

ITALIANS BEAT OFF TURKS

NOT FIGHTING, BUT NO IMPRESSION ON TRIPOLI DEFENCES.

Decrease of King Victor Emmanuel Formally Announces the African Territory Powers Asked to Stop Fierce Bloodshed—Vain Hopes at Constantinople.

TRIPOLI, Nov. 5.—The Turks first upon the Italian lines with artillery on Saturday afternoon, supported by 200 Arab and 400 Italian troops. The attack was repulsed and the Turks were brilliantly repulsed by the Italians.

It is believed that the frequent artillery demonstrations of the last few days have been intended as a mask for the disembarkment of the enemy's forces in consequence of the reported failure of the attacks upon the trenches and the spread of cholera.

Reports that big forces are coming from the Egyptian frontier to help the Turks are shown by investigation to be greatly exaggerated.

The Turks have been firing shrapnel upon the Italians posted at the Sultana today. One shell fell close to the town today. A torpedo boat shelled the Turks for two hours to-day.

ROME, Nov. 5.—King Victor Emmanuel has signed a decree declaring Tripoli and Cyrenaica "placed under the full and entire sovereignty of Italy."

The decree says that a law will be framed making definite regulations for their administration and until the law is formally promulgated, the decree will be carried out through royal orders.

The occupation of the principal towns of Tripoli and Cyrenaica, combined with the continuous success of our arms and the enormous forces we have concentrated there, with the addition of those we are preparing to send, render any further resistance upon the part of Turkey vain.

On the other hand, in order to put an end to useless bloodshed it is of urgent importance to dispel any dangerous uncertainty in the minds of the population of Tripoli and Cyrenaica; therefore, by royal decree, Tripoli and Cyrenaica have been definitely and irrevocably placed under the full and entire sovereignty of Italy.

Any less radical solution of the question which would have left even a vestige of the sovereignty of the Sultan over the provinces might have led to endless conflicts in the future between Italy and Turkey which might have broken out later, even against the governments, at a moment dangerous to the peace of Europe.

The solution adopted by us is the only one affording a definite safeguard of the interests of Italy and Europe, and even Turkey herself. A peace treaty signed upon this basis will do away with all cause of serious difference between Italy and Turkey and will enable us to inspire our politics with the great interest we have in the maintenance of the territorial status quo of the Balkan Peninsula, of which the consolidation of the Turkish Empire is an essential factor.

CONSTANTINOPLE, Nov. 5.—Further success in Tripoli. A news agency sends word that the suburb in which are located the Jewish cemeteries has been captured and that the cavalry barracks with four guns, two of which are quick firers, have been taken. A quantity of stores are said also to have been captured.

The foregoing victory is said to have taken place on November 1 and the following day. The Government does not confirm the despatch.

Details are circulated also of an engagement which took place on October 21, when 8,000 Turks and 16,000 Arabs surprised the Italians by an attack which resulted in a severe reverse for the Italians, who are said to have lost 500 killed and wounded and to have abandoned their guns and ammunition. Two battalions are said to have surrendered.

It is added that the General in Tripoli in view of the Turkish successes and the danger to foreigners in the event that the town be recaptured, have urged Gen. Canova, the commander of the Italian forces, to capitulate.

It is reported that the Italian warships have attacked a Turkish gunboat in the Red Sea. There are no details.

LONDON, Nov. 6.—Italy's proclamation of annexation is widely regarded as childish. The British Government has issued reports of the unfavorable position of her troops in the town of Tripoli and their inability to advance against the enemy. It is pointed out, however, that the position is not necessarily so disadvantageous as it seems. Italy's command of the sea makes it impregnable, while the postponement of the advance is entirely in accordance with good generalship, which awaits complete preparation before launching upon a long and difficult campaign.

It is recalled that Gen. Kitchener was thirteen years in preparing for the final stroke at Omdurman when he conquered the Sudan.

In the meanwhile the Italians have to combat the inroads of cholera, fever and other diseases which are reported to be spreading seriously. Arrivals at Malta report thirty-one deaths from cholera, seven on October 30, twenty on November 1 and ninety in the hospitals on November 2. The disease is playing serious havoc among the native residents also, but the number of cases and deaths are not so estimated.

