

FLEET ATTACKS NOW BY LAND AND SEA

Great Battle on Fisher's Island While Destroyers Steal Mine Fields.

CARNAGE IS "TERRIFIC"

Battleships Entertain Spectators by Intricate Evolutions in the Afternoon.

New London, Conn., Aug. 6.—Ten thousand marines and blue jackets from the Black fleet landed on Fisher's Island north of Fort Wright just after dusk to-night. There was at once a bugle call to arms in the fort. A battle was fought two miles from the fortifications between the marines and jacksies and the United States artillery and infantrymen.

At the end of the battle were two groups of torpedoes and destroyers slipped into the Port Wright and Fort Michie mine fields and by the "sweeping" method managed to drag half of them to sea. Downtime one division of four battleships hauled the batteries of Forts Wright and Michie, and did great damage.

The night's encounter was brief, but sanguinary, according to calculations. Though the land battle was fought on paper it called for a display of valor and patriotism. In the end the Stars and Stripes were flying gloriously and the American eagle was screeching.

Small Boats Detected. It was exactly 8 o'clock when an olive drabbed observer who wore a military bar on each shoulder swept his searchlight across the waters that lie northeast of Fort Wright. The beam fell full across a squadron of small boats, loaded to the gunwales with marines and jacksies and headed for a strip of sandy shore on the coast of Fisher's Island.

Then commands went sharp and fast through the night air. Infantrymen ran from tents, from streets where they had been loitering and fell into line, rifles in hand, as if they had been so many parts of a Swiss watch movement. Artillerymen swung to their positions at the firing line. Messengers dashed here and there. The telephone buzzed with orders. Officers snapped out their instructions.

A few minutes later while the bewildered civilian observer was trying to solve the riddle the words "forward march" came from the lips of an indefinite number of commanders and the troops started to repulse the marines and jacksies or die in the attempt.

It was a brave sight, or at least it would have been had it been a real fight. Had the Black fleet not been the friendly fleet that it is the spectacle would have been an inspiring one. It was at hand for the attempt to charge Fort Wright.

Land Attack Essential. Any attacking force in earnest would have had no other move to make. Suitable landing places had been discovered, the fort had been about as badly wrecked as it could be from sea. To silence its last guns beyond a run by a land attack was essential.

Though the actual performance was not staged it was worked out minutely on foot. Trenches and redoubts were dug and thrown up, the soldiers were called to arms and marched to meet the enemy, a certain number of rounds of ammunition was discharged, even the expense of barbed wire used for entanglements was estimated.

The afternoon's maneuvering by the Black fleet was the most intricate yet displayed. If there had been any doubt in the minds of observers that a fleet of massive steel fighting ships can pass through as many formations as there are varieties of modern dances that doubt was dispelled.

Twelve battleships, the pride of this nation's navy, crept at 1 o'clock into sight of the three forts from the direction of Block Island Sound. The right wing started for Fort Wright from the northeast, the center division steamed down on Fort Michie from the east, the left wing moved on Fort Terry from the southeast.

Technically, it was a concerted raid on the searchlights which it has taken two nights and days to locate definitely. Actually, it was a sport only fit for the eyes of a poet or painter. As soon as the warships came within range of each fort the turret guns boomed and fired shells. Then, with marvelous rapidity, the formation was broken from line abreast to line ahead, which means column, and the battleships drew yet nearer to the fortifications, following a sinuous course meant to confuse the battery gunners.

Evolutions of the Ships. They wheeled and passed out in intended line. From that they broke into retreat formation, and from that wheeled again and attacked the forts. The right wing of pursuit, breaking after several shots had been fired, into echelon and then into double echelon.

Word was soon got to New London, where there are summer visitors, of what was happening on the other side of Fisher's Island and before long the Race and neighboring waters were dotted with yachts and launches.

Meantime there was an interesting spectacle within the forts. The constant changing of formation on the fleet's part meant nice work for the range observers and proved that this business of firing guns at an object which is only indistinctly visible at a range of three to four miles is not the unromantic thing it may seem.

