

READY TO FLEE FROM REBELS

MANCHUS IN PEKIN PREPARED FOR THE WORST.

Report That Government Troops Have Been Repulsed With Heavy Losses North of Hankow—All Sorts of Hail Offered Yuan Shih Kai to Go Fight.

Special Cable Despatches to THE SUN.
LONDON, Oct. 19.—A despatch to the Daily Mail sent from Peking on Friday afternoon says that owing to strict censorship it is extremely difficult to arrive at a clear view of the situation. It avers, however, that the Manchus are undoubtedly prepared for the worst.

Many families are ready to leave the capital at the first sign of preponderance on the part of the rebels. This is a clear indication that the Government does not feel secure.

It is reported that the loyalists have been repulsed ten miles north of Hankow with losses of 600 to 700 men. The Sixth Division will entrain at Pao-tung-fu to-day and proceed to Hankow. The Government is moving troops to protect the approaches to Peking.

There are persistent rumors that Yuan Shih Kai has refused to accept the viceroyalty of Hunan and Hu-peh, as Wu-chang, the seat, is now in the hands of the rebels. The foreign legations have no confirmation of Yuan Shih Kai's acceptance, though it was reported yesterday.

An edict issued yesterday appointed Yuan Shih Kai commander in chief of all the forces in the Yangtze Valley. This is a bait to tempt him to accept the viceroyalty even for a short time. The edict requests him to proceed at once to suppress the rebels.

A second edict declares that rebels who will return to allegiance to the Government will not be punished and that persons who give information of the movements of the rebels will be rewarded.

Foreign military attaches and war correspondents will not be allowed to go to the front, and the American military and naval attaches have returned to Peking. The correspondent of the Times and the British military and naval attaches left on Wednesday with the intention of attempting to break through the cordon.

A despatch to the Daily Telegraph from Shanghai dated Thursday, 5:30 P. M., says that fighting was then going on outside of Hankow. The rebels were reported to have been repulsed in the attack in which they lost 200 men.

The wires, however, are controlled by the rebels and authentic reports are impossible to get. It was rumored that an armistice had been arranged.

The financial panic is subsiding. At the time of the sending of the despatch 20,000 refugees had arrived, among them being many foreign women.

The new Chinese dollar was issued today. Revolutionists throughout the country are awaiting the result of the fighting at Hankow before declaring their faith.

The Telegraph's Peking despatches filed to-day say that Gen. Yin Chang crossed the Yangtze river yesterday evening with six batteries of artillery and eight battalions of infantry and succeeded in retaking the rebel position. The investment is now reported to be complete and it is hoped that the combined naval and military bombardment may be avoided.

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COMMISSION WARNS MCGRAW

WILL DISBAR AND FINE HIM IF HE BREAKS RULES.

Giants' Manager Accused of Insulting Ban Johnson—Merkle Fined \$100 for Abusing Connolly—Garry Herrmann Says the Public Wants Clean Ball.

The National Baseball Commission—Ban Johnson, August Herrmann and Thomas J. Lynch—at a meeting in the Waldorf-Astoria yesterday morning addressed a formal letter to John J. McGraw, manager of the Giants, warning him that if he continued to violate the rules against kicking he would be debarred from the remaining games of the world's championship series and also would be severely fined. McGraw was notified that no manager or player would be permitted to influence public opinion against an umpire and that he must accept decisions in a spirit of sportsmanship hereafter. It appears that the commission's letter was prompted by several incidents in Tuesday's game between the Giants and the Athletics at the Polo Grounds. Ban Johnson said to THE SUN reporter yesterday:

"McGraw continually addressed personal remarks toward the box in which the national commission sat on Tuesday. It was just after Merkle had been called out at second base that McGraw, walking toward the New York bench, cried out:

"This is a sure thing game! Old American League methods! You always wanted 200 per cent. the best of it and you're getting it now. It's a fine thing to have Connolly, who is Connie Mack's brother-in-law, umpire for you. You've got it all framed up to rob us!"