Reiteration of the stories of Arab massacres by Italian troops have conspicuous notice allotted to them in the papers. The editorials are less severe than might be expected. There is indeed a considerable divergence of opinion as to the extent of Italian culpability.

The Daily Telegraph's veteran correspondent, Bennett Burleigh, who is at Tripoli, while not denying the killing of Arabs, makes excuses for the Italians, whose good nature and humanity, he says, compare favorably with the temper of

RODGERS SAFE IN PASADENA

WILL FLY 20 MILES MORE TO THE BEACH OF THE PACIFIC.

Thousands Mob Aviator as He Lands in Tournament Park and Police Use Clubs to Keep Him and His Aero-Plane Being Stripped by Sensitive Hunters.

LOS ANGELES, Cal., Nov. 5.—Calbraith P. Rodgers finished his transcontinental flight this afternoon shortly after 10 o'clock, when he descended at Tournament Park, Pasadena.

His coming was awaited by thousands and no sooner had he landed than he was literally mobbed. Men, women and children surrounded Rodgers and fought and struggled for an opportunity to shake his hand, speak a word to him, or seize some part of his dress or equipment as a souvenir.

The police were compelled to use their clubs to force the crowd back from the aeroplane, which was in a fair way to be torn to pieces. Finally, guarded by police, Rodgers made his way through the throng and was driven to a hotel, where he went to bed, declining to see any one until to-morrow.

His plans call for a continuation of the flight, twenty miles, to the ocean, where he will land on the beach, thus actually completing his ocean to ocean trip.

Following his failure to complete the last lap of his journey last evening because of trouble with his motor, Rodgers passed the night at Banning and early today was at work with his mechanics overhauling the aeroplane. His flight from Banning to Pasadena was made without incident.

An explanation by Rodgers of his remarkable escape from death last evening when descending at Banning, shows that his flight was a race for life, during which he operated his machine with one hand for six miles. When Rodgers was entering a narrow stretch in the San Geronimo Pass his machinery broke in several places at once. One of the connecting rods of the crank shaft broke at the bottom when he was at a height of 2,500 feet.

Rodgers had never been seen to fly so unsteadily before and his associates were terrified. The biplane dipped and plunged, but Rodgers, holding the jumping broken rod with his thumb and a loosened magnet with his finger, kept the engine going at top speed. In spite of this peril and handicap, he made the twenty miles from Palm Springs to his landing place at Banning in eleven minutes.

It had to be a record breaking sport or he was doomed.

Coming over the town he was 2,500 feet high, but he turned sharply toward the mountain cliffs and took a dive almost straight down to the ground.

Then instantly shifting his planes he made a short curve and settled in a freshly ploughed field.

The mechanics said that if Rodgers had attempted to go on a few miles further he would have broken a piston rod and repeated the accident of Friday. Several of the parts were worn almost through.

Rodgers in his journey from New York to Banning travelled a total of 4,141 miles in 4,846 minutes actual flying time.

Like Harry N. Atwood, who previously held the world's record for a coast-to-coast series of flights in his trip from St. Louis to New York, when he covered 1,265 miles, Calbraith Rodgers was comparatively a stranger in the flying game when he began his flight. He became a pupil in the Wright school at Dayton, Ohio, last July and made his qualifying flights for a license on August 5. His first exhibitions of his machine were made during the meet held in Chicago last September, when he captured a prize of \$8,000 offered for total duration. He remained aloft twenty-seven hours out of thirty and one-half hours of flying time. He also took a prize of \$3,000 in daily events, making his earnings \$11,000.

Rodgers started on his transcontinental trip on September 17 from the racetrack at Sheepshead Bay at 4:25 o'clock in the afternoon. His start was made in the presence of 2,000 spectators, with only two policemen to keep them in check. It was with some difficulty that the aviator finally secured an opening space to make his start. He got away without mishap and made his first landing at Middletown, N. Y., eighty miles from the starting point. Becoming confused on account of the crossed railroad tracks, he got off his course and lost about twenty miles before he regained his bearings.

Rodgers in planning the flight expected to compete for the Hearst \$50,000 prize. But before he started he found that there had been a misunderstanding in regard to the conditions. He was under the impression that the start would have to be made by October 10 and the finish within thirty days. Later it was learned that October 10 was the limit for the finish, and he decided to make the trip anyway.

