WEATHER
Fair tonight and Saturday; light southerly winds.

The Evening Star.

The Star is the only afternoon paper in Washington that prints the news of the Associated Press.

CLOSING NEW YORK STOCK QUOTATIONS PAGE 19

No. 19,000. WASHINGTON, D. C., FRIDAY, OCTOBER 4, 1912—TWENTY-FOUR PAGES. ONE CENT.

DEATH TO FIFTEEN

British Submarine Cut in Halves by Ocean Liner.

MEMBERS OF CREW DROWN

Officer in Command Also Among Those Who Perished.

BUT ONE SURVIVOR OF WRECK

Torpedo Boat Destroyer of American Navy Collides With Barge Near Philadelphia.

DOVER, England, October 4.—Fifteen officers and men of the British navy were drowned today by the sinking of the submarine "B2," after she had been cut in two by the Hamburg-American liner Amerika off the coast of Kent.

The commander of the little vessel, Lieut. Percy B. O'Brien, was among the victims, but his second in command, Lieut. Richard I. Pulleyne, was rescued after being a long time in the water. He was the only survivor and was utterly exhausted when picked up.

The disaster in which the "B2" was sunk occurred while the third patrol flotilla of submarines, consisting of six vessels, was maneuvering off the south Foreland on the coast of Kent.

The liner Amerika appears to have cut the submarine completely in halves.

Lieut. Richard I. Pulleyne, who was second in command, was the only man among fifteen aboard who was saved. He was found floating in the sea too exhausted to say more when he was rescued than:

"The submarine is cut in two. I went down a mile."

Was Participant in Maneuvers.

The B2 had left Dover harbor at 5 o'clock this morning to participate with the other submarines in a series of maneuvers. The accident occurred just an hour later, although none of the sister submarines knew anything about it until Lieut. Pulleyne was picked up from the sea.

The young lieutenant collapsed after he was conveyed to the parent ship.

The liner Amerika stood by after the collision and threw life buoys overboard, while a number of torpedo boats, after being informed of the accident by wireless telegraphy, searched the sea for hours. None of the other members of the crew, however, was found, and no sign of wreckage was discernible in the vicinity. The Amerika then proceeded on her voyage to Southampton and the Cherbourg on her way to New York.

This is the sixth disaster to British submarines, each of them involving the loss of from eleven to fifteen lives.

Lieut. Percy B. O'Brien was the commander of the B2.

Of Smaller Class of Vessels.

The B2 was one of the older and smaller class of submarines, having been built with ten sister ships between the years 1903 and 1907. Her length was 100 feet and her beam 12 feet 7 inches. Her displacement on the surface was 180 tons and submerged 210 tons. Her indicated horsepower was 600 on the surface and 150 below. Her engines developed a speed of 11½ knots on the surface and 8 knots submerged. She was fitted with two torpedo tutbes and her complement was two officers and thirteen men.

Torpedo Boat Damages Barge.

PHILADELPHIA, October 4.—The new torpedo boat destroyer Beale, while proceeding down the Delaware river last night from this port for Newport, R. I., collided with a barge and tore a large hole in her bow.

The collision occurred near Newcastle, Del., about thirty nautical miles below this city. The hole torn in the ship measures about 20 feet by 10 feet. The Beale was in command of Lieut. Parker and had a crew of eighty-two officers and men, most of whom were asleep, but the shock of the collision awoke all on board. None of the crew was injured.

Immediately after the collision the watertight compartments were closed, the government tug Samoset was summoned and the Beale was towed back to the navy yard here, arriving today. Preparations were immediately made for an examination and the destroyer was placed in dry dock.

Besides the great hole in her bow, the Beale's forward engine was damaged.

Shows No Lights.

The destroyer is said to have been making fifteen knots an hour when the collision occurred. Lieut. Parker was in his cabin at the time, and it is declared the navigator on the bridge could not see the barge. It was said at the navy yard today that the barge did not show any lights.

The Beale was but recently turned over to the government having been built in this city. On her official trial trip she distinguished herself by making a speed of thirty-three and one-quarter miles an hour.

The destroyer was to have taken part in maneuvers at Newport and was then to proceed to New York for the naval review.

TRAIN HITS AUTO; FOUR DIE.