"Connolly is not related to Mack and is eminently fair as an umpire. He treated the Giants squarely. I called the attention of Messrs. Lynch and Herrmann to McGraw's behavior and they agreed with me that something should be done."

A copy of the letter handed to McGraw in Philadelphia last night follows:

John J. McGraw, manager, New York National League baseball team.
DEAR SIR: In the discharge of its duty to maintain order and discipline in the series now in progress for the championship of the world, as required by the rules and regulations jointly enacted by the National and American leagues on February 16, 1907, the commission has taken official cognizance of your unwarranted conduct and language while passing from the coacher's lines to your team's bench during the last few innings of the game played on the Polo Grounds on Tuesday, October 17, 1911.

Notice is hereby served on you that a repetition of this misconduct on your part will at once be called to the attention of the umpire in chief in the game in which it occurs, with instructions to remove you from the field, and the commission will disbar you from all subsequent games. In addition to this penalty a severe fine will be inflicted upon you.

The commission will not permit a manager to attempt to influence by word or deed public opinion against a capable and conscientious official of the game, and unless decisions are accepted by you in a spirit of sportsmanship you will be dealt with as indicated in this letter.

Respectfully,
AUGUST HERRMANN,
B. B. JOHNSON,
T. J. LYNCH,
National Commission.

Fred Merkle, first baseman of the commission, has been fined \$100 by the commission as a result of his taunting with the ruling of Umpire Connolly mentioned above. This letter was sent to Merkle in Philadelphia yesterday.

Fred C. Merkle, New York National League baseball team.
DEAR SIR: You are hereby notified that a fine of \$100 has been imposed against you by the National Commission for using improper and indecent language in the game played on the Polo Grounds in New York city on Tuesday, October 17, 1911, and you are warned that a repetition of this offense will result in your disbarment from the remaining games of the present world's championship by the commission. Respectfully,
AUGUST HERRMANN,
B. B. JOHNSON,
T. J. LYNCH,
National Commission.

Chairman Herrmann of the commission said yesterday that the umpires had been instructed to enforce the rules without fear or favor, that the baseball public was entitled to clean sport and that the commission did not intend to allow even minor offenses to go unpunished. He said that kicking against decisions had become extremely unpopular and that there was no good reason for such behavior. Mr. Herrmann said that the umpiring in the first three games of the world's series had been almost perfect, and that the criticism of Connolly on Tuesday was entirely without warrant.

In the cases of McGraw and Merkle, the finding of the commission was unanimous. Messrs. Herrmann and Lynch are National League men.

The commission has taken no official action regarding the Stodgrass-Baker incident, but it is said that the members have some testimony from one of the umpires and a Philadelphia player in their possession.

Announcement of the postponement of yesterday's game in Philadelphia was made here early enough to prevent many baseball fans from making the trip to the Quaker City. The Pennsylvania Railroad posted a notice that the game was off at 10 o'clock in the Seventh avenue terminal. It was reported that Shibe Park was flooded and that even if the sun came out the field would be unfit for play. The postponement of two days, it was thought, would benefit the Giants, particularly Marquard, who may be sent in to pitch to-day. If McGraw doesn't care to run further chances upon Red Ames, the Athletics will doubtless use Bender, who hasn't worked since Saturday and is very fit. By this plan McGraw will try to send Mathewson back in to-morrow's game at the Polo Grounds, with either Plank or Combs pitched against him.

PHILADELPHIA, Oct. 19.—If the clouds roll away to-morrow and Old Sol gets a chance to flood the city with his rays the Athletics will fight it out again with the Giants at Shibe Park in the afternoon. The two days rain, which has

Continued on Second Page.

THOMAS W. LAWSON NOT GUILTY

Jury Acquits Him of Charge of Running a Lottery at Fair.

PLYMOUTH, Mass., Oct. 19.—Thomas W. Lawson was found not guilty to-day of conducting a lottery at the Marshfield Fair last summer, when he gave a horse and carriage valued at \$1,000 to the holder of a ticket bearing the same number as one drawn from a hat.