Two groups of destroyers, supported by a division of battleships, are attempting to-night to destroy the Fort Wright and Fort Michie mine fields. If the mines were filled with powder instead of sand this work would almost certainly be accompanied by the blowing up of at least one boat and maybe several. But it is essential that the mines be removed, because while they are still there New York is virtually as safe as if it were on the Pacific coast.

McGOODWIN FOR VENEZUELA.

Oklahoma Editor Named for Country Castro Troubles.

AROUND THE WORLD AND GLAD OF IT



John Henry Mears Arriving at Grand Central Station After His Record Breaking Trip.

WARSHIPS DROP SHOT NEAR TO IMPERATOR

British Naval Gunners Alarm a Record Load of Passengers on Giant Liner.

THE STEERING GEAR FAILS

Leviathan Starts to Wobble in Midocean—Gomez and Belmont on Board.

The Hamburg-American liner Imperator, from Hamburg, Southampton and Cherbourg, brought into port yesterday the biggest assemblage of cabin passengers that ever crossed any of the seven or more seas in one steamer. Including the third cabin and steerage she carried 3,642 passengers, said to be a record for a liner coming west. In her first cabin were 803 persons, and the examination of their baggage kept the customs men busy four hours after the glances docked in Hoboken.

The Imperator is finding herself. She averaged 23.66 knots over a course of 3,153 miles and her time was 5 days, 19 hours and 8 minutes. This is better by 2 hours and 22 minutes than she made on her previous trip this way.

While in the Solent, on her way to Cherbourg from Southampton, the Imperator's passengers were a bit disturbed by the booming of the mighty guns of a British dreadnought. They saw a projectile ricocheting aloft, the placid waters about 600 yards away. One projectile seemed all right, but when another and another and finally a fourth ploughed an evanescent furrow within easy sight some of them got nervous. John Bull was indulging in a little target practice, and the big German ship was away out of range from the viewpoint of the crack gunners of the warship.

Wobbles in Midocean. A little before midnight on Saturday the Imperator started on a circular course in midocean. She did not make the circle, or even half of it. She just described a curve and was stopped by Commodore Ruser. The commodore says the Imperator in one of the tubes of the televisor used in steering the ship went out of commission. Instantly the liner yawed and started on a course which, if pursued, would have made her look like a cat, or a catboat chasing its tail. Even if the steering gear had been badly disabled the commodore would have been able to straighten the direct course to Sandy Hook or her propellers alone.

Among the unlisted travellers was Jose Miguel Gomez, ex-President of Cuba, who, it is stated, occupied one of the imperial suites, for which he paid \$5,000. When he landed on the pier Gomez was directed to the section where the baggage of second cabin passengers is examined and he made a stiff and wordy protest to the customs men, declaring that he was a first cabin passenger. He finally got his baggage examined as a first cabin passenger. Gomez sailed from Havana for France on June 7 by the St. Nazaire, paying \$7,000 for accommodations for his family and servants, fifteen persons in all, and getting the best room on the ship. He declared when he left Havana that he would return in October and reorganize the Liberal party.

Wars Make Money Tight. August Belmont said he had been abroad for pleasure purely and had made no serious effort to study commercial and financial conditions. The Balkan wars with their immense waste had tended to make money tight. Business appeared to be good in Europe. France, particularly, being rich, would be able to take care of any financial condition that might arise. There should be no fear of anything resembling a financial revolution.

Eina Goodrich, who brought her French bulldog, Fraissette, said she might not be seen again on the stage after the hurricane which she had in Broadhurst's adaptation of Longfellow's "Evangeline," which opens at the Park Theatre on September 29. While in England she met an English Duke on a houseboat on the Thames. He proposed to her and she said she would give him an answer when she finished her season in "Evangeline." She declares there will be nothing but

HARD FIGHT OVER THE DIGGS TRIAL JURORS

Prosecution Challenges Unmarried Men—Three Talesmen Accepted.