Flying Debris Kills Mother, Who Pushes Baby Out of Danger.

PITTSBURGH, Pa., October 4.—Four persons met a tragic death and five were injured, two probably fatally, yesterday afternoon when a Pennsylvania railroad express train westbound crashed into an automobile at the Wood street crossing in Wilkinsburg.

The dead were:

Rev. W. L. Nicholson, pastor of Wilmerding First Presbyterian Church.

Charles Nicholson, six years old, Mr. Nicholson's son.

John E. Beck of Wilmerding.

Mrs. Sarah Sarveria, seventeen years old.

The three first named were riding in the wrecked car. The fourth, Mrs. Sarveria, was standing on the Pennsylvania depot platform wheeling her six-month-old baby in a go-cart when the fast moving express train threw the crushed mass of bleeding flesh, twisted steel and broken woodwork against her, killing her instantly. As the debris of the wrecked car struck her Mrs. Sarveria gave the go-cart containing her baby a push, which carried it out of danger. The child was only slightly injured.

Fifth Victim of Walke Accident.

The Navy Department has been advised of the fifth death yesterday at Newport, R. I., as a result of the accident on board of the U. S. S. Walke. Thomas Joseph Delaney, fireman, first class, who was badly burned, died on board of the U. S. S. Solace, at Newport, R. I. His home address was 6 Hereford place, Lowell, Mass., where Thomas Joseph Delaney, his father, resides.

SIGNALS NOT HEEDED

Alleged Cause of Train Wreck and Seven Deaths.

SCORES OF PERSONS HURT

Railway Accident in Connecticut Charged to Engineer.

WAS RUNNING AT HIGH SPEED

Warnings Set Before Train's Arrival at Crossover Said to Have Been Disregarded.

WESTPORT, Conn., October 4.—The death list from the wreck of the second section of the Springfield express, westbound, over the New York, New Haven and Hartford railroad for New York late yesterday, numbers seven. Of the several score of passengers who were more or less injured only ten remain at the Norwalk Hospital. All these were resting comfortably this morning and are expected to recover.

The dead:

Mrs. James C. Brady of New York city, wife of a son of Anthony N. Brady of Albany, N. Y.

Miss Mary Hamilton, sister of Mrs. Brady.

Mrs. E. Palmer Gavit, daughter of A. N. Brady.

Mrs. C. Ransom of Albany, sister of Mrs. Brady.

Engineer George L. Clark.

Fireman J. J. Moker.

Mark Wheeler, mail clerk, who died at the hospital.

Medical Examiner Powers, who began an inquest at the undertaker's rooms to which the bodies were taken last night, officially made the statement this morning that the list numbers seven. It had been thought there was an eighth body, that of a woman, but this has been disproved.

The bodies of the four members of Anthony N. Brady's family will be taken to Albany during the day.

Alleged Cause of Wreck.

The cause of the wreck given by the railroad officials, in a statement issued from the offices of the New York, New Haven and Hartford railroad at New Haven, is that Engineer Clark had failed to regard the standing order of the road to bring his train to slow speed in taking a crossover, but instead had driven his engine at terrific speed, estimated at fully sixty miles an hour, over this crossover, which was to place his train on track 6 from track 1; and the engine instead of swinging to the main track at the points, leaped off the rail, carrying the coaches with it. Two signals that were set against the train, are said to have been disregarded.

General Supt. Pollock of the road reports that the section was only a little late. It is the supposition that Engineer Clark had in mind the making up of this lost time. Officially, it is stated, that the "home signal," protecting this crossover, was at "danger," but the engineer did not obey it.

The cause of the accident seemed to have been not unlike that of the wreck of the Federal express on the Fairfield viaduct, July 11, 1911, when the engine on the train took a crossover at high speed and leaped far out from the roadbed, taking many of the coaches with it down the embankment. The loss of life at that time was fourteen.

But Little of Train Remains.

All that remained of the train this morning were heaps of smoking wood, masses of twisted metal from three parlor cars which burned, a battered locomotive on its side, two westbound tracks torn up and a bridge spanning the street by which the station is reached almost wrecked. The day coaches which had been left standing and one parlor car, blackened and somewhat shattered, had been placed on the rails and hauled away.

