16 PAGES TO-DAY

THE ST. LOUIS REPUBLIC.

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NINETY-SEVENTH YEAR. WEDNESDAY, MORNING, OCTOBER 26, 1904. PRICE In St. Louis, One Cent. Outside St. Louis, Two Cents. On Trains, Three Cents.

RUSSIA DELAYS REPLYING TO POINTED BRITISH NOTE; ENGLAND'S FLEETS READY.

Admiral Rojestvensky Has Not Yet Reported Circumstances of His Encounter With Fishing Vessels in North Sea—Czar Sends Personal Message of Sympathy to King Edward and Assures Him of Reparation—No Further Evidence of Hostility Toward Russian Ambassador at London—"Admiral" of Fishing Fleet Tells Simple Yarn About Unexpected Attack.

PUBLIC MEN IN SPEECHES VOICE THE GENERAL INDIGNATION.

London, Oct. 25.—The inevitable delays of diplomatic procedure appear to retard a complete and satisfactory settlement of the acute differences between Great Britain and Russia arising from the deplorable North Sea affair.

King Edward has received from Emperor Nicholas himself a cablegram expressing the deepest regret and a practical acknowledgment that Great Britain's peremptory note will meet with a reply conceding every demand for apology for the act of aggression against the British flag, compensation for sufferers and punishment of the officers responsible for what is everywhere conceded to have been a gigantic blunder; and the Russian Ambassador to the court of St. James has expressed to Foreign Minister Lansdowne his sorrow and sympathy.

These developments, which came late in the day, have allayed to some extent the deep resentment in the public mind.

BRITISH FLEETS RECEIVE ORDERS FROM ADMIRALTY.

The Admiralty to-night gave evidence of its appreciation of the necessity of proving that it is prepared actively to support the position of the people of Great Britain and fulfill the expectations of the world, when it issued the following statement:

"On receipt, on October 24, of the news of the North Sea tragedy, preliminary orders for mutual support and co-operation were issued as a measure of precaution from the Admiralty to the channel, Mediterranean and home fleets."

The day has been one of the busiest in recent years in diplomatic circles here. The Russian Ambassador, who only reached London shortly before midnight Monday, was an early caller at Lansdowne House, and had a long interview with Lord Lansdowne, after which the foreign Minister drove to Downing street and conferred with Premier Balfour and others, and for the rest of the day was occupied with a mass of matters pertaining to the affair.

FOREIGN OFFICE AWAITS REPLY FROM ST. PETERSBURG.

Almost momentarily the public expected some definite announcement of an official nature, but late this evening the Foreign Office announced that no further statement would be issued to-day.

It is understood that this is because it is considered that it would be unwise in the present state of public feeling to make any intermediate proclamations concerning diplomatic proceedings, in view of Great Britain's announcement to Russia that the matter would not brook delay.

NO FURTHER HOSTILITY SHOWN TOWARD AMBASSADOR.

While Great Britain is stirred to its depths, there has not been the slightest evidence of a repetition of the rowdyism of last night, which is condemned on all sides. The suggestion that Ambassador Benkendorff's visit to Lansdowne house instead of to Downing street was due to fear of mob violence is indignantly denied at the Foreign Office and at the embassy. In fact, there was not the slightest sign of any gathering of a hostile crowd at the Foreign Office, although the police precautions were most thorough.

Count Benkendorff himself referred to the incident of last night as trivial and did not appear to consider it worth notice. Popular appreciation of the situation, however, was evidenced when King Edward appeared in public to-day. He was greeted with more than usual enthusiasm on account of the decided tone of his telegram to the Mayor of Hull on Monday.

SPEECHES DENOUNCING ATTACK VOICE PUBLIC INDIGNATION.

The speeches of members of the cabinet and of the House of Commons to-day in different parts of the country voice the sentiment of Great Britain and the spirit in which the utterances were met shows that for the moment party differences have been laid aside and that the country is solidly behind the Government.

Lord Selborne, at the Pilgrims' banquet to-night, denounced the Dogger bank affair in the most outspoken terms yet heard from a member of the cabinet as an "inexcusable outrage," and "a terrible blunder, which would be impossible in either the British or the American navies."

Colonial Secretary Lyttleton, too, in another place, spoke in plain terms, saying that it was impossible to view the affair as other than the result of murderous intention or wicked negligence.

The report of Thomas Carr, the "Admiral" of the fishing fleet, dated from "the North Sea," is a picturesque touch, a plain sailor's yarn of the occurrence, which was handed to Foreign Minister Lansdowne to-night.