SAN FRANCISCO, Aug. 6.—Judge Van Fleet adjourned court after three jurors had been passed this afternoon in the case of Maury Diggs, charged under the Mann "white slave" law with taking Marcia Warrington to Reno, Nev. Nine other talesmen remained in the box.

There were only two talesmen left to be called out of a venire of seventy-two, and the marshal was instructed to issue a call for a special venire of twenty. A jury, it is thought, can be obtained in an hour to-morrow. Many men were excluded because of business, but the greater part said they had formed such positive opinions about the case that they could not give Diggs a fair trial.

The prosecution exercised peremptory challenges on four talesmen and the defence five. The prosecution challenged all unmarried men except Arthur Goodall, a young shipping clerk of the firm of which United States Senator Perkins is interested.

Most of Prosecutor Matt Sullivan's questions directed at married men bore on whether or not the prospective jurors had dated the woman in question. Diggs was curious only as to whether the jurors had sons.

In a rush for seats there was disappointment for nearly 200 persons, who blocked the corridors for hours before the court room doors opened. Ten women managed to squeeze inside before the doors were barred. Those who were unable to obtain admission remained outside, taking their chances on an occasional glance at the principals.

A photographer succeeded in snapping the scene in court before Judge Van Fleet became aware of his operations. The Judge admonished the camera man that it was a strict rule in his court that no pictures were to be taken. The photographer escaped before his camera was seized.

Marcia Warrington was not in court, and neither was Lola Norris, the girl who with Drew Caminetti, son of Immigration Commissioner Anthony Caminetti, was in the party of four that went to Reno. No relatives of the principals appeared.

Both the defendant and Caminetti, who will be tried next week on a similar charge, discussed the qualifications of each prospective juror with their counsel. More than a score of witnesses awaited their call to the witness stand in the ante-room.

The first witness to be called by the prosecution will be employees of the Southern Pacific Railroad, including ticket agents, porters and a conductor. With these the Government hopes to show that Diggs bought the Reno tickets for the eloping quartet and attended to all details of the trip until they registered at a Reno hotel, where they pretended to be married couples.

Several Sacramento police officials and Martin Beasley, uncle of Miss Warrington, who figured in the arrest of the quartet, will be called then. Miss Warrington herself will follow. She and Miss Norris are expected to prove the Government's principal witnesses.

MEARS FINISHES RIGHT ON TIME

Continued from First Page.

those ahead and at every corner the men of the traffic squad cleared the way. Two signs on Mears's car let it be known that he was moving into town and Broadway sat up to take notice. One could see hats waved and now and then the beginning of a shout of welcome could be heard. These shouts died away as the three machines roared and shrieked on their way.

The dash was made down Broadway to the Post Office and then north along Park Row to THE SUN office. Long before the time set for the arrival of Mears a crowd began to gather in front of the building. When he came within sight everybody let out with a shout and crowded forward. The police hustled them back as well as they could, but everybody wanted to get hold of the hand of the man who had gone around the globe in better time than ever any one did before.

Directly in front of THE SUN building stood the delegations from the Circumnavigators Club and the International Travel Club. The latter organization was represented by President Henry C. Walsh, Fred Elliott and Fred Munson. The Circumnavigators Club, composed of men who have circled the world, was headed by President W. Tyrle Stevens. With him were W. D. Oelberman of Philadelphia, Harry T. Seymour, W. R. Strickland, Harris L. Childs, E. H. Peterson, F. C. Schultze, Frank J. Lowe and R. E. Mears.

A line had been marked on the pavement straight out from the door of THE SUN building and John L. Walsh, Commissioner of Weights and Measures, was there with a stop watch to get the time to a fraction of a second. No sooner had he shouted out 18:45 than there was another burst of cheers and another crowd of men standing up in the automobile, who was now standing up in the automobile, who was now standing up in the automobile, who was now standing up in the automobile.

There Mr. Stevens congratulated him on the successful termination of his undertaking and gave him formal welcome as a new honorary member of the Circumnavigators Club.