Rodgers was born in New York on February 12, 1879. He is a cousin of Lieut. John Rodgers, U. S. N., and a son of the late Capt. Rodgers, U. S. A. He is also a grandson of Commodore Perry. He attended Columbia University and the University of Virginia. He is a member of the New York Yacht Club. One of his distinctions is that of being the tallest aviator in the world. He stands 6 feet 3 inches.

Other long cross-country flights include the French circuit of 1,166 miles, the European circuit of 1,073 miles, the British circuit of 1,019 miles and the Paris to Rome circuit of 910 miles.

WORKHOUSE FOR CAR BOWDY

Mount Vernon Man Knocks Off Passengers' Hats in Elevated Train.

William Wintgen, of 225 Franklin avenue, Mount Vernon, was sent to the workhouse for five days in the night court last night for rowdiness in a Third avenue elevated train. Policeman Cahill, who made the arrest, told Magistrate Freschi that Wintgen walked through the cars of a southbound elevated train knocking off men's hats. At sixteenth street street he got into Cahill's car and continued his game in spite of Cahill's warnings. The policeman said he had to fight the man before he could take him to the Fifth street police station.

RUNAWAY PAERCLIMBS BLUFF

Crashes Down to Sidewalk With Wagon and Is Badly Hurt.

A runaway which may result fatally for James A. Murphy's Ardelle, 2044, occurred in Broadway Park yesterday afternoon in the final minutes of the road drivers. Mr. Murphy had been driving Don Derby and was making a change of horses preparatory to racing Ardelle with George Stengel's Ouida.

In some way the mare broke away from the man who was harnessing her and started on a run down the drive toward the viaduct. She ran unimpeded for a considerable distance and seemed to be lurching when half a dozen boys rushed out into the road and attempted to head her off.

Ardelle swerved and ran up on the sidewalk, and then with the agility of a mountain goat she ran straight up the side of a steep bluff and on to the rocks fifteen feet above the sidewalk. For a second she hung there and then crashed down, dragging the wagon with her. She lay all sorts of mangled under her, and when men attempted to get her on her feet it was found that the off forefoot was useless.

Mr. Murphy called an ambulance and the mare was taken to the hospital, where hopes of saving her life are entertained.

Ardelle is one of the fastest pacers in the country. During a short campaign she started in twenty-three races, eighteen which she won and a total of \$13,367. Her greatest winning race was the Chamber of Commerce \$5,000 race at Detroit, Ardelle is by J. H. L., 2387, dam Lady Zeiser, by Zeiser Boy.

SEA CROSSING BY AIRSHIP

Dr. Gans Due Here to-morrow Promoting the Suedard's Venture.

Dr. Paul F. Gans of Frankfurt, Germany, who is one of the financial backers of the project to send a German dirigible balloon from Tenerife to Barbados, is a passenger on the Kronprinzessin Ocelite, due to-morrow, his mission to this country being one of preparation for the successful landing of the dirigible.

Dr. Gans and other German aeronauts interested in the venture hope for it. It is said that he will attempt to induce the President and the Secretary of the Navy at the time the dirigible Suedard makes its start to order a war vessel to the South to patrol the waters west of Barbados. A German cruiser has already been designated to follow the westward course of the airship.

The dirigible, which is christened Prince Henry of Prussia, christened it and Joseph Brucker, the Suedard's pilot, is only waiting until he can get the most favorable air currents some time after the first of December. The dirigible, which was designed by one of the engineers of the Parsival Airship Company of Germany, is 250 feet long and is inflated by 423,000 cubic feet of hydrogen, which gives a lifting capacity of twelve and a half tons. Two motors with a combined horse-power of 200 provide propelling power.

Instead of a car the airship carries below the bag a big seagoing motor boat that carries engines, propellers, fuel and the living quarters of the aeronauts. The boat can be cut loose from the bag in time of need.

The Suedard will start on its 2,400 mile flight from the Canary Islands to catch the prevailing and steady trade wind that blows from the northeast, and relying on this propulsion added to the dirigible's tested speed of twenty-eight miles an hour the pilot hopes to make the crossing in four days.

BATTLE WITH PICKPOCKETS

Four Thieves Attack Contractor on Elevated Train—Wife Captures Suspect.