The report is dated "The North Sea, October 22," and is as follows:

FISHING "ADMIRAL'S" STORY OF DOGGER BANK TRAGEDY.

"We were fishing in latitude 55.18 north and longitude 5 east the night of October 21. At 11:30 p. m. a large fleet of men-of-war sprang upon our lee bow, the wind being about south-southeast. One squadron passed by our lee side. The remainder, consisting of four battleships, steamed just across our head, throwing searchlights over our fleet. As soon as they got to windward they began firing on us, their projectiles flying all around and across our decks for a full quarter of an hour, some of the shots passing under the main sail so unpleasantly near the men who were gutting fish in the pound that they cleared out down below, one shot passing right between them.

"I very much regret to say that others in the fleet were not so fortunate as we in escaping hurt. The Crane was sunk, her skipper and third hand were killed and all the rest of the crew were wounded, with the exception of the cook.

"The skipper of the Gull it was who, being hailed by the Crane, saying, 'We are sinking,' hove up his gear, got out a boat and went to the rescue of the unfortunate survivor.

"The Moulmein, Mino and Snipe all had shots pass through them, the former vessels being obliged to make sail homeward. I think two or three vessels did not board us in the morning, but that may be owing to thick weather causing them to miss the fleet.

"I don't know whether they took us for Japanese or whether they were practicing to get their hands in. There must be a mistake somewhere. They ought to have known we were only inoffensive fishermen.

"I remain your obedient servant,

"THOMAS CORR, Admiral."

KUROPATKIN APPOINTED COMMANDER-IN-CHIEF.

St. Petersburg, Oct. 25.—A Harbin dispatch states that the Emperor on Monday published an imperial decree appointing General Kuropatkin Commander in Chief of all the land forces in the East, and retaining Aliexieff in the post of Viceroy.

The Emperor also congratulates Viceroy Alexieff on the efficiency he has displayed in the formation, concentration and supreme direction of troops in the theater of operations.

COLLIERS AWAIT FLEET AT BREST AND VIGO.

Brest, France, Oct. 25.—The Russian transports, Kniaz and Katgherkoff, arrived this afternoon in the roadstead. They anchored far out and have had no communication with the shore. It is believed the transports are laden with coal for the second Pacific squadron. A quantity of correspondence in care of the Russian Consul at Brest awaits the squadron.

Vigo, Spain, Oct. 25.—Five colliers from the Island of Tencriffe arrived here during the night and four others have reached Arosa to await the Russian squadron, which is expected to divide, half of it coaling here and the other half at Arosa, a small island in Arosa Bay, about twenty-five miles north of Vigo.

RUSSIA EMBARRASSED BY ROJESTVENSKY'S SILENCE; BRITISH NOTE IS OMINOUS.

St. Petersburg, Oct. 26, 2:30 a. m.—Vice Admiral Rojestvensky's reasons for firing into the British fishing fleet remain as great a mystery as ever.

Again at midnight the Admiralty announced that the Admiral's report of the affair had not been received, though every effort has been made to obtain it.

Meantime, without waiting for the Russian version of the affair, Emperor Nicholas, through Ambassador Hardinge, has sent to King Edward and the British Government a message conveying an expression of the profoundest regret for the unfortunate affair, coupled with assurance that the families of the victims should receive the fullest reparation.

The British Government also shows moderation in the note which Sir Charles Hardinge presented to Foreign Minister Lamsdorff this afternoon. While it awaits explanation for an act which it characterizes in strong language as unjustifiable, deliberate and inhuman, it makes no threats, fixes no time limit for response and contains no demands, the note specifically stating that Great Britain's demands are reserved pending receipt of an explanation.

Although some nervousness is perceptible in diplomatic circles, generally speaking there is the greatest confidence both among diplomats and high officials of the Government that the affair will be amicably adjusted.

FOLK SPEAKS TO 7,400 PERSONS IN ONE DAY.

REPUBLIC SPECIAL.

Savannah, Mo., Oct. 25.—Joseph W. Folk spoke to 7,400 persons today; 1,500 at Burlington Junction, 500 at Quitman, 800 at Skidmore, 600 at Maitland, 2,000 at Oregon and 2,000 to-night at Savannah. Judge Davis and F. J. Warnell, candidate for the State Senate, also addressed the Savannah audience. Senator Stone spoke here this afternoon.