Made a Club Member. He said: "On behalf of the officers and members of the Circumnavigators Club I congratulate you on your splendid record in circling the globe in the almost unbelievable time of 35 days and 21 hours, thus wresting the laurels from our esteemed fellow member, Andre Jaeger-Schmidt.

"The millions who will read of your success and of your personality by making you a member of our club will realize the interest that you have had in the trials you have endured and the anxieties that have consumed you. Neither you nor we know the number of charming wanderers on our globe, but we fellow circumnavigators are fully aware of these things, though none of us has ever traveled so long and so personally by making you a member of our club. I therefore have much pleasure in handing you this handsomely bound certificate of membership, which contains also a few thoughts on good fellowships written by the members of our club and also states the objects we have in view.

"I may tell you that our members are cosmopolitan in their interests and are found in all parts of the world. This little book and the club greeting, 'Luck to you,' will open the hearts of fellow members wherever you may go. The book is published monthly at the expense of which I also hand you, will give you the names and addresses of all members. It is our earnest hope that at some near date you will permit us to extend to you a reception so that as many members as possible may welcome you and hear of your experiences.

Congratulates "Evening Sun." "We also wish to congratulate THE EVENING SUN on its enterprise in sending you forth on a journey of this kind. We trust that the accounts of your undertaking have given pleasure to that paper's thousands of readers and that the editor's desire for a public monthly at the expense of which I also hand you, will give you the names and addresses of all members. It is our earnest hope that at some near date you will permit us to extend to you a reception so that as many members as possible may welcome you and hear of your experiences.

Central Holds Train. The last lap of the Mears record journey around the globe was completed on schedule time through the cooperation of the New York Central Lines. East of Chicago, train 42 out of Cleveland yesterday morning being held for him forty minutes under instructions from General Traffic Manager John Day.

From the time he left Cleveland Mr. Mears experienced little anxiety about getting into the Grand Central Terminal at the scheduled hour and minute, 10:10 P. M.

Train 42, in catching the Empire State Express without delaying the crack train, waited thirty minutes of the Cleveland wait.

At Buffalo Mr. Mears was still wearing the carnation he got at Cleveland from C. L. Gibson, city passenger agent, who has bestowed the same token upon such celebrities as Roosevelt, Admiral Togo, Prince Henry and Hobson. Mr. Gibson was right on the job at Cleveland and rode with Mr. Mears from the Union Depot to the 105th street station.

Mr. Gibson, while applauding the pluck of Mr. Mears for walking from the railway block west of Cleveland, in which train 28 was stalled outside the city, to the Grand Central Terminal, said that Mears should have had to resort to shank mares at all. On the other hand, Mr. Mears was plainly delighted with the turn events took, and inasmuch as he made the Cleveland connection was glad to seize from Weston, the waiter—another celebrity who has been decorated in times past by Mr. Gibson—some of his laurels.

Reception in Buffalo. At Buffalo, as at Cleveland, Mr. Mears held a reception for many friends, newspaper men and railroad officials. The reception given to Mr. Mears as he crossed the northern portion of the State was genuine in its enthusiasm, newspaper men and townspeople coming to the train

at Rochester and Syracuse to shake his hand and speed him on his short remaining way. Some concern was manifested by the officials in charge of the train over a few moments tardiness at Syracuse and Utica. Mears was eight minutes late at Utica, but the equanimity of the globe trotter remained undisturbed.

On Time in Albany. That was the way Mr. Mears put it and he was rewarded at Albany by being able to say on glancing at his watch: "On time."

The trip down the Hudson was without event, except of the congratulatory kind. Lightning flashes gave intermittent glimpses of the river and the eastern shore. Ten minutes lost during heavy rains was made up before the Grand Central was reached.

Meanwhile all the porters, who had not had time to get a look at Mr. Mears, and all the traveling salesman on the train came forward between Albany and New York to say that Mears was a wonder.

Mears Talks of Trip. "This is what Mears had to say of his accomplishment: "I am convinced that my record will stand for a good many years. All the important railroad representatives along my course have agreed in this, including the celebrated T. Mikami of the Imperial Government Railways of Japan, to whom I owe everything.