There was a brisk fight with a gang of pickpockets, about four in number, on a Third avenue elevated train and on the platform at the 138th street station last yesterday afternoon. One man, alleged to be one of the four, was arrested.

Pasquale Peddicco, a contractor of 220 East 124th street, a passenger on the train, who was standing with his wife and his brother, Joseph, near the door, took out his wallet to show his brother a paper it contained. The gang formed a flying wedge when the station was reached and waded through the family group, frisking Peddicco on the way. Mrs. Peddicco grabbed a man as one of the gang and hung on. Then the gang stopped to fight.

Detectives Kahn and Ditsch of the East 104th street station, who were in the next car, joined the row and one of the gang tried to throw Kahn off the platform, but did not succeed. The only man arrested was Mrs. Peddicco's prisoner, who said he was John Dawes, 31 years old, of 160 East 110th street. The detectives say they know him better as John Davis.

Another passenger, Mrs. Sarah Bernstein of 624 Lenox avenue, called Ditsch's attention to a roll of bills on the platform while the fight was in progress. It proved to be part of the contents of Peddicco's wallet—\$38 in cash and a certified check for \$120.

WRECKED BY TOURING CAR

Dr. W. S. Bainbridge and His Mother in Smashed Taxi.

Dr. William Seaman Bainbridge of 34 Gramercy Park and his mother, Mrs. Lucy S. Bainbridge, were badly shaken up and cut last night in an automobile accident at Nineteenth street and Irving place. The taxicab in which they were riding was put out of commission and Mrs. Bainbridge had to be assisted around the corner to her home and be put to bed. She suffered from bruises, cuts and shock, and it was feared by the family that she might have internal injuries.

The taxicab in which the Bainbridges were riding was owned and driven by Joseph Engle, 1738 Unionport road, The Bronx. It was going east in East Nineteenth street at a not very rapid gait when at Irving place a touring car belonging to Sol Brill, a sponger at 53 Bond street, came rolling north. The taxicab tried to veer north into Irving place, while the other car made a turn east.

In spite of the efforts of the chauffeurs Brill's car struck the taxi glancing blow just as the cars reached the northeast corner of the street. The taxicab was thrown against a lamppost and every pane of glass in the vehicle was smashed. Both the doctor and his mother were cut on the face and neck by the flying glass. The doctor sat on the side where the other machine struck, but Mrs. Bainbridge sat where the side of the taxi was smashed in by the lamppost, and she suffered much from shock.

In the Brill machine sat Mr. and Mrs. Brill and their three children. Neither they nor the chauffeur, Robert Kaiser, were hurt. Their machine wasn't badly damaged and they drove away in it.

The taxicab was put out of commission and left at the corner to be towed away later. Engle was unhurt.

CLEAN SWEEP, SAYS MURPHY

FIGURES ELECT PRACTICALLY ALL 35 ASSEMBLYMEN

And Put in the County Ticket by a Plurality Larger Than for Years—Chairman Koenig Sure Republicans Will All Vote and Win—Talks of Frauds.

The political prophets yesterday supplemented their forecasts of Saturday on Tuesday's election. Charles F. Murphy said last night:

"After a careful analysis of the detailed reports submitted to me by the district leaders and of the canvass such as I receive in every campaign from different sections of the county I predict that the entire Democratic county ticket will be elected on Tuesday by a substantial and gratifying majority, larger than we have had in this county in many years."

"These figures indicate the election practically of every Democratic candidate for Assembly in the county, including the Assembly districts, which the Hearst-Republican combination carried last year by slender majorities, and show continued Democratic control of the Board of Aldermen."

"I have waited to speak on this subject until I had an opportunity to make a statement based upon accurate study, and I am confident that the people will show by their votes that they resent the campaign of false issues and misrepresentation to which the city has been subjected, and are anxious to put an end for all time to the use of such tactics."

Chairman Koenig of the Republican county committee made this statement:

"I am perfectly certain of victory. No more formal counting could alter the situation now, and hence I wish this statement to have behind it my personal conviction. I have knowledge of the zealous work done in every district, and I expect not only success for Tuesday, but a majority that will surprise those who have not had any intimate participation in the campaign. I know that the Republican party in this county will poll for fusion every vote that it would poll were the contest one which had an exclusively party interest."

"This has not been a campaign against the Democratic party as such, nor for the Republican party, but a union of citizens against the wrong domination of Tammany. It is the protest of the people against the barter and sale of the judiciary, against the attempt to foist upon the city a charter that by reason of its sweeping and vicious provisions would perpetuate the baneful rule of Tammany, against the restrictions of the Levy election law, which would disfranchise many, embarrass all and make impossible independent movements in municipalities. The issue is Tammany exclusively, and whenever that has been the issue Tammany has been beaten."

"The attempted wholesale fraudulent padding of the registration books through the colonization of the city by the independent corps of investigators which we had, shows a realization by Tammany itself of the desperate and hopeless plight in which it is placed through the vigorous work of District Attorney Whitman and his associates has been largely frustrated."

DEATH PACT IN BOAT?

Coroner Thinks Mice's Crown and Mrs. Flynn Went Rowing to Down Themselves

RYE, N. Y., Nov. 5.—Considerable mystery surrounds the drowning of a man and a woman whose bodies were found yesterday floating in Long Island Sound and which Coroner James H. Brennan of New Rochelle believes was the result of a suicide pact. Miles Congo, a carpenter and builder, and Mrs. Bridget Flynn of White Plains went out on a fishing trip yesterday morning and a few hours later their bodies were found floating in the Sound.

The body of Mrs. Flynn was picked up between Hen Island and Scotch Caps, off Mamaroneck, by Thomas Homan, a fisherman. The body of Congo was discovered floating in the water not far from Hen Island by Lewis Farnum, a camper on Hen Island, who received word from two girls who said that they saw something lying in the water which looked like the body of a man. He went out in a rowboat and found Congo's body and towed it ashore. The body of the woman was taken to the Mamaroneck morgue, while that of Congo was sent to Ireland's morgue at Rye.

Coroner Brennan started an investigation to-day. The boat which Congo hired of Homan, the fisherman, was found anchored in shallow water off Hen Island. The oars were in the bottom of the boat and the fishing tackle was intact. There was a bruise over the right eye of Congo and a scar on the left cheek. The hat of the woman was missing, but there was no sign of any struggle having taken place in the boat.

Coroner Brennan thinks that Congo while rowing with his companion planned their death, and that after each had taken poison they jumped overboard. He arranged to-night for Dr. Water to perform an autopsy. Congo owned property in White Plains, as shown by several deeds which were found in his clothing. Coroner Brennan learned that he had a daughter residing in Philadelphia and that Mrs. Flynn had a husband, who is supposed to be in the West. She had also a daughter who lives in Connecticut.

TOLL TAKER STOPS MISS TAFT

Refuses to Let White House Auto Pass Gate for Lack of 11 Cents.

BALTIMORE, Nov. 5.—Miss Helen Taft, going to an afternoon tea at a country house in Maryland near the capital, stopped into one of the White House automobiles to-day and was whirled to the District boundary line.

Just beyond the line was a toll gate and its keeper. The President's daughter had no money. When she told the chauffeur to pay the toll he explained that he had not a cent.

"How much is it?" the chauffeur asked the guardian of the gates.

"Eleven cents."

"Just charge it to the White House," ordered the chauffeur, whereupon the bearded man laughed and asked, "Who are you?"

"I'm the President's daughter," Miss Taft explained.

"Aw," said the gatekeeper, "quit your kidding and come on with the 11 cents."

It was necessary for the chauffeur to telephone to the White House before the journey could be continued.

NAT GOODWIN MUST COME

To Testify for the Government Against George Graham Rice.

LITTLE ROCK, Ark., Nov. 5.—Nat C. Goodwin, the actor, was served upon his arrival here to-night with a summons to appear forthwith as a witness in New York. Judge Tribner of the Federal Court informed the attorney for the actor that Goodwin must cancel his engagements and leave for New York on the first train.

The actor was furious when told he must leave at once. He is wanted as a witness for the Government in the case of the United States versus B. H. Sheffels and others. Chief among the others is George Graham Rice, with whom Goodwin was associated in the Rawhide Coalition mining stock boom.

LYDIA BARRY ROBBED

Finds Her Home at Bensonhurst Ripped and Valuable Things Gone.