SPEYER SPECIAL IS DITCHED.

New York Capitalist Escapes, but Friend Is Injured in Mexico.

Laredo, Tex., Oct. 25.—The special train which departed this evening over the line of the Mexican National Railroad bearing James Speyer of the banking firm of Speyer & Co. of New York, while going at a high rate of speed, was ditched between Sanchez and La Jarita, about twenty-five miles south of here.

A special train has just reached this city bearing the members of the party who started out with Mr. Speyer early in the evening. Mr. Speyer is uninjured.

One of the party, J. F. Davis of New York City, received painful injuries about the face.

ANDREW CARNEGIE COMING IN NOVEMBER.

St. Louis library officials have been advised that Andrew Carnegie, who has given $1,000,000 for a new library here, will visit this city the third week in November to inspect the sites that have been proposed for the new institution.

The principal structure, which is to be erected where the old Exposition and Collegiate now stand at Thirteenth, Fourteenth, Olive and St. Charles streets, probably will be started in January. Sites for the branch libraries probably will be selected after the philanthropist arrives.

The library officials are discussing plans for a reception and banquet in honor of Mr. Carnegie.

TWO MILLION SHARES OF STOCK CHANGE HANDS

New Record of Transactions for the Year Is Made on New York Exchange.

EXCITEMENT GROWS FEVERISH

Reports Circulated That Northern Securities Litigation Is About to Be Settled.

ALL DENIALS ARE UNHEEDED.

Over 100,000 Shares of Union Pacific Sold First Hour—Profit-Taking Late in the Day Causes Weak Close.

REPUBLIC SPECIAL.

New York, Oct. 25.—Trading on the Stock Exchange to-day footed up a new high level for the year, the transactions crossing the 2,000,000-share mark for the first time since the memorable panic on May 9, 1901, when 3,000,000 shares changed hands. The number of shares traded in totals 2,015,556. At the outset substantial advances were made, but a severe break developed at the close.

The recently enlarging speculative activity in the security markets was whipped into greater excitement by the circulation of reports that the Great Northern Securities litigation, involving the Harriman-Hill contest, was about to be settled.

Union Pacific was the leader of the market and the volume of transactions in that stock alone would have served less than three months ago for a full day's business. All the properties more or less affiliated with the Hill-Harriman systems were active, and the stock pools, cliques and individual traders which at present are dealing in enormous quantities of stocks had a regular field day.

DENIALS UNHEEDED.

Denials of the settlement of the Northern Securities litigation fell on a deaf Wall street and tended rather to inflme the speculative fever through which it is passing.

To gain an idea of the extent of the speculation, it need only be said that in the first half hour of business more than 100,000 shares of Union Pacific changed hands, the entire transactions being made without altering the quotation a fraction of a dollar a share. The buying later carried the stock to 110, and afterwards the price touched 112. More than 300,000 shares were traded in during the day.

St. Paul, which is generally associated with the settlement of the Northern Securities matter, also advanced very sharply, touching 175, a new high level for the year. At 112 Union Pacific also sold at the highest prices since the spring of 1901. Pennsylvania, New York Central and several standard railroad shares sold at high-record levels of the year.

PROFIT-TAKING.

The strained relations between England and Russia growing out of the action of the Baltic fleet had no influence in the early trading.

Later in the day a profit-taking movement developed, hastened by a report that the Steel Trust's report of earnings for the quarter ending September 30 last would not be up to expectations.

Then Wall street completely reversed its former position. Speculators began to talk of possible war between England and Russia; of gold exports announced; of the risk of assuming too much of an expected improvement in trade; of the likelihood of there being no basis for the Northern Securities settlement rumors, etc.

The result was a general rush to sell. United States Steel declined sharply, Union Pacific tumbled from its high figures of the forenoon and St. Paul lost more than two points from its high price. The market closed unsettled and weak.

LEADING TOPICS —IN— TO-DAY'S REPUBLIC

WEATHER INDICATIONS.

For Missouri—Fair in west; rain in east Wednesday. Fair and colder Thursday.

Page.

1. Russia Delays Reply to British Note. Wonderful Airship Flight. Record-Breaking Day in Wall Street.
2. First Ball Given by Lady Managers. Missouri Historical Society Gets World's Fair Awards.
3. Will Urge Better Sanitary Conditions. Monster Mass Meeting Saturday.
4. Miss Helen Gould Attends Reception. Argument for Free School Books.
5. Pictures of the Baldwin Airship Taken at the Beginning of Yesterday's Remarkable Flight.
6. Four Towns Hear Speeches by Folk. Terminal Case Again Argued.
7. World's Fair News.
8. Editorial. Society News.
9. All Honors Paid James McCluskey. Real Estate News and Transfers.
10. The Republic Daily Racing Form Chart. Race Results and Entries.
11. Happenings in Illinois Cities and Towns.
12. The Republic's "Want" Advertisements. Birth, Marriage and Death Records. New Corporations.
13. Rooms for Rent Ads.
14. Cotton Bears Not Alarmed. Live-Stock Market. River News.
15. Corn Is Up ⅝c at Chicago. Financial News.
16. Doctrine of New Thought Expounded.

AIRSHIP SAILS FIFTEEN MILES FROM THE FAIR AND LANDS SAFELY IN ILLINOIS TOWN.

KNABENSHUE STARTING FROM THE FAIR GROUNDS.

The airship steersman swung into position astride the steel rib of the airship frame, but a second before the command to "cast off" and at the moment the vessel arose leaned forward to grasp the tiller rope for the complete turn to the east.

THOUSANDS WATCH FLIGHT OF CRAFT OVER ST. LOUIS

Aeronaut Knabenshue Describes His Journey From the Exposition and Across the River—His Fears and Sensations—Controls Course of Vessel Until Gasoline Engine Breaks Down.

DIRIGIBILITY OF BALDWIN SHIP SHOWN

Against a stiff wind blowing from the northwest, "The California Arrow," the airship of Captain T. S. Baldwin of San Francisco, made a flight over the World's Fair grounds and into Illinois yesterday afternoon.

The start was made at 1:52 p. m. from the center of the Aeronautic Concourse. The ship landed at 3:23 at Valley Junction, near East St. Louis. At 9 o'clock last night A. R. Knabenshue of Toledo, who operated the airship in its flight, returned with the vessel to the World's Fair grounds.

Both vessel and operator were safe and uninjured. The ascent was made in the presence of hundreds of spectators in the concourse, and its flight through the grounds brought all visitors to a standstill, while they craned their necks upward to watch its progress through the air.

Over the spires and housetops of the city the flying monster sailed, while the city's thousands poured out of doors to watch the unaccustomed sight of an airship coursing through space.

On the roofs of tall sky-scrapers downtown hundreds of merchants, clerks, salesmen and office inhabitants stood watching the strange cigar-shaped craft with its frail outline of framework and its operator, a tiny speck, as it raced through the sky to the east.

Until the ship had reached a point about the center of the Transportation building it was demonstrating to the satisfaction of all who watched that it was perfectly dirigible and responding to the steering of its operator. At this point the motor ceased to work and the ship hung over the center of the building until it drifted southeast before a current of air.

It passed over Forest Park and over the city in this direction, at times whirling about in the counter currents, but ever righting itself ultimately under the skillful guidance of Knabenshue, who kept his hand on the tiller rope that operated the rudder.

Drifting before the wind it passed on toward the river and Illinois. It crossed the river at a point just east of the Arsenal, and, after sailing three miles east of the river, Knabenshue made a landing near the Chartrand School.

Here the gas envelope was deflated and the operator procured a team and wagon and loaded the vessel on it for the trip to the World's Fair. The coming of the airship caused the same excitement in the East Side cities as in St. Louis, and the townsmen turned out in a body to watch the flight.

Knabenshue chose his landing place and dropped to earth gently and without a jar. The ship was not injured in any way, and Captain Baldwin, its inventor, says that he could make another flight to-day if he could fill it with gas in time.

The flight was an exhibition journey made for a purse offered by the Exposition in the event that certain required conditions were complied with in the flight.

RECORD OF FLIGHT MADE BY THE "ARROW."

Starting point, Aeronautic Concourse, World's Fair grounds.

Finish, near Chartrand School, St. Clair County, Illinois, three miles south of East St. Louis and three and one-half miles east of Mississippi River.

Distance in bee line from start to finish, eleven miles.

Distance traversed by airship, proximately, fifteen miles.

Time of start, 1:52 p. m. Tuesday, October 25, 1904.

Time of finish, 3:23 p. m.

Length of time of flight, one hour and thirty-one minutes.

Average rate of speed, 10 miles hourly.

Airship, "The California Arrow," invented by Captain Thomas S. Baldwin.

Navigator in yesterday's voyage, A. Roy Knabenshue of Toledo, O.

Length of gas bag, 52 feet.

Diameter of gas bag, 17 feet.

Capacity of gas bag, 8,000 cubic feet.

Steel frame substructure, 40 feet long.

Weight of gasoline motor, 66 pounds.

AERONAUT'S OWN STORY OF HIS REMARKABLE FLIGHT.

BY A. R. KNABENSHUE.

I consider the flight of the airship as made by me to-day from the Aeronautic Concourse at the Louisiana Purchase Exposition to a point in Illinois fifteen miles away a thorough test for the merits of the machine and a complete demonstration of the fact that aerial navigation has passed from the bounds of the possible and the probable to the realms of accepted scientific fact.

It is true that from the time the airship left the Transportation building, during the remainder of the flight, the gasoline engine of the apparatus was not working, and from that fact the control I had over the steering apparatus was not as great as it should have been and was not so great as it was during the early portion of the voyage, when I exercised complete control over every movement of the vessel.

Hundreds of spectators watched me as I rose in the air and thousands and thousands of World's Fair visitors from all parts of the grounds gazed at the machine as it moved from boundary to boundary of the Aeronautic Concourse and sailed in a great letter "S" out over the Fair grounds and around the Administration building to the Transportation building, where my engine went dead. From that point of the voyage I must acknowledge that I and the machine were at the mercy of the ten-mile breeze in which we had become entangled, and until the landing was safely made over in Illinois that a higher power than mere machinery stood between me and destruction.

HAD NO FEAR OF PERSONAL DANGER.

Although I had not been directly connected with the development of Mr. Baldwin's plans for his airship, I had taken great interest in the progress of his machine. I have been connected with the work in the Aeronautic Concourse ever since the opening of the Exposition, and was well acquainted with the details of construction of all the ships which have been planned there and which were intended for entry in the grand prize contest.

So far as the machine in which the trial to-day was made is concerned, I was absolutely confident that the secret of aerial navigation had been reached and prepared for the trip with the assurance as far as I myself was concerned that little personal danger was attached so long as the machinery was in working condition.

We had planned for a short trial trip in the morning, but a trifling feature of the mechanism became disarranged and the start was postponed until the afternoon.

Shortly after noon we began the final preparations for the start, and the inflation of the silken bag, which supports the steering gear, the gasoline engine and the substructure, was started, and by half past 1 everything was in readiness for the first trip of a dirigible airship in the United States.

Unmoved by any fear that I should never return to earth in safety, I took my seat upon the six-inch plank which serves as a seat for the operator in the experimental vessel which Mr. Baldwin has brought into being. The engine was apparently in good working order, and while weather conditions were not as favorable as could be desired for the experiment, I felt confident that I was about to participate in one of the greatest of modern instances of the development and achievements of science.

GAS BAG SOARED WITH GREAT SPEED.

Ten bags of sand, to be used as ballast, were embarked with the machine. These were to be used in preserving the equilibrium of the airship, and to be used in case any accident befell the engine or the steering apparatus.

It was just 1:52 when the word was given which cleared away the ropes which bound the straining cone of silk-inclosed gas to the earth, and as the engine began pumping away I swept up into the ether at an angle, as near as I can judge, of about 60 degrees to the earth. The gas bag soared into an ascending current the instant the tethering ropes were let go, and before I scarcely realized that the journey had begun, the point of the vessel was pointed for the Aerodrome, the building within the high stockade of the Aeronautic Concourse. By sharp manipulation of the steering ropes the tiller was brought into immediate action, and I grazed the edge of the aerodrome, and then, with another movement of the tiller I had cleared the high fence and was pointing my way skyward.

When an elevation of perhaps 300 feet was reached the direction of the ship was changed, and under the complete control of the steering gear and the propellers kept in motion by the engine, I brought the machine into its normal horizontal position and headed it directly against the wind with the intention of completing a circuit over the Exposition grounds, with the Ferris Wheel as the center, and returning after a short voyage to the starting point, which, beyond question, could have been accomplished without difficulty had not unforseen circumstances suddenly arisen.

At the time I assumed complete control the direction was almost due south. By the manipulation of the tiller I then turned the prow to the left, and as I passed the south end of the Administration building was moving slowly and gracefully straight east and without any fear of danger or ultimate success.

PLANNED TO CIRCLE FAIR STRUCTURES.

Passing over the foreign buildings the

Continued on Page Five.

TO-DAY'S PROGRAMMES AT THE WORLD'S FAIR.

DAIRYMEN'S DAY.

SPECIAL EVENTS.

MORNING.

8:30 a. m. to 5:30 p. m.—Ferris Wheel gives free tickets to see illumination to-night.
9:00—Poultry, Pigeon and Pet Stock Show, Live Stock section.
Dog Show, Live Stock section.
Session National Creamery Buttermakers' Association, Palace of Agriculture.
Meeting International Council of Women, Hall of Congresses.
Guard mount, Sewanee Grammar School, Administration Quadrangle.
Session National Nut Growers' Association, Congress Hall.
Session Transmississippi Congress, Hall of Congresses.
Announcement of butter test prizes at session of National Creamery Buttermakers' Association.
Missouri Association Probate Judges, Missouri building.
11:00—Religio-Scientific Institute, Congress Hall.

AFTERNOON.

2:00—Lecture, Panama Canal, Government building.
Missouri Association Probate Judges, Missouri building.
2:30—Session National Nut Growers' Association, Congress Hall.
Renault family reunion, Missouri building.
3:00—Reception to International Council of Women, Missouri building.
4:00—Lecture, "Yellowstone National Park," Government building.

EVENING.

8:30—Lightning and thunder demonstration, north main entrance, Palace of Electricity.

REGULAR EVENTS.

MORNING.

8:00—Grounds open.
Troop drill, United States Marines, Plaza St. Louis.
8:30—Feeding birds and game, Missouri outdoor exhibit.
8:30 a. m. to 6 p. m.—Ferris Wheel runs, giving best daylight view of Exposition.
8:30 a. m. to 7:30 p. m.—Free guides leave stations within Jerusalem every 10 minutes.
9:00—Guard mount, Scouts, Philippines.
Feeding Beavers, Palace of Forestry, Fish and Game.
Visayan Class, Model School, Philippines, Guard mount, Constabulary, Philippines.
9:30 a. m. to 11:30 p. m.—Creation, on the Plaza, open, continuous performance.
10:00—Hagenbeck's open. Continuous perform'ce.
10:00—Feeding seals, Government Fisheries building.
Queen's Jubilee presents on view, Congress building.
Heliograph demonstrations, Signal Corps, Podium, Government building.
10:30—Igorrote, Negrito and Moro class, Model School, Philippines.
Demonstrations, Model Dry Dock, Government building.
Drill, seacoast guns, Government Hill.
11:00—Literary, music programme, Indian School building.
Classes of Blind and Deaf, east nave Palace of Education.
Classes in English, Moro Village, Philippines.
Wireless telegraph demonstration, Signal Corps, Podium, Government building.
Kindergarten classes, Model Playground.
Cascades in operation.
11:30—Lantern-slide exhibition, Interior Department, Government building.
12:00—Milking and feeding of cows in dairy test, dairy barns.

AFTERNOON.

1:00—Literary class work, Indian School building.
1:00—Boer War, three famous battles.
1:30—Classes of blind and deaf, east nave, Palace of Education.
Hourly milk tests, Palace of Education.
2:00—Biograph views of California, San Francisco building, Model Street.
Cascades in operation.
2:30—Drill, United States Life-Savers, lake north of the Palace of Agriculture.
Stereopticon views, "Wonders of Colorado," gallery, Palace of Transportation.
Lantern-slide exhibit, Bureau of Chemistry, Government building.
2:30, 4:30, 6:30 and 8:30—Battle of Santiago, Naval Show, west end of the Pike.
3:00—Stereopticon exhibition, Alaska building.
Demonstration, hemp culture, Kentucky section, Palace of Agriculture.
Heliograph demonstrations, Signal Corps, Podium, Government building.
Radium exhibit, Interior Department, Government building.
Feeding of birds, Government Bird Cage.
Spear-throwing contest, Igorrote Village, Philippines.
Demonstration, Floating Dry Dock, Navy Department, Government building.
3:30—Dress parade, United States Marines, Plaza St. Louis.
Drill, seacoast guns, Government Hill.
3:30—Boer War, three famous battles.
4:00—Wireless telegraph demonstrations, Signal Corps, Podium, Government building.
Drill, United States Hospital Corps, camp near Parade Entrance.
Child gardeners at work, United States Plant Map.
Feeding the seals, Government Fisheries Pavilion.
4:30—Feeding birds and game, Missouri Outdoor Exhibit.
5:00—Cascades in operation.
Old Indian sports and pastimes, plaza Indian School.

EