windows to jump, one at a time, for their improvised life net.

Barber was the first to jump. On the way down he struck the sign of the Teck Lunch Room, but bounded from it into the blanket. He was taken in an ambulance to the New York Hospital with an injured back and shoulder and two burned hands.

Next followed Nathan Magness of 79 Norfolk street. He missed the sign, but the impact of his weight was too much for the blanket holders, and he hit the sidewalk hard enough to sprain his back. He also was burned about the face and hands, and was taken to Bellevue Hospital.

When Berger jumped he hit the blanket, but broke his left leg near the ankle. He was taken to New York Hospital.

The last to jump was a fourteen-year-old errand boy, Morris Burkis, of 312 East Eighth street. In his flight he hit the lunch counter sign, and other stuck there or clung on until the firemen, who had in the meantime arrived, raised a ladder and brought him down. He only suffered a few burns about the face and hands, and was attended by an ambulance surgeon from Bellevue.

Fireman Arthur Monness of Engine Company 14 was starting to climb the stairs between the second and third floors, but they had so far burned away that they collapsed and Monness was thrown to the bottom and lay there until found by others, who carried him out. He was taken to Deputy Chief Shannon's ambulance to New York Hospital with a fractured shoulder.

The fire gutted the top floors of the building and put the barber shop and lunch counter out of business.

## LIGHTNING CALCULATOR DEAD.

### Hutchings, Who Helped Make Barnum Famous, Passes Out at 80.

BOSTON, Aug. 25.—Prof. William Street Hutchings, for more than fifty years a famous figure in the American show world, died at his home, 8 Bluff street, this morning at the age of 80. Most of his fame came from his work with P. T. Barnum, where he was known as the lightning calculator. For the last thirty years he has been a lecturer in Austin & Stone's Museum, in Tremont row.

He was born in New York January 7, 1832, the son of a Forestry street grocer. At 12 years he was graduated from Hubbs & Clark's Academy, in West Washington street, and for a few years thereafter studied law. That not satisfying him, he went into a Massachusetts town and played a part in "Uncle Tom's Cabin." Barnstorming wasn't overprofitable and he migrated West, working on a farm. In 1860 he appeared at Barnum's Museum, exhibited his ability as a calculator, and was engaged. He remained with Barnum till the museum was burned the second time and he went on the road. In 1872 he was with Forepaugh's Circus in Washington and gave a private entertainment to President Grant at the White House. In 1883 he became attached to Austin & Stone's and since that time has been constantly employed there.

## A MOSQUITO CRUSADE.

### Commissioner Stover Opens War on Pest in Central Park To-day.

Several barrels of mosquito killing oil were received in Central Park yesterday and Park Commissioner Stover said that the war upon mosquitos in the park would begin to-day.

The oil is to be sprayed about the edges of the lakes and in moist places where the mother mosquito may have left a colony of eggs for hatching.

"From this time forth no mosquito will be allowed to come to life in Central Park. We will get rid of that pest just as we got rid of the caterpillars this summer—by vigilance and hard work," said the Commissioner.

## TO LIMIT GENERAL DELIVERY.

### Indianapolis Postmaster Won't Let Patrons Have More Than One Name.

INDIANAPOLIS, Aug. 25.—Postmaster Johnson announced to-day that he would allow a detective in the general delivery room for the purpose of watching persons, especially young girls, who call for mail addressed to them under assumed names and would hereafter refuse to deliver.

"It is time this abuse of the mail service should stop," said Postmaster Bryson, explaining his step. "Persons, especially women, call for mail and give two or three names. Letters are received through these windows that were better not sent. Many of the callers are young girls."

## JAGER-SCHMIDT AT CHERBOURG.

### Forty Day Globe Circler Starts for Paris in Swift Automobile.

Special Cable Despatch to THE SUN. CHERBOURG, Aug. 25.—André Jager-Schmidt, the Paris reporter, who is girdling the earth in forty days, reached this port to-night at 11:45 on board the White Star steamship Olympic. The health officer winked as the traveller tumbled into a power boat that was waiting for him in the roadstead.

Guided by the searchlights of the Olympic, the power boat sped to the landing stage, followed by launches crowded with newspaper men. Jager-Schmidt landed at 11:45 and was cheered by thousands of persons who had gathered at the waterside to witness his arrival.

He listened to a speech or two comparing him to Phipps Fogg and then jumped into a 100 horse-power automobile and started for Paris.

Jager-Schmidt left Paris on July 17, got to New York on August 18 and sailed the following day.

## ROLLED OUT OF CAR WINDOW.

### Circus Performer Tumbles Out of a Pullman While Asleep—Is All Right.

UTICA, Aug. 25.—While asleep in a berth of a Pullman car to-day William Kane, a circus performer, hailing from Lowell, Mass., rolled through a window of the car while the train was travelling forty miles an hour near Tupper Lake and was only slightly injured. He was able to walk back to Tupper Lake, where medical attention was given him. He was not missed until the train had reached Fulton (Cham), when a search was instituted and Kane was located in a doctor's office in Tupper Lake.

## FIGHT MAY KILL SENATOR.

### Texas Legislator Collapses After Fisticuffs With an Anti-Statewide.

AUSTIN, Tex., Aug. 25.—Senator J. S. McNealus of Dallas collapsed at the Capitol to-day and is now in a critical condition as a result of internal injuries sustained on Tuesday night in his fight with J. F. Wolters, chairman of the anti-statewide prohibition organization.

The physician who was summoned was unable to ascertain the full extent of the Senator's injuries and advised that he be taken to the hospital at once.

Senator McNealus is one of the best known newspaper men in Texas. He is 62 years old.