In the District Court Lawson was found guilty and fined \$100, but he appealed, and the case has been on trial here before a jury since yesterday. After a motion by Congressman Harris of Lawson's counsel to dismiss on the ground that the Government had not made out a case Judge Quinn instructed the jury to bring in a verdict of not guilty, which was done. Lawson left the court room smiling.

"Take it from me," said he, "next year I am going to give two of the finest horses on my estate and the rigs to go with them to the lucky ticket holder. Nobody got the worst of it but our poor county, which had to stand the expense of the experiment."

Lawson is president of the Fair Association and the giving of the horse and carriage helped increase the attendance.

FAST MAIL WRECKED; ONE DEAD.
PENNSYLVANIA ST. LOUIS TRAIN RUNS INTO OPEN SWITCH AT INDIANAPOLIS.

INDIANAPOLIS, Ind., Oct. 19.—Fast mail train No. 11 on the Pennsylvania Railroad from New York to St. Louis was wrecked in the eastern part of this city to-night when it left the main track and ran into an open switch at forty miles an hour.

It collided with freight cars on the switch, derailing the engine and four mail cars in which mail clerks were at work. Engineer McGraw was caught under the engine and was sealed to death by escaping steam. The fireman was badly injured and five mail clerks were seriously hurt.

JUSTICE HARLAN'S SUCCESSOR.
WICKERSHAM WOULD NOT ACCEPT—The Place Likely to Go to New Jersey.

WASHINGTON, Oct. 19.—Attorney-General Wickersham will not be appointed Associate Justice of the Supreme Court to fill the vacancy caused by the death of Justice Harlan, according to the best advice here. Mr. Wickersham would undoubtedly be considered, it was said, for the place if he would accept, and it may be offered to him as a compliment by the President, as was intimated in despatches from the President's train this afternoon, but in that case it is believed to be reasonably certain that the offer will be courteously declined. It is the understanding here that the Attorney-General is not in position to accept a place on the bench.

The latest trustworthy information on the subject of the succession to Justice Harlan is that the place is likely to go to the State of New Jersey. That Federal circuit, which embraces Pennsylvania, Delaware and New Jersey, is not represented on the Supreme bench and has not been for some time.

SIX CARS IN CRASH.
Slippery Rails Cause Accident Which Hurts Passengers From Seats.

Street cars were stalled and general traffic delayed for three-quarters of an hour at 111th street and Manhattan avenue late yesterday afternoon when a northbound Columbus and Lenox avenue car driven by John Brennan of 450 West Fifty-seventh street collided with a 116th street cross-town car which Motorman Stutchins was operating. Four other cars at crossing the place, at least, but Borough Supervisor Miller of The Bronx, who only smiled when either of his conferees turned to him for verification of the reflections on the city's Executive.

Mr. Prendergast varied the programme by going aside and touching up some of the department heads. He said of Park Commissioner Stover that "the genius of the Park Department has not executive ability enough to run a peanut stand," and he paid a tribute to the nerve of Fire Commissioner Johnson, who, he said, was the only gentleman in a gentleman's agreement between department heads to strike for a raise in pay, who did not get cold feet and back out at the last minute.

President Mitchell read from an afternoon paper Mayor Gaynor's statement that if the Interborough subway project had been accepted the city would have had \$1,000,000 more a year to spend for such things as equal salaries for women teachers.

"I know that undoubtedly there is a measure of respect due the man who holds the great office of Mayor of this city," said Mitchell, "and that there is a measure of respect which is due from a man of my years to a man of the Mayor's age, but there are times when courtesy and good feeling and respect may be thrown aside, and when a lie deliberately uttered for the purpose of deceiving the people must be nailed. The statement is unqualifiedly, deliberately, intentionally false. For this reason: The city can borrow money at practically 1 per cent. less than a private corporation can. Now the Interborough's offer contemplated that it should receive all of the interest upon the capital investment before the city got a cent. Therefore there would have been payable to the Interborough company about \$900,000 annually out of the income of the subway more than would have been payable to the city had the city money instead of Interborough money been invested in the enterprise. Now that is the truth of the four million and a half of saving that the Mayor alludes to."

Mr. Mitchell called attention to the solidarity of the fusion majority in the Board of Estimate by saying that he had noticed in an editorial in a morning newspaper that the city budget this year would be about \$213,000,000 or \$215,000,000.

"So far as it lies within the power of the heads of departments in the Mayor's control this may be true," he said, "for they are striving to put the budget at this figure, but Prendergast and McAneny and I will see to it that the budget does not get there."

Mr. Mitchell also went after Mayor Gaynor on the score of the city charter, and the Levy bill he denominated as "his bad assault on the ballot box as the physical violence of McKane of Gravesend."

Messrs. McAneny, Miller and John J. Hopper, candidate for Sheriff on the fusion ticket, also spoke.

GIANTS' ATHLETICS SPECIAL.
From Pennsylvania Station and Hudson Terminal, to-day, 10:50 A. M. Pennsylvania Railroad, dining car. From New York to Philadelphia 30 minutes after game—Ad.

HEARST A DEMOCRAT AGAIN

TELLS FUSION MEETING HE'S GONE BACK TO THE PARTY.

Nothing Said About the Independence League—Mitchell Puts the Mayor in the Annullis Club—Nine Votes in the Board of Estimate Sit on the Platform.

William R. Hearst timed his arrival at the opening meeting of the fusion campaign at Carnegie Hall last night so that the fusion members of the Board of Estimate had enjoyed full opportunity to score what they termed the alliance between Mayor Gaynor and Tammany. Then he came on and said to the large audience assembled that he was once more a Democrat.

Mr. Hearst said that he had registered as a Democrat this year and that he was of the fusion Democrats most ready to do what he could to defeat the aspirations of Tammany Hall. He had left the Democratic party because of its mismanagement, but the brilliant record which the national Democratic party had made since it regained the control of Congress had induced him to return to the fold.

Mr. Hearst made this announcement before an audience that was all timed to warm applause for the Independence League candidates on the fusion ticket. The rosters had stamped themselves faint when Comptroller Prendergast paid a compliment to Clarence J. Shearn, and Mr. Hearst himself they had received rapturously. But neither Prendergast, President Mitchell nor Borough President McAneny had said anything about the Independence League. That fact did not seem significant until after Mr. Hearst had made his announcement. This is what he said:

Mr. Murphy has been in general charge of the government of the city and of the State of New York for the last year. In this election you will have the fullest opportunity to express your approval or disapproval of Mr. Murphy's administration.

If you think Murphy for Mayor and Murphy for Governor and Murphy for the Legislature is enough Murphy, if you don't vote Murphy for the judiciary too, then vote against the Murphy ticket.

In appointing the State's chairman yesterday Mr. Murphy read all honest and independent Democrats out of his party. I call upon all honest and independent Democrats to unite and read Mr. Murphy out of our party. Let us have a Democratic party which is free from Murphy's control, which is in harmony with the Democracy of the nation and which can be supported by all loyal Democrats and honest men.

Before Mr. Hearst came to bring this tidings the nine fusion majority votes in the Board of Estimate, all seated in a row at the front of the stage with M. Linn Bruce, chairman of the meeting, between them had been making the evening a merry one by rising in turn and taking a crack at Mayor Gaynor's all, at least, but Borough Supervisor Miller of The Bronx, who only smiled when either of his conferees turned to him for verification of the reflections on the city's Executive.

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WEIGHT STEERS BROKEN AERO.

Aviator Robinson Makes 3,000 Foot Corkscrew Swirl to Safety.

ST. PAUL, Minn., Oct. 19.—Hugh Robinson, the Minneapolis to New Orleans aviator, is spending to-night at Dubuque, Ia. He reached Prairie du Chien at 11 A. M. to-day, 219 miles from Minneapolis, after winning a thrilling battle for life.