Among the more seriously injured are:

Elliott Harrison of Aiken, S. C., leg broken.

R. Price of Warehouse Point, Conn., leg and arm broken.

James Brady, Albany, N. Y., shock.

E. J. Bridgette of Wellesley, Mass., chest crushed and head injured.

Mrs. O. L. Wade of Indianapolis, Ind., ribs broken.

O. L. Wade of Indianapolis, Ind., ribs broken.

Phillip L. James of Lake Forest, Ill., head and hands cut and bruised.

Mrs. Phillip James of Lake Forest, Ill., cut on leg and fingers and arm cut.

E. L. Hill of 3309 North 15th street, Philadelphia, cut on head and right arm.

Train Goes Into Ditch.

The engine, driven at high speed, failed to take a crossover from one track to another. The train went into the ditch alongside the tracks, and the four parlor cars which followed the mail and baggage cars were demolished. The wreckage took fire, adding to the horror of the accident. The women killed were passengers in the first parlor car, which had to bear the brunt of the shock.

The women of the Brady family, with a party of friends, had attended the funeral of Patrick Garvan at Hartford yesterday afternoon. He recently died abroad, and many friends from New York and elsewhere went to Hartford earlier in the day by special train to attend the funeral.

After the express had been wrecked great fear was entertained that the special car had been attached to this second section at Hartford. It was not until a late hour that it was definitely determined that members of the funeral party separated at Hartford, and James C. Brady and some relatives took the Springfield express.

It was not until W. F. Brady, another son of Anthony N. Brady, had gone to the little underaker's room here to which the bodies had been removed, that those of the Brady party were definitely identified.

Wild Rumors Circulated.

Although the work of rescue was pushed as rapidly as possible, it was several hours before the bodies in the first parlor car were reached and removed to the morgue. Meantime, wild rumors of great loss of life had spread.

Even when the railroad officials were making their preliminary report, fixing the number of dead at eight, there were rumors of many bodies being charred by flames being taken out of the wreck.

Among those on the train were the Rev. Mgr. Thomas J. Shahan of the Catholic University at Washington and Secretary of the Treasury MacVeagh.

Henry O. Swan of Providence told of a priest, whose name he did not know, who was one of the most active in the rescue work at the wreck.

"When I got on the roadside the first man I saw was the good father smashing windows with his fists. A lot of us ran up and joined him. He kept saying he 'had to get those women out,' and was working while he talked. Time and again the fumes and smoke drove him back with the rest of us. But each time he came back and tore at the ruins."

DYNAMITE TOO WEAK

Government Says Labor Men Wanted "Strongest Stuff."

PROSECUTION'S CASE OPEN

Accuses McNamara's Successor of Selecting Nitorglycerin.

JURY TO BE KEPT LOCKED UP

Indianapolis Judge Issues Rule Permitting Going Into Details of Many Explosions.

INDIANAPOLIS, Ind., October 4.—District Attorney Charles W. Miller, in presenting the case today for the prosecution of the forty-six men accused by the government of complicity in dynamite plots, charged that Herbert S. Hockin characterized nitroglycerin as "the strongest stuff ever invented" and that he bought it to carry on the conspiracy of which he is accused.

Hockin is the successor of J. J. McNamara as secretary of the Bridge and Structural Ironworkers. It was after dynamite was found to be "not strong enough," according to District Attorney Miller, that the defendants, in December, 1909, decided to use nitroglycerin.

District Attorney's Charges.

The details, as charged by Mr. Miller, were:

"Ortie E. McManigal had been blowing up non-union jobs with dynamite and was in Chicago. In response to a telegram from Hockin he went to Indianapolis.

"We have decided to use nitro," said Hockin, "and we're going down to Muncie to get a supply."

"That's pretty dangerous stuff," said McManigal.

"Yes, it's the strongest stuff ever invented," Hockin is said to have replied.

They went to Muncie, where they met J. B. McNamara. On a pretext that they wanted to experiment, they bought from J. W. Kaiser 120 quarts of nitroglycerin. They then rented a vacant house in which to hide the explosive. Neighbors who saw the "dynamiters" coming and going at night, an express driver who hauled the explosive and a grocer who sold boxes are to testify. Muncie, for a time, formed the headquarters from which the "dynamiting crew" started on its destructive campaigns.