## U. S. MAIL BAG AFLOAT.

### Picked Up Off the South Coast of England—Dropped in Transferring.

SPECIAL CABLE DESPATCH TO THE SUN. LONDON, Aug. 25.—A United States mail bag has been found afloat near Seaford, which is on the south coast of England. It has been forwarded to London.

It is supposed that the bag came from the Rosebery or was dropped while being transferred at some port.

## ASTOR AND MISS FORCE LEAVE.

### The Colonel and His Fiancee Going on Another Fishing Trip.

Col. John Jacob Astor, accompanied by his fiancée, Miss Madeleine Force, and her father, William H. Force, together with the Airedale terrier that usually goes along, left yesterday afternoon for a fishing trip on the Colonel's yacht Noma. Col. Astor said as he was about to embark from the New York Yacht Club's dock at the foot of East Twenty-third street that the Noma would go through the Sound and that they might go as far as Martha's Vineyard. He said that they might stop again at Robbins Island, in Peconic Bay. The trip is for the benefit of Miss Force's health, which was not entirely recovered on the last trip. The party expects to return to New York early next week.

## HAINS GETS HIS DIVORCE.

### Custody of the Three Children Goes to the Imprisoned Father.

Justice Scudder in the Supreme Court in Brooklyn yesterday granted to Capt. Peter C. Hains, Jr., who is serving eight years in Sing Sing for killing William E. Ames on the Bay Side Yacht Club three years ago, an interlocutory degree of divorce from Claudia Libbey Hains.

The case was heard last Friday and was not defended. Neither the plaintiff nor the defendant appeared in court. T. Jenkins Hains, brother of Capt. Hains, repeated the story that brought Hains from the Philippines to New York to shoot Ames. Mrs. Hains at first put in an answer asking for counsel fee, alimony and the custody of their three children, but this was later withdrawn. The custody of the Hains children goes to the father.

They are now in care of Gen. Hains in Washington, D. C. Mrs. Hains is at Narragansett Pier.

## LOTS OF RAINWATER FOR US.

### Storm Greatly Improves Conditions in the Croton Watershed.

CROTON, Aug. 25.—The rain of the last two days has greatly increased the supply of water for New York city. The level in the Croton reservoir has risen at least two inches and the tributary streams are swollen far beyond the banks of the last few months.

Millions of gallons were added to the supply in the various reservoirs throughout the Croton watershed, many of which were entirely dry. The Croton reservoir was so low that tons of chemicals were placed in the water to purify it, something that had never been done to any extent before.

## KILLED OVER LODGE TROUBLE.

### Husband of Woman Accused of Shortage Shoots Court of Honor Officer.

SHELBYVILLE, Ind., Aug. 25.—Edward Van Pelt, a brother-in-law of United States Senator Works of California, shot and killed Charles Tindall on the street here at noon.

The trouble was of long standing. A year or two ago Mrs. Van Pelt was a member of the Court of Honor Lodge here. The report became current that her accounts as an officer of the lodge were short, and an investigation of the books was made. She resigned.

Van Pelt took up the matter with attorneys and since that time had had trouble with Tindall, who was chairman of the Supreme Court of Honor.

## 35 KNOWN DEAD IN LEHIGH WRECK

### Dining Car Rolled Off Sixty Foot Embankment and a Coach Stood on End.

## GRAND ARMY MEN ABOARD

### Rail Broke as Fourteen Cars and Two Engines Crossed Trestle Near Geneva.

The First Eight Cars Passed Safely Over the Bridge at Canandaigua Outlet at Manchester—Those at Luncheon Were Thrown to the Bottom of the Embankment, but No One in This Car Was Killed—The Second Coach Following Clung to the Rails and Its Passengers Were Heaped at Lower End—Injured Taken to Rochester and Other Places Near By—Two G. A. R. Men Among the Identified Dead.

ROCHESTER, N. Y., Aug. 25.—A defective rail on the tracks of the Lehigh Valley at Manchester village, sixteen miles from Geneva, wrecked the New York and Philadelphia Day Express to-day at 12:43 o'clock. Thirty-five persons have been taken out dead and about fifty are seriously injured.

On the train were nearly 100 veterans who were returning to their homes from the national encampment at Rochester. It happened that they were not in the cars where the loss of life occurred.

Many G. A. R. veterans returning from the encampment at Rochester were travelling on the Lehigh Valley's train No. 4, known as the New York and Philadelphia Day Express. The train consisted of two locomotives and fourteen cars.

SPEED WAS CUT DOWN FOR THE YARDS. The train left Buffalo forty minutes behind schedule. From that can be heard it was making up time and had been going at a speed of forty-five or fifty miles an hour. This rate, though, was considerably lessened for the passage through the Manchester yards, and when it hit the bridge a conservative estimate of its speed was probably between twenty and thirty miles, with both engines opening up their throats to get under quicker headway.

Twenty feet before the bridge was reached was where the rail broke. Some say that it simply gave way under stress because of a flaw in the cast. Others believe that the flange of a wheel on a forward coach dropped from its place and clipped off a spike, allowing the rail to spread and ultimately split in two. Whichever one of these explanations may be right the trouble originated at that point, because the rail on the outside of the eastgoing track gave way and allowed the cars to jump to the ties and drag along the bridge.

According to one man, who says he saw the accident from the start, the sixth car in the train was the one that first left the rails. As it did so, according to this witness, the five cars ahead and the two engines went on at a great speed, the coupling breaking between the fifth and sixth cars, allowing those behind to coast forward with their own momentum. The sixth, seventh and eighth cars went across the bridge safely, jarring in their advance and stopping about 100 yards past the other side. Next came the dining car, which was filled with persons who were at luncheon, and then followed the Philadelphia coach, the Atlantic City coach, the chair car Emelyn and two more coaches.

The dining car got over the bridge safely, but twenty feet beyond it sw