The aviator started on the second day of his trip to the Gulf from Winona, where he had been laid up since Tuesday.

Half way between Winona and Lacrosse a bolt in the front controller of the machine fell from the rigging rendering that piece of the apparatus useless. Robinson found it impossible to manipulate the plane. The craft was 3,000 feet in the air and making a mile or more a minute.

Robinson, without checking his engines, leaned far forward in his seat and found that he could direct the course of the airship by throwing his weight forward and manipulating the rear control. Thus after a corkscrew descent he alighted on the river.

TORPEDO CUTS TARGET.
Digs Through Calson Loaded With Pig Iron and Coal to Represent Ship.

NORFOLK, Va., Oct. 19.—The recently constructed torpedo boat built to represent a battleship on one side and a cruiser on the other was punctured with a war torpedo fired from the scout cruiser Montgomery in Hampton Roads this afternoon.

Two types of torpedo were used in the experiment, Whitehead and a cannon. The last named was invented by Commander Cleland Davis, who witnessed the experiments. Twice the first torpedo failed to complete the journey and was laid aside and another brought into use.

The last torpedo dug its way entirely through the target despite the fact that it was weighted with 300 tons of pig iron and as much soft coal. The caisson was kept afloat by naval tugs and will be used in similar experiments later.

PEARCE, AUTO DRIVER, KILLED.
Tire Gives Way and Car Plunges Into a Fence.

SIoux CITY, Ia., Oct. 19.—Billy Pearce, driver of the Colby motor car, was killed at Sioux City this afternoon. A tire gave way and the machine went into the fence, killing the driver instantly. He had driven for ten years, winning many races. He was unmarried and lived at Mason City, Ia., with his father. Burial will be in Chicago.

LYNCH NEGRO IN MODEL TOWN.
Mob Inflicts Death Penalty for Knocking a Man Down.

MANCHESTER, Ga., Oct. 19.—Because he knocked down a white man last night Jerry Lovelace, a negro, was taken from jail at 2 o'clock this morning and lynched. There were about thirty men in the mob. Lovelace was arrested last night for assaulting Yardmaster W. F. Kernan of the Birmingham and Atlantic Railroad. There was much feeling and after midnight a mob formed, captured City Marshal Collier and took the jail keys and the officer's gun. Leaving the Marshal bound the mob unlocked the jail and got the negro. After the lynching the mob returned to Marshal Collier, unbound him and returned the jail keys and his gun.

Manchester is a comparatively new place. It has been extensively advertised and was known as the "model town."

J. P. MORGAN OBJECTS TO TAX.
Will Pay on \$250,000 of Bonds That Are Not Exempt by Registration.

J. Pierpont Morgan, who for several years has voluntarily paid taxes on a personal assessment of \$100,000, has refused to pay on his new assessment of \$200,000. In an interview he had with the members of the Tax Board he showed that his personal estate consisted of bonds which were already taxed but that he had bonds amounting to \$500,000 which had not been registered. He added that he was willing to pay a personal tax on these, which meant that his personal assessment would be increased by \$150,000. The added payment based on the tax rate for this year will be about \$2,658.

The assessment on the personal estate of the late Hugh J. Grant, which was valued at \$700,000, was sworn off yesterday. The personal property had been distributed.

NEW HIGH PRESSURE DISTRICT.
From Maiden Lane North to Be in Shape in November.

Commissioner Thompson of the Department of Water Supply sent word yesterday to Fire Commissioner Johnson that the high pressure fire service mains in the district bounded by Chambers street, East River, Maiden Lane and Nassau street will be in by November 1, and that the mains will be turned over to the Fire Department about two weeks afterward. When this is done the lower part of the city south of Twenty-third street will have the protection of the high pressure mains except in a few districts where the danger from a spreading fire is not great. So far the total cost of the new system has been \$6,300,000.

ASTOR AND BRIDE LEAVE YACHT.
Come From Norfolk by Rail Because of Mrs. Astor's Seasickness.