Information About Jobs.

While the "crew" was on duty, Mr. Miller asserted, Charles N. Beum, Minneapolis; Henry W. Legleitner, then in Pittsburgh; Eugene A. Clancy, San Francisco; Frank C. Webb, New York; John T. Butler, Buffalo, and Michael J. Young, Boston, were active in sending information about non-union jobs that were to be blown up and where the "dynamiters" were to go. Frank M. Ryan, president of the Iron Workers' Union, who carried on the arrangements by mail, Mr. Miller said, wrote letters saying "Hockin will take care of the jobs at Davenport, Iowa, and Peoria, Ill. We'll have to send a man to Mount Vernon, Ill., because Paul J. Morrin at St. Louis can't go to Mount Vernon, for he has been there before."

Mr. Miller said the government would prove that the defendants, all of whom are former or present officials of labor unions, entered into a conspiracy to blow up the "jobs" of employers of non-union labor.

Infernal Machine Devised.

"We will show that dynamite and nitroglycerin were carried from a place in one state to a place in another state on passenger trains on which thousands of men, women and children were traveling," said Mr. Miller. "Evidence will show that an infernal machine was devised whereby a charge of explosive with a long fuse attached was set off by an alarm clock so the dynamiters could be hundreds of miles away when their destructive work was accomplished. We will show that James B. McNamara and John J. McNamara, who are now in prison in California, one of them for murder, and Ortie E. McManigal, who has pleaded guilty, were active in this dynamiting business and that all the present defendants are guilty with them."

Not only evidence of the alleged illegal interstate shipment of dynamite and nitroglycerin, but also evidence as to what was done with the explosives will be admitted at the trial.

Right to Show Motive.

Federal Judge Albert B. Anderson so ruled yesterday. His decision, thus opening to the prosecution the right to show a motive by going into the details of many explosions, including that which wrecked the Los Angeles Times building, October 1, 1910, followed the impaneling of the jury.

Judge Anderson ordered the jurors to be kept under guard until their verdict is rendered. "I feel it my duty to do this," said Judge Anderson. "You will not be allowed to communicate in any way with the outside world until this trial is ended, except that you will be permitted to communicate with your families under the supervision of the court."

It took just thirteen hours to secure the jury. It is composed of eight farmers, two retired farmers, one grocer and one grain dealer, all residing in country towns or rural districts in Indiana.

BAN ON DOMESTIC STRIFE.

Railway Company Regards It as Just for Employe's Dismissal.

DENVER, Col., October 4.—The Colorado and Southern Railway company, it is said, will issue an order that domestic troubles will be accepted by the railroad as cause for an employe's discharge from the service.

"Undoubtedly," said J. D. Welsh, general superintendent, yesterday, "domestic troubles account for a number of accidents. A man whose home surroundings are not pleasant often cannot get the proper amount of sleep while off duty. Sometimes words which may have passed between him and his wife linger in his mind after he has taken up the work of the day. Loss of sleep and worry of the latter sort are bound to exercise distracting influences."

BACK TO OLD SYSTEM.

Election in Spokane Ordered to Abolish Commission Government.

SPOKANE, Wash., October 4.—The state supreme court has upheld the ruling of the superior court of Spokane county, ordering an election in Spokane to vote upon a proposed amendment to the city charter changing the present commission form of government back to the mayor and councilmen system.

Spokane has been under the commission form of government less than two years. It is expected the proposed change to the old system will be voted on early in November.

THE WITNESS.

KILL "JUST TO BE SURE"

Car Burglars Murder Man They Suspect of Being Railroad Detective.

BUFFALO, N. Y., October 4.—Howard E. Belles, twenty-eight years old, of Reading, Pa., was murdered by car burglars in the railroad yards at East Buffalo early today. Belles and Roland Webber, also of Reading, were on their way to board a westbound freight train. They were passing a string of cars on a siding when a man jumped from an open car door and, pointing a revolver at them, ordered them to throw up their hands. They obeyed.

"We Had Better Kill Them."

"We had better kill them; they will get us going away," said the man with the gun.

His companion advised him not to shoot, saying the men did not appear to be railroad detectives.

"We'll take no chances," said the man with the revolver, and, placing the muzzle close to Belles' breast, fired. The bullet lodged in his heart.

Corbett's Condition Better.

PHILADELPHIA, October 4.—James J. Corbett, who was operated on in a hospital here several days ago, continues to show improvement.

The World's Greatest Man

Who is he, and why? Read the article about Edison

by

Harry Furniss

the famous sketch artist of "Punch," in the next

Sunday Magazine

of

The Sunday Star

PLEAD NOT GUILTY IN BUCKET SHOP CASES

Accused St. Louis and New York Men to Interpose No More Technicalities.

Louis Cella, Angelo Cella, both of St. Louis, Mo.; Samuel A. Adler and C. A. Tillis of New York, who unsuccessfully attacked the bucket-shop indictments secured against them by the Department of Justice in the spring of 1910, entered pleas of not guilty today when arraigned before Justice Stafford in Criminal Court No. 1.

Their counsel announced to the court that no more technical objections would be interposed before the trial, which is slated for November or December, but secured permission to move for a bill of particulars.

Eight Men Arraigned.

Eight of the ten men indicted as being principals or agents in the alleged bucket shop of William B. Price & Co. of Baltimore, were also arraigned. Each entered a plea of not guilty and reserved the right within ten days to demur, move to quash or take such other action as counsel may determine. All the men arraigned gave bail for appearance at the trial.

Edward Altemus, who was president of the so-called Cella Company in Jersey City, was not called for arraignment. Mr. Altemus has testified for the government at several removal proceedings to secure the presence of his co-defendants in the District of Columbia, and it is expected he will be used by the government as a witness when the bucket shop cases are called for trial.

Eleven Men Not in Court.

Eleven of the men indicted did not appear for arraignment today, but as they are known as minor defendants the government took no steps to secure their attendance in court. Their arraignment may be delayed until the trial.

The alleged members of the Baltimore concern who appeared in court this morning were William B. Price, Virgil P. Randolph, Henry M. Randolph, Charles T. Moorehead, Edward Weldon, Joseph A. Gatins and James A. Anderson. Edward E. Taylor of Washington, through whom the Baltimore brokers are alleged to have conducted the alleged bucketing in the District, was also arraigned.

Array of Counsel.

An array of counsel appeared for the accused, including A. S. Worthington, Charles L. Frailey, Henry E. Davis, John E. Laskey, Jackson H. Ralston and George P. Hoover. S. S. Field, city solicitor of Baltimore, and J. G. Jackson of New York were among the out-of-town lawyers appearing for the defense. United States Attorney Wilson was assisted at the arraignments by Assistant Attorney General Bielaski.

AGREE TO MEDIATION PLAN.

Settlement of Georgia Railroad Troubles Now Looked For.

AUGUSTA, Ga., October 4.—Representatives of the 300 striking conductors and the trainmen of the Georgia railroad and the road's officials have agreed to submit their controversy to mediation under the Erdman act. United States Commissioner of Labor Charles P. Neill is expected to arrive here today.

Traffic was partially restored yesterday, but not without some disorder. J. H. Merrill of Louisville, Ky., a strikebreaker working as a conductor on the Atlanta-to-Augusta passenger train, was taken from the train at Union Point, Ga., last night and badly beaten. The mob searched the train in vain for other strikebreakers.

At Dearing, Ga., the conductor of a passenger train was fired on while attempting to throw a switch.

ORDERS PANAMA STAMPS

Postmaster General Approves Designs Made to Commemorate Canal Opening.

Postmaster General Hitchcock has approved proofs prepared by the bureau of engraving and printing of the new special issue of Panama-Pacific postage stamps. The series comprises four denominations, one, two, five and ten cent. The stamps are about three-fourths of an inch high by one and a sixteenth inches wide; at the top appear the words "U. S. Postage" and "San Francisco, 1915,"; in the left hand border is a branch of laurel and in the right hand border a palm branch; a numeral expressing the denomination is shown within a circle in each lower corner, with the word "cents" between.

