

# THE ST. LOUIS REPUBLIC.

WORLD'S 1904 FAIR

NINETY-SIXTH YEAR.

ST. LOUIS, MO., FRIDAY SEPTEMBER 4, 1903.

PRICE In St. Louis, One Cent. Outside St. Louis, Two Cents. On Trains, Three Cents.

## STREET RAILWAY MAGNATES ACQUITTED OF CHARGES OF MANSLAUGHTER, AFTER TRIAL AT NEWARK, N. J.

ALEXANDER J. CASSATT JOHN D. CRIMMINS JAS. SMITH RICHARD EICK CHAS. SHIPMAN EDW. R. YOUNG



Millionaires in trial court listening to evidence relating to crossing accident. Nine children on a street car were killed at Newark last February and the subsequent investigation resulted in the indictment of the directors and officers of the North Jersey Street Railway company on charges of manslaughter. The Judge ordered the jury to return a verdict of acquittal, on the ground that the State had shown no failure to perform any specific duty. The men on trial are all rich and one especially, Mr. A. J. Cassatt, is a notable figure in the railroad world.

Newark, N. J., Sept. 3.—Chief Justice Gummere, in the Essex County Court of Oyer and Terminer, to-day announced that he had decided to grant the motion for the dismissal of the indictment for manslaughter against the directors and officers of the North Jersey Street Railway Company, who were accused of having by alleged neglect of their duties caused the death of Ernestine Miller.

Miss Miller, who was a high-school pupil, was killed, with eight others, in the Clifton avenue crossing accident on February 24.

The motion to dismiss the indictment was made at the trial yesterday by Richard V. Lindabury of counsel for the defendants.

In instructing the jury to find a verdict of not guilty the Chief Justice said that in order to hold defendants criminally responsible it must be shown that they had failed to perform some specific act. This, the State had failed to do, he said.

The Chief Justice declared that the rules of the street-railway company, as laid down to its employees would have been sufficient safeguards if they had been carried out.

### TRANSIT OFFICIALS MAY BE PROSECUTED.

Dalton Believes Maker of Time Schedules Responsible in Some Cases.

### WARRANT AGAINST MOTORMAN

Evidence Shows That His Car Was Running at Excessive Rate of Speed When Driver Harter Was Killed.

Assistant Prosecuting Attorney Dalton is considering the advisability of issuing warrants against the Transit Company official who makes the time schedule for the cars in the event of another fatal accident due to the speed of cars being reported to him.

Mr. Dalton issued a warrant yesterday for Gus Landstrom, motorman of the LaCade avenue car which killed Alexander Harter, a brewery wagon driver, at Spring and LaCade avenues last week. The warrant charges Landstrom with manslaughter in the fourth degree.

While Mr. Dalton declined to express his views on the matter, it was learned from an attaché of his office that the warrant officer does not believe that it is always the motorman who is to blame for fatal accidents, and he is thinking seriously of attempting to get at higher officials who make the time schedules and give the running orders to motormen.

Landstrom, at the Coroner's inquest last week, declined to answer questions as to the time in which he is required to make the trip from Fourth street to Forest Park.

Witnesses testified that Landstrom's car was running at a rate of thirty miles an hour when it struck Harter's wagon.

The police report of the accident stated that the car was going at a rapid rate, and that, after striking the wagon, it dragged one of the horses nearly 100 feet.

Landstrom declared at the inquest on the first day that he was acting under instructions from the Transit Company claim department when he declined to answer questions as to speed of cars. The next day he changed this statement, and stated that he misunderstood the question when he said that the claim department had given him his instructions.

Benjamin and William Silligo Meet Death While Bathing in River des Peres.

### ELDER UNABLE TO SWIM.

Embraced When Taken From Water by Louis Shinker, Who Makes Futile Effort to Save Boys.

Benjamin and William Silligo, brothers, 14 and 16 years old, respectively, were drowned in the River des Peres, at the foot of Michigan avenue, yesterday afternoon, sinking to their death clasped in each other's embrace.