NORFOLK, Va., Oct. 19.—John Jacob Astor and his bride arrived here to-day from Bermuda on the yacht Noma. An automobile was waiting at the Merchants and Miners pier, where they landed. Col. Astor said they had a rough trip from Bermuda, the yacht running into several storms that caused long delays and frightened Mrs. Astor.

Because Mrs. Astor suffered from seasickness Col. Astor decided to abandon the yacht here and proceed to New York by rail. They left to-night for New York.

TWO WOMEN FOR THE JURY.
California Makes Prompt Use of Its Newly Created Voters.

SAN JOSE, Oct. 19.—Miss Sarah Alice Vale, aged 37, and Mrs. Imogene Savelker, aged 52, two of the first women in Santa Clara county to be placed upon the register as voters, are the first women since the passage of the suffrage amendment to be summoned as jurors in California. They will appear in a battery case. Miss Vale is a bookkeeper and Mrs. Savelker is the mother of six children. Both have consented to act.

AVIATOR ELY KILLED

BEFORE 10,000 PEOPLE

FAILS TO RIGHT HIS MACHINE AFTER DARING DIP AND FALLS 75 FEET.

CRUSHED UNDER HIS ENGINE

Realized His Danger and Tried to Leap Clear of Biplane as It Struck.

MAcon, Ga., Oct. 19.—With 10,000 people looking on Eugene Ely, the aviator, plunged to his death at the State fair grounds about 3:30 o'clock this afternoon when his aeroplane refused to ascend after a spectacular dip.

In making the dip Ely had descended to within seventy-five feet of the ground. He tried to right the machine and ascend, but it refused to obey the helm and plunged to the ground with tremendous force.

Ely realized his danger and by a desperate leap almost cleared the aeroplane before it struck the ground, but he failed to spring far enough and was caught under the machine and mangled. His body was broken in a score of places and he died eleven minutes after the fall, retaining consciousness just before the end long enough to mutter: "I lost control; I know I am going to die."

Ely was killed while making his second flight of the day. He ascended about 3 o'clock and circled the fair grounds at a speed of fifty miles an hour. As he was completing the circle he made one of his spectacular dips. The machine shot earthward with great velocity and the spectators cheered, thinking Ely would rise, as he had done before. But Ely evidently lost his grip on the lever. He rose from his seat, then jumped and almost cleared the aeroplane as it struck the ground. The machine was shattered, bits of wood and metal flying hundreds of feet, so great was the impact. Ely himself struck with terrific force and was partly caught under the wreckage of the machine.

The body of the aviator was removed to his hangar and physicians summoned, but they could do nothing as Ely was dead when they arrived.

A gruesome feature of the tragedy was the fight by spectators to get souvenirs. The policemen were swept away by the crowd and in a few minutes the littered field was cleared of every bit of the wreckage. Ely's collar, tie, gloves and cap disappeared. The collar was taken from his neck.

Ely had planned to leave here to-night for Norfolk to join Mrs. Ely. He said to-day that he and Mrs. Ely contemplated spending the winter in Davenport, Ia., with his family.

Ely had a premonition of disaster before he ascended this afternoon. He told his assistants that he felt that something would happen and asked them to notify Mrs. Ely. The body will be sent to Iowa to-morrow. Ely left his wife in New York two weeks ago to come to Macon to fly at the Georgia State fair.

He had been making spectacular flights for eight days. To-day he offered to fly at night and to tint his aeroplane with phosphorus so as to make it glow. The offer was declined for the reason that he wanted \$1,000 and the association thought the sum too large.

Eugene Ely was the first aviator who ever flew from land to the deck of a warship and back to land again. When he did that at San Francisco on January 18, last, Governments began to take aeroplanes seriously as a factor in naval warfare.

His flight from South San Francisco to the deck of the cruiser Pennsylvania was his biggest achievement, but Ely accomplished a good many noteworthy things in his three years of flying. He was in most of the tournaments and earned a place among the most distinguished aviators of the world.