The one-cent stamp is green and in the center appears, within a circle, a bust of Balboa, discoverer of the Pacific ocean, looking to the left, and wearing a cuirass and a helmet with a plume. On either side of the background are palm trees, with the ocean in the foreground. Below the portrait, in a horizontal panel breaking the circle, are the words "Balboa, 1513."

Picture of Gatun Locks.

The two-cent stamp is red. It represents the Gatun locks of the Panama canal, with a merchant steamer emerging from one lock and a warship in the other. The mountains of the isthmus appear in the distance, and palm trees on the right hand side of the locks. Beneath the picture are the words "Gatun Locks."

The five-cent stamp is blue, and presents the Golden Gate of San Francisco harbor, with the setting sun in the background and a steamer and sailing vessel in the bay. The words "Golden Gate" appear below the picture.

The ten-cent stamp is dark yellow. The subject is "Discovery of San Francisco Bay," from a painting which represents the discovering party looking out upon the distant bay.

All of the new stamps are fine examples of the engraver's art. The Postmaster General has directed that 80,000,000 one cent, 150,000,000 two cent, 8,000,000 five cent and 5,000,000 ten cent stamps be prepared, and that they be placed on sale in post offices beginning January 1, 1913.

GOV. MARSHALL IN NEW YORK.

Two Addresses Made by Candidate for Vice Presidency.

NEW YORK, October 4.—The democratic candidate for the vice presidency, Gov. Thomas R. Marshall of Indiana, spent a few hours in New York today. Two brief addresses, one at the tariff exhibit in Union Square, the other before the Commercial Travelers' League, both to be given about the noon hour, comprised the candidate's program for the day here.

The governor reached New York this morning from New London, Conn., where he ended his New England tour last night. He was accompanied by Mrs. Marshall. He planned to leave during the afternoon for Harrisburg, Pa., where he is to deliver a speech tonight. He will go from Harrisburg to Indianapolis.

After a rest of a day or two he will resume his campaigning with a tour of the middle west.

WILL NOT RECOGNIZE UNION.

Utah Copper Company Will Close Mine First, Declares Official.

COLORADO SPRINGS, Col., October 4.—"The Utah Copper Company never will recognize the union at Bingham, even if the mine is closed forever," was the statement of Spencer Penrose, vice president of the Utah concern, upon his return here yesterday from Bingham. Penrose is a brother of Senator Boies Penrose of Pennsylvania, and is one of the largest stockholders in the company.

"I am receiving many telegrams from stockholders," he continued, "telling us to stand pat. The wages of the miners were increased a short time ago, and there may be a further increase, but we will not recognize the Western Federation of Miners."

HAIL THIRD TERMER

Junior Roosevelt Club Early at Union Station.

TRAIN ARRIVES AT 7:12 A.M.

National Committeeman Hogan Among Fifty Other Welcomers.

BREAKFAST AT THE WILLARD

Colonel Bosses Job of Embarking in Auto and Says "Bully" to Forty Different Persons.

Had it not been for the Junior Roosevelt Club, composed of about twenty little boys from the northeast, the great Third Termer would have had almost an uneventful entry into the city of his hopes this morning at 7:12 o'clock. All of the twenty did not arrive at the station in time to greet their hero, and it was shamefully reported that the vice president of the club, a young third termer whom they call "Donny," could not get his waist buttoned by himself, and consequently missed being there when the club stampeded Col. Roosevelt and held him up to shake hands all around.

James McGann, aged ten years, president of the Junior Roosevelts, arrived at the station some time after Frank J. Hogan, national committeeman for the third term party, and John Cal O'Laughlin. Young Mr. McGann was anxious to announce his own arrival, but National Committeeman Hogan and Mr. O'Laughlin evaded even the tired-eyed chauffeur who had been waiting for them since long before sun-up. Half a dozen third termers who had an idea they could get through the gates and on to the platform to meet Col. Roosevelt as he stepped from the train ran round in circles declaring that if Frank Hogan would ever get there he would see to it that they joined the staff of welcomers far down the platform.

Station Employes in Dark.

The station hands assumed an air of ignorance when any one asked them about the coming of the Third Termer. About three minutes to 7 a woman dressed in her best hat and clothes rushed into the concourse, and her lack of breath indicated she had been doing considerable of a marathon. She grabbed a perfectly inoffensive trainman by the shoulder:

"Hey there, you," she said between gasps, "what train does Teddy come in on?"