Lydia Barry, who is singing and dancing at the White Garden, has closed for the winter her home at 77 Bay Thirty-second street, Bensonhurst, but she went down there yesterday to get her furs. She found that the house had been robbed.

A silver service that had belonged to her father, Billy Barry, was gone. So were twenty-five pieces of cut glass, wedding presents china and a talking machine cabinet so big that two men at least must have been needed to carry it away.

The burglars left two cigarette stubs. Miss Barry says there have been four other robberies in the neighborhood and that three or four youths who were accused are out on bail.

WILL GET RED HATS IN ROME

No Ablegates Will Bring Them to Farley and O'Connell—Breviary Reform.

ROME, Nov. 5.—Archbishops Farley and O'Connell are coming to the consistory, hence no ablegates will be appointed to go to the United States.

Only the Spanish and Austrian ablegates will not come to Rome, as in those countries the sovereigns are privileged to impose the red hats.

A papal motu proprio reforming the breviary is imminent and will become operative in 1913.

MRS. SCHWAB'S AUTO KILLS BOY

Steel Man's Wife Weeps When News of Death Comes from Hospital.

MAUCH CHUNG, Pa., Nov. 5.—An automobile occupied by Mrs. Charles M. Schwab of South Bethlehem, her sister, Mrs. Mack of Philadelphia, and the chauffeur, struck James, the six-year-old son of Wilbur Nanstell, at Hazard to-day. The boy was picked up by the chauffeur and the father was summoned.

The victim was carried to Dr. A. M. Sittler's office at Bowmanstown in Mrs. Schwab's machine. Dr. Sittler ordered the immediate removal of the boy to the Palmetton Hospital, where he died.

When word of the boy's death reached Mrs. Schwab, who was awaiting the news at the office of Dr. Sittler, she wept and offered any assistance possible to the parents. She requested Postmaster Seitz at Bowmanstown to assist the family in every way possible, and left with the assurance that she would return to-morrow.

ZBOROWSKI WILL CONTEST

De Steurs Children Take Preliminary Steps—Look Up Dakota Divorce.

The two children of the late Countess Margaret Zborowski by her first husband, Baron de Steurs, who were cut off by her in her will, which left most of the large estate to Louis Zborowski, her son by her second husband, are taking steps to secure evidence on which they will claim the baron's estate. W. C. Flynn, a Boston lawyer, has been in Sioux Falls, S. D., recently looking over evidence on which the Countess got her divorce from Baron de Steurs. This divorce was not recognized in Holland, where the Baron resided.

William Hand, Jr., has been retained by Mr. Halliwell, the Boston lawyer who is in charge of the interests of the De Steurs. He said last night that no suit has yet been filed and that the case is not yet ripe for any announcement. The children of the Countess Zborowski who were cut off in the will are Margot de Steurs Oberndorff, wife of the German Ambassador to Austria, and Hubert de Steurs. They are both abroad now.

The Countess Zborowski was the daughter of John Carey, a wealthy Englishman, and Alida Astor, a younger sister of William Astor. Her first marriage, to Baron de Steurs, at one time Belgian Minister to this country, resulted in a Dakota divorce. The day after she got it she married Count Zborowski and they went abroad to live. He was killed in an automobile race at Monte Carlo in 1903, the day after he had will \$250,000 to his son, Louis, then five years old. In Holland Baron de Steurs disputed the Dakota divorce successfully and got a separation and the custody of his daughter. On getting his decree the Baron announced that he would have his wife arrested for bigamy if she ever came within the jurisdiction of the Dutch courts.

STEER HUNT PAST CHURCHES

LEXINGTON AVE. TROLLEY CAR RUNS DOWN THE GAME.

Hundreds of Early Churchgoers Fled and the Cop on Church Post Who Got Him Had to Bide His Time for a Safe Shot From the Car Platform.

A steer fleeing from the sight and promise of death in an abattoir on the brink of the East River plunged un-reckoningly yesterday into the superlative perils of the upper East Side. He was chased by a policeman in a taxicab and another on the front step of a trolley car. After a gallop of many blocks on asphalt and sidewalk he lumbered past the Grand Central Station and was felled at Lexington avenue and Fortieth street by a bullet from the policeman on the car.