The boys were sons of Benjamin Silligo, a carpenter, living at No. 123 Nellie avenue. After finishing their work they went to the River des Peres with Adam Cole of No. 212 Nellie avenue, and August Ulrich of No. 211 Adella avenue, to swim.

Benjamin, who could not swim, got into the stream beyond his depth and sank. He shouted for help and his brother leaped into the stream to aid him.

As Benjamin came up for the last time, William grasped him by the arm. The drowning boy reached out as he was sinking and threw his arm around William's arm. Both boys sank to the bottom of the stream and did not come to the surface.

Cole and Ulrich could not swim and they shouted for help. Louis Shinker of Luxemburg, who heard the cries of the boys, ran to the rescue and reached the river bank just as the brothers sank from sight.

Shinker jumped into the water without removing his clothing and endeavored to catch the sinking lads, but was too late.

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### EUROPEAN INTEREST IN WORLD'S FAIR.

F. J. V. Skiff Says the Continent Is Enthusiastic Over Universal Exposition.

### CONFERENCE WITH LAGRAVE.

France, Germany and Holland Making Especial Efforts to Excel in Magnificence of Display.

Frederick J. V. Skiff, Director of Exhibits of the World's Fair, returned early this morning from a six weeks' trip to Europe, pleased beyond measure at the way foreigners are receiving reports from the Exposition, and at the great interest taken in it by foreign nations.

"I was amazed at the knowledge foreigners have of the scope of the World's Fair," said Mr. Skiff after his return. "Details that seem to excite but slight interest are known and discussed generally on the other side. The Exposition, and the congresses that are to be held here, are the talk of the Continent."

"American tourists are doing a great work for the Fair. They are keeping themselves informed as to its progress and are working for its success everywhere they go.

"I met Commissioner Lagrave, and he, with his great knowledge of expositions and his resources of his country, expressed himself as being astonished at the interest France is taking in the enterprise. Manufactured products from France will form a pleasing part of that country's great exhibit.

"In Berlin I saw Commissioner General Lewald. Germany has applied for more exhibit space, and the Commissioner General says it is simply impossible for that country to make its intended display in the space which has already been allotted to her. I brought back with me a photograph of the German castle which is to be erected at the Fair, and which will be a dream of architectural display and grandeur.

"Halsey C. Ives of the Department of Fine Arts told me that great enthusiasm stateside for the Exposition, and that, in his opinion, the artistic feature of the Exposition would be beyond what can now be conceived. Holland is determined to do herself proud, and from what I heard her display will be a most unique one, typifying more than any former one the industries and life of the country.

"Commissioner Alexandrovitch of Wales was no exception to the rule. Every one I met increased my belief that the St. Louis World's Fair will far surpass any that has ever been."

Mr. Skiff, accompanied by Mrs. Skiff, sailed from New York July 21. They were in Europe but a short time, but from the miles traveled and the countries visited it will be seen that the Director of Exhibits made use of every moment of his time.

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### POLICE STARVE A STEEPLEJACK.

Hunger Causes George Murray to Descend From Perch and Surrender.

### PAINTER ACCUSED OF THEFT.

Patrolmen Unable to Ascend Belleville Water Tower Are Kept Waiting Several Hours.

Not until George Murray, a steeplejack, felt the pangs of hunger and thirst did he descend from his lofty perch at the top of the Belleville water tower to Policemen Phillips and York of the Belleville police force, who arrested him yesterday on a warrant charging him with robbery.

Murray admitted trying to outstay the policemen, and, for several hours, he says that he took pleasure in watching the patrolmen in their attempt to induce him to come down.

Murray is charged with stealing an opal ring from Ben Haman. He admitted borrowing the ring from Haman and says that he pawned it in St. Louis. Haman caused a warrant to be issued for his arrest, and it was given to Policemen York and Phillips to serve.

Murray had a job painting the Belleville water tower, and he was seated in his frail rigging, high in the air, when the policemen arrived. They told him to come down, as they had a warrant for his arrest. Murray told them to come up and get him. He kept them waiting until he needed food and drink.

Last evening he was held to the Grand Jury in \$500 bond by Justice of the Peace Wangelin.

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### RELIANCE ALONE FINISHES LAST RACE FOR CUP.

Shamrock III, Badly Distanced, Misses End of the Course in Dense Fog.

Excursion Waits, Enshrouded in Mist, Until American Yacht Comes Rushing Into View.

### END OF CONTEST EXCITING.

International Trophy Now Will Remain in United States Until Some Rival for Builder Herreshoff Is Discovered.

New York, Sept. 3.—The Reliance, the American cup defender, to-day won the third and final race and the series for that famous sea trophy, the America's Cup.

In a dense fog which prevented vision beyond 200 yards, she finished the race at 5:30.32, amid the acclamations of the assembled fleet.

Shamrock III, after running for more than an hour in the fog, missed the finish line, passed by it and then returned to it from the opposite direction.

As the Reliance was then being towed through the fleet, with the yacht's engine fluttering from her truck, and spreading in celebration of her victory, the Shamrock III did not cross the finish line.

As often said of the historic race when the America won the cup, "There was no second."

This successful result was achieved only after four futile attempts to sail off the final race and after the outcome had been admitted by Sir Thomas Lipton to be a foregone conclusion.

To-day's was the eighth attempt to sail a race. After one fluke the Reliance won the two following races, one by seven minutes and three seconds and the other by one minute and nineteen seconds. A week ago to-day the first attempt to sail the third race failed and attempts have been made every day this week. On these occasions the Reliance led the Shamrock to the finish line by two miles, but failed to reach it before the expiration of the time limit of five and a half hours.

To-day's victory means that the cup is destined to remain in America until England is able to produce a genius equal to Herreshoff in yacht designing.

FINISH SPECTACULAR.

Rarely, if ever, has there been a more spectacular finish than the Reliance's today. After racing for more than an hour through a blinding fog, the Reliance burst through the wall of mist upon the vision of the spectators on the fleet assembled at the finish line, and, heeling under a great billowing balloon jib tassel, until her lee rail was awash, flew across the finish line almost before the spectators could determine for a certainty that it was she. Once more the Yankee boat had added to the long string of victories in contests for the honored old silver trophy that carries with it the blue ribbon of the sea.

A fleet of less than thirty vessels went down to the familiar waters of the International course to witness this fifth effort; to cover this thirty miles within the time limit. It had become a race of the American boat against time, instead of a contest of two well-matched craft.

When they reached the line a gentle southeast wind of five knots that gently wrinkled the surface of the sea gave but faint promise that this was to be the final day, but a shift of the wind to the south shortly after noon revived the despairing hopes of the yachtsmen, for it blew a way the mist, and the Reliance had been hanging over the course since the easterly storm of last week.

The Regatta Committee waited until the last moment to send the boats away at 1 o'clock, after which hour it had been agreed that no race should be started. Signals were displayed indicating a windward and leeward course of thirty miles, south and back.

BARR IS CLEVER.

The duel between the skippers began at the sound of the preparatory gun and continued through a series of brilliant maneuvers in which Captain Barr again proved his splendid seamanship by eluding the Shamrock until the boats were well across the line.

During the fifteen minutes before the starting gun Captain Barr held the British boat under his lee and for most of the time blanketed her. He never relinquished his windward position and kept the Reliance held when the preparatory gun was fired. Ten minutes later when both boats were heading away from the line the Shamrock luffed and forced the Reliance about, whereupon both headed for the line. On the way to it the Reliance held the challenger under her lee partially blanketed. Alternately luffing and keeping away, Captain Barr prevented the Shamrock from getting away from him and across the line, but two minutes after the starting gun and at the sound of the gun indicating the expiration of the handicap, Captain Wrings luffed the Shamrock across the stern of the Reliance and the two boats went across the line together. The official starting time was:

Reliance, 1:01.56.  
Shamrock III, 1:02.00.

SHAMROCK HANDICAPPED.

The Shamrock III actually crossed the line at 1:02.30 and suffered a handicap of three seconds.

Both were heading seaward, but as the Reliance, from the lee bow of the Shamrock was blanketing her headstalls, the Shamrock III promptly whirled about and headed for the Jersey coast. The Reliance held in for a minute and then followed. The maneuver placed the Reliance to windward, but stern of the challenger. They went off at a swift pace, a freshening breeze.

Captain Wrings attempted to outcall the Reliance.

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### COMMISSIONERS TRY TO END ALASKAN BOUNDARY DISPUTE.

First Formal Meeting Is Held at London Under the Presidency of Lord Alverstone—Arguments by Counsel Will Begin September 15—New and Important Evidence Is Offered on Behalf of the Contentions of the United States—Discovery of Gold in the Klondike Principal Cause of Raising Question

### CANADA'S CLAIMS TO DEBATED LAND FIRST MADE IN 1898.



ELIHU ROOT AND LORD ALVERSTONE. Principal figures in the Joint High Commission which is to decide the Alaskan Boundary question. Lord Alverstone is Lord Chief Justice of England and Mr. Root only recently offered his resignation as Secretary of War of the United States.

London, Sept. 3.—The Alaskan Boundary Commissioners held their first meeting today in the conference room of the Foreign Office.

Prior to the formal assembling the Commissioners met in their private conference room and selected Reginald T. Tower, formerly of the British Diplomatic Service, formerly attached to the legation at Washington, and recently Minister to Siam, to be secretary of the committee.

J. R. Carter, second secretary of the United States Embassy, and Mr. Pope, a representative of the Canadian Government, were appointed assistant secretaries. Lord Chief Justice Lord Alverstone was subsequently chosen chairman of the committee.

It was announced that oral arguments would commence September 15, and Lord Alverstone expressed the hope that they would be finished by October 2.

A few minutes after 11 o'clock the commission took their seats, Senator Turner on the extreme right, then Professor Sir Louis Jette, formerly of the Superior Court of Quebec, Lieutenant Governor of the Province of Quebec, and professor of civil law; Mr. Root, Lord Alverstone, Senator Lodge, A. B. Ayresworth, who succeeded the late Justice Armour of Canada on the commission; Mr. Foster and Clifford Sifton, Canadian Minister of the Interior. The agents of the respective governments sat at desks on the extreme right and left of the commission, while counsel and the stenographers occupied desks facing the Commissioners.

SESSIONS ARRANGED.

The commission decided to sit five days per week, commencing September 15, and excluding Saturdays, and to be in session from 10 a. m. to 4 p. m. on each day, and granted permission for a limited number of representatives of the press to attend the sittings.

In order that the presentation of the cases may be exhaustive, it has been arranged that three of counsel for each government shall make arguments, the British opening and being followed alternately by Americans and British, the former securing the advantage of delivering the closing argument.

The commission then removed the injunction of secrecy on all documents hitherto exchanged, and the sitting was adjourned, the Commissioners, agents and counsel proceeding to the quadrangle, where they were photographed.

The documents covering the American presentation of the case are comprised in three volumes, making a total of about seven hundred pages. In addition, there are also two volumes of maps. The largest of the volumes of text contains the original statement by the American Commissioners, while one of the smaller volumes presents the American counter-case in rejoinder to the British case and the other the arguments of the American Commissioners.

QUESTIONS AT ISSUE.

In the first volume the questions at issue, namely, what is intended to be the point of commencement of the line of demarcation between the United States and Canada; what is the Portland Canal; what course the line should take to the entrance of that canal; to what point of the fifty-sixth parallel the line should be drawn from the head of the Portland Canal, and other familiar questions are discussed. There also is extensive discussion of the extent of the strip of territory along the coast on the mainland that Russia conveyed to the United States by the treaty of 1867. It appears from the document that Great Britain concedes that the line begins at Cape Mudge.

The United States contends that it was the intention of the Powers which signed the treaty of 1856 to confirm in full sovereignty to Russia a continuous strip of territory along the continental shores of the northwest coast of America extending from Portland Canal to the one hundred and forty-first meridian of longitude west of Greenwich, and that such strip was to be ten marine leagues measured from the heads of all gulfs and other arms of the sea.

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Continued on Page Two.

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