"Haven't heard he was coming," replied the trainman.

"Well, what's the matter with you fellows here, don't you read the papers?"

A porter came to her rescue.

"He's due here at seven twelve."

"Well, what do you know about that? I got fifteen minutes to spare."

"Yes, ma'am," replied the trainman, "you got just fifteen minutes and I got time to read one of them papers you was talking about."

Taft Button Incites Trouble.

Three young men with tin bull mooses in their buttonholes took up a strong position by the gate to the train for Laurel, and nearly lost out, as the Third Termer came in several hundred feet to the east. About that time James McGann, aged ten, the aforesaid president of the Junior Roosevelt Club, entered at the gate through which all celebrities pass—the carriage entrance at the far east end of the station. Behind him trailed other members of the club, ranging from six to twelve years, and every last one of them carried a cane, to which was attached a red pennant, deftly embroidered with great white letters "T. R." They made it known that the official reception committee was ready to do its work. There was nearly a riot in the club, however, when it was discovered that the most vociferous member was wearing a Taft button on his cap. It was only the rule of might that prevented his being dragged in the dirt, for he fought off all his fellow-club members, and continued to yell for T. R. and wear the Taft emblem at the same time.

When the train did arrive about fifty persons, in addition to the Junior Roosevelts, were waiting for it. As is always the case, the crowd had to rush madly from one gate to the other before it found the right one. Miss Isabel Hagner, a friend of the Roosevelt family, had slipped in through a side gate, and had greeted the colonel down the platform. No one gave a cheer for the colonel himself, but every one rubbered prodigiously, especially the Junior Roosevelts. They were so small they couldn't get a peep.

Juniors' Strategy Succeeds.

They stormed the surrounding mob twice, and then by a master stroke President James McGann of the club led his crowd double quick time, right around in front of the advancing column, and fairly and squarely headed off the Third Termer; and every mother's son of them grabbed him by the hand and said he was pleased to meet him, and all that sort of thing.

With the colonel came Ernest Abbott, brother of Lyman Abbott, and John McGrath, Col. Roosevelt's secretary. They headed for a large touring car at the west end. The colonel bossed the job of embarking, said "bully" to forty different persons, smiled at every one, waved his hat and received obeisances. He told every one where to sit in the automobile, instructed John Cal O'Laughlin how to get in the machine, and finally allowed National Committeeman Hogan to get in beside Mr. O'Laughlin.

The party went to the New Willard for breakfast.

Every one was so taken up with the Roosevelt idea that scarcely any one in the crowd noticed William Loeb, Jr., who was on the same train and who went through the station just behind the Third Termer.

TWO DIE IN PARACHUTE FALL.

Aeronaut and Boy Who Was Caught Up by Rope Killed.

TUSCUMBIA, Ala., October 4.—A dangling rope from a balloon caught the leg of Lorenzo Howland, fifteen years old, as it ascended, manned by H. C. Petty, who was making his first flight here yesterday. The boy hung on until 500 feet up, when both fell to their death with an unopened parachute.

The boy was enmeshed several feet above Petty when the bag righted for its ascent, and several hundred spectators heard the novice aeronaut calling to him to slide down a rope to the trapeze. Howland disentangeled himself and, with the balloon pitching and tossing, got down to the trapeze on the parachute. Immediately after he gained a hold on the rod Petty cut loose and the two shot downward.

Anxious friends of the boy had watched his perilous maneuvers on the side of the balloon, expecting to see him fall from the ropes, and they took hope for a moment after the parachute left the balloon. But the big parachute never opened and the two occupants were dashed to the ground a shapeless mass. The tragedy was witnessed by a large crowd.

COLONEL DENIES ASKING FINANCIAL AID IN CAMPAIGNS

Roosevelt Cognizant of Corporation Donations in 1904, However, He Testifies.

OUSTER OF PENROSE URGED UPON SENATE

Demands That Hilles Prove Charges of $3,000,000 Preconvention Expense

IS AN EMPHATIC WITNESS

Allowed to Proceed With Refutation of Various Accusations With But Few Interruptions—Asks That Managers of Other Parties Be Called.

Specific denials were made by Theodore Roosevelt today that he ever asked for contributions to his 1904 campaign fund; that he had known of any contribution by J. P. Morgan; or that any request had ever been made of him for favors or returns to any persons who might have contributed to his funds. Col. Roosevelt testified before the Senate campaign expenditures committee, where his 1912 and 1912 campaign activities have been the center of interest throughout the week.

To these unequivocal statements Col. Roosevelt added again that he had ordered the return to the Standard Oil Company of any contribution it might have made in 1904; that he had been assured by George B. Cortelyou "only yesterday" that he knew of no such contribution, and that he did not believe Cornelius N. Bliss had ever demanded a contribution from John D. Archbold or from any corporation by and methods of extortion.

Makes No Denial.

Col. Roosevelt did not deny that corporations had contributed to the 1904 campaign. He said his letters and published statements had always acknowledged this fact, but his denials were specific that no such contributions had ever been obtained under any suggestion that the administration would reward the givers with special favors.

The progressive candidate for President was a forceful and emphatic witness. Although direct from a campaign tour of many weeks, he appeared in perfect health, and his testimony was punctuated by vigorous slaps upon the arm of his chair and his knee. At critical moments he leaned forward toward members of the committee and emphasized his statements by appeals to the senators for confirmation of legislative history.

Seldom Interrupted.

The witness took the stand at 10 o'clock. He asked permission to discuss all of the charges against him in a connected way, and for two hours he was interrupted but a half dozen times with questions.

At noon, when the committee recessed until 1:30, Chairman Clapp asked the candidate to lunch with him in the Capitol, "if he could stand the fare." The need of a clean collar, the colonel said, forced him to decline the invitation, and return to the uptown hotel, which he had made his headquarters when he reached Washington early in the morning.

Col. Roosevelt's testimony bristled with characteristic statements.

"Senator Penrose should be driven from the Senate," he declared, "because of his acknowledged friendliness with Standard Oil interests.

"Proofs Should Be Forced."

"Charles D. Hilles and Representative Bartholdt should be forced to prove their statements that the Roosevelt primary campaign fund this year had amounted to $3,000,000 or $4,000,000, or should be driven out of public life for infamy," he continued.

He declared, as had Senator Dixon, his campaign manager, Wednesday, that the Senate committee's activities had thus far been directed solely toward the Roosevelt campaign funds, and that no attention had been paid to other candidates. He was assured by Senator Clapp that therepresentatives of other candidates would all be called "before election."

Thousand in Corridors.

Over a thousand people were lined up in the corridors of the Senate office building before 9:30, hoping for a chance to get into the little committee room, with its capacity for about 100 spectators. Several hundred others packed the doorways and surroundings of the building to see Col. Roosevelt enter.

Seats had been reserved by Chairman Clapp for Sir George Reid, Australian high commissioner, and Lady Reid, who had been Col. Roosevelt's hosts abroad.

A murmur of applause culminated in a cheer greeted Col. Roosevelt as he entered the Senate office building about five minutes before the time set for his appearance. He forced his way through the crowds in the corridors with some difficulty and found his way to Senator Clapp's private room. There he met the members of the committee. The crowd continued to grow and every door of the big room was surrounded by an anxious crowd, seeking in vain to get a glimpse of the interior.

Learns of Hadley's Stand.

Col. Roosevelt learned this morning that Gov. Hadley of Missouri had declared in favor of President Taft. He would make no comment upon the governor's action. Nor would he express an opinion upon the nomination of Representative Sulzer as democratic candidate for Governor of New York.

"I have nothing to say upon any subject," said the colonel.

Among the spectators was William Loeb, Jr., collector of the port of New York, and secretary to Col. Roosevelt when he was President. The spectators applauded vigorously as Col. Roosevelt entered, followed by a secretary lugging a big valise, evidently filled with papers. The colonel took his place in the witness chair, and the secretary, with the big grip between his knees, seated himself beside him.

First Question Asked.

"You were a candidate for President in 1904?" said Senator Clapp.

"I was."

"George B. Cortelyou was chairman of the committee that year?"

"He was."

"And Cornelius N. Bliss treasurer?"

"He was."

Senator Clapp asked Col. Roosevelt if