The steer weighed 1,500 pounds; he came in from the West on Saturday. He stood after breakfast yesterday morning in the catch pen at the abattoir of I. Stiefel & Co., Forty-fourth street and the East River, waiting his turn to be killed. One after another his comrades were led to the place of sacrifice. Through the open door he could see just what happened to them in that place.

He lunged at the gate of the catch pen. He lunged again and the gate fell outward. He bolted from the pen and through the slaughter room to the street platform. Without hesitating he jumped clumsily from the platform and was off up Forty-fourth street into the city.

Along First avenue good Catholics were going to mass. They ducked into doorways as the steer appeared, tacking from roadway to sidewalk, seeking a friendly opening. He turned up the avenue and put the blocks behind him until he reached Forty-eighth street. There he turned west. In Second avenue were more churchgoers. The steer leaped toward the Church of St. Boniface, at Forty-seventh street and Second avenue, zigzagging through clusters of East Siders, who fell back to right and left. At Forty-fourth street he turned west again, to scramble a block down Third avenue and then head for Kansas again by way of Forty-third street.

It was at the Forty-third street and Third avenue corner that Policeman James Sheehan sighted the runaway and commanded a taxicab that had just escaped collision. The steer had a good lead when the policeman finished persuading the chauffeur that it was his business to help pursue a critter that might kill somebody if it wasn't caught.

The next church to be passed was St. Agnes', in East Forty-third street between Third and Lexington avenues. The sidewalk in front of it was packed. Children scampered every way, but the panting steer, intent only on getting out of this perplexing series of corners, dodged them all, swept around into Lexington avenue and was off for the final sprint to the south.

The taxicab had taken the wrong street and lost the scent, but Policeman Henry Frank, on post near the church of St. Agnes, raced along behind the steer, waving his club and shouting a loud alarm. At Lexington avenue Frank sprang aboard a southbound trolley car and bade the motorman hurry. The car was almost touching the tail of the steer, but Frank, leaning from the step with revolver pointed, dared not shoot just then because so many people were scurrying about.

The forged path the Grand Central Station, the steer almost waded but weaving ahead, the policeman at his heels but not daring to risk a bullet in the jumble of cabs, express wagons and frightened pedestrians. At Forty-first street the steer's fervent gallop had become a gasping canter. He turned from the car tracks and wheeled along the curb. The car moved up ahead of it. When the front platform was open the policeman, leaning from the step, fired a bullet which struck the steer's head behind the left ear and the chase was ended. But Frank, jumping from the car, had to fire twice more, and Policeman Suechan, who got in at the death with his taxicab, had to shoot three times before the vision of the prairie was completely expunged.

Meanwhile telephone calls had been tumbling over one another trying to reach Lieut. Bayard at the East Fifty-first street police station. The lieutenant, hastily striking an average from the hysterical messages that he got, decided that there was a riot near the Grand Central Station. With ten patrolmen waving bills, Capt. John O'Connor ran all the way down to Fortieth street to view the dead steer. When he had regained his breath the captain said he was glad to recommend that Commissioner Waldo do something handsome for the policeman who chased a steer on a trolley car and did not shoot until he was sure he could hit only the quarry.

SHOT BY A THIEF

House Looter Sends Bullet into Electrician and Escapes.

Everett Fox, an electrician in the employ of the Metropolitan Street Railway Company, awoke early yesterday morning in his furnished room at 357 West Fifty-fifth street to see a thief standing at the foot of his bed extracting Fox's pay from his trousers. The electrician jumped for the thief and wound his arm around him in an attempt to throw him. He received a blow in the face that sent him reeling backward a few feet and then the thief whipped out a pistol and shot him in the throat.

Frightened heads popped out of doors and then popped back again at the sight of a man running down stairs with a revolver in his hand. The thief gained the street door unharmed and disappeared down the street. Two policemen were only a couple of blocks away and started for the house, but they could find no trace of the man who shot Fox, and the reserves who searched the neighborhood were no more successful.

Fox was in a serious condition when the ambulance surgeon got him to the Flower Hospital. The bullet had gone through his neck and grazed other jugular veins. His throat and chest were cut and the house found that their money was missing, also, so it is probable that the thief had gone through a number of pockets before he reached Fox's room. He got in by way of the front door, which was unlocked,