"I gained on Jaeger-Schmidt's record of thirty-nine days nineteen hours by my speed in crossing the Pacific on the fastest Pacific ship, the Empress of Russia, and I gained two days over him by my time in crossing the American continent.

"I experienced no considerable discomfort in working the circle in the quickest time I believe that an enterprising steamer agency were some day advertise round the world trips in fifty days. The Hamburg-American representative at Seattle took my photograph, he said, to show patrons who complain that the round world trip his company advertises for 110 days is too fast. Fifty days, I should say, would make a staid journey, giving thirty-six days for travelling and allowing a rest and chance for sight seeing at the completion of every important stage of the journey, two days in London, two in Paris, two in Berlin, two in St. Petersburg and six in Japan. That shows what I think of Japan."

Started on July 3. Mears started on his trip at 12:45 o'clock on the morning of July 2. He left New York in a suit case, a camera and a light overcoat and in fourteen minutes was aboard the Mauretania and had time to visit London, Paris and Berlin and to squeeze in a few hours of sight-seeing.

At Berlin he met the first real test of his resourcefulness by making a decisive change in his route to St. Petersburg in order to gain time. Two days out of St. Petersburg, bound for Vladivostok, Mears's train on the Trans-Siberian Railway was stopped by a washout and held up for eighteen hours. Part of this time was made up, but Mears saw that he would lose his race unless he left the Trans-Siberian Railway at Harbin and cut across to Fusan. The South Manchurian Railway, whose courtesy stands out in Mears's memory, provided a special train.

The Korean Railway took charge of the train at the Korean border and at Fusan Mears caught a ferry that had waited three hours and that took him to Japan. He caught the steamship Empress of Russia for Victoria and was counting on beating even his own schedule to New York when the Empress was stuck in the fog for twelve hours near Vancouver Island.

He headed for Seattle on a power launch, but something faster was needed and he climbed from the launch to a hydro-aeroplane and thus reached Seattle. Four minutes later he was on the North Coast Limited of the Northern Pacific Railroad, which was held for him fifteen minutes.

John Henry Mears THE GLOBE TROTTER, took no chances of an eleventh hour mishap. All four tires of the Alco Touring Car that carried him from the Grand Central Terminal to the office of The New York Sun last night were equipped with WEED Tire Chains

EMERY TAKES STAND IN MULHALL INQUIRY

He Wrote That Senator Martine Was an Impractical Old Gentleman.

SLURRED WM. B. WILSON

Chairman Overman Refers to Counsel and the N. A. M. as "The Defense."

WASHINGTON, Aug. 6.—James A. Emery, Washington counsel for the National Association of Manufacturers and the National Council for Industrial Defense, played a double role to-day, appearing as star witness at the morning hearing of the Senate lobby investigators and at the matinee from 1:30 to 5 P. M. given by the House Lobby Committee.

The Senate committee announced that Robert McCarter, counsel for the National Association of Manufacturers, would be permitted to examine Mr. Emery in the direct presentation of his evidence. The right to cross-examine would be reserved to the committee and in making the announcement Chairman Overman referred to the National Association of Manufacturers and its counsel as "the defense."

Attorney McCarter began his examination by asking Mr. Emery to enlighten the committee as to the organization of the National Association of Manufacturers and the National Council for Industrial Defense, giving the reasons which had led up to the two organizations and their purposes. There was objection by Senators Reed of Missouri and Walsh. They insisted the question was too general in its character and permitted too extensive an answer. Mr. McCarter was ordered to present his questions to Mr. Emery in detail.

No Speech by Emery. This put off all opportunity for Mr. Emery to present the recital of the "offenses of organized labor," which the various employers' associations and the National Association of Manufacturers were fighting. Immediately Mr. McCarter had asked his first question of the witness as to the organization of the National Council for Industrial Defense, the examination was taken out of his hands by Senator Reed.

At the afternoon session of the House Mr. Emery was called on to identify 92 letters, the remainder of those selected from his files in the hands of the House

committee. Once opportunity arose for Mr. Emery to express his views of Col. Mulhall and tell the story of Mulhall's relations with the National Association of Manufacturers. He avoided this, however, for when the question was asked by Representative Stafford of Wisconsin, Republican, he said: "I am, as you know, in the midst of my testimony before the Senate committee. I shall of course have to tell the story in detail to them. I ask permission of the committee and of Mr. Stafford to have that question withdrawn pending my full statement to the Senate committee."

The request was promptly acceded to. Few of the criticisms of public officials which characterized the letters of Mr. Emery, read into the House record yesterday, were noted in to-day's hearings.

The Secretary of Labor was given a sharp review in one of Mr. Emery's letters to President Henry R. Towne of the Merchants' Association of New York City. Emery said with reference to the House Committee on Labor, of which Representative William B. Wilson was then chairman: "Wilson—That's All!"

In order to close all avenues of information to the committee, or rather to retain control of them, Mr. Wilson as chairman has his daughter as clerk of the committee and his wife as janitress of the committee, a situation which suggests a well known advertisement: "Wilson—that's all!"

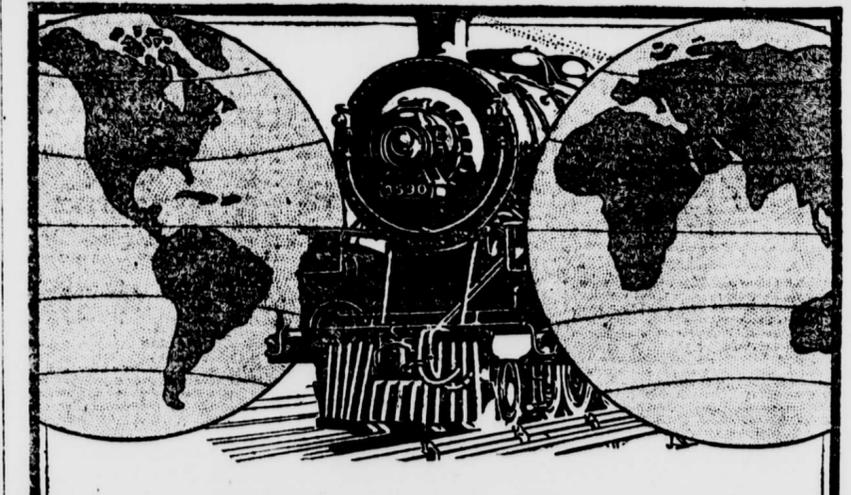
In June, 1912, Senator Martine of New Jersey had made a statement in regard to his friendly attitude toward union labor and Mr. Emery wrote to A. C. Stratford of Jersey City as follows: "The statement of Senator Martine is quite characteristic. I believe from personal contact with him that he is utterly sincere in his views, but he is an utterly impractical old gentleman, running down with academic humanitarianism and believing that the labor leaders are nearly always right and we are nearly always wrong."

Col. Martin M. Mulhall disappointed the House committee to-day by begging off until next week. The Colonel explained to the committee this morning that he was exhausted with the long ordeal before the Senate committee and needed a breathing spell. He will appear next Monday.

Two Men Killed Themselves. Two men committed suicide in the city yesterday. Alphonse Gallo, aged 37, a jeweler, shot himself in the right ear in the rear of his shop at 34 Mulberry street. The refusal of a friend to lend him \$100 is given as the reason.

Herman Ettinger, aged 36, a baker, hanged gas in his home at 500 West Forty-second street.

Smokers in Factories Fined. Fire Commissioner Johnson was fined yesterday that twenty-three factories had been fined in Special Session. The fines ranged from \$10 to \$20. Justice Zeller graded the fines by the size of the defendant's family and his bank account.



John Henry Mears selected the "Water Level Route"

for the finish of his 35 day record breaking trip around the World because he wanted a restful but expeditious trip. From

Chicago to New York

he travelled over the natural highway between the West and East—the route of the

Advertisement for New York Central Lines, 20th Century Limited, featuring the text 'NEW YORK CENTRAL LINES' and '20th Century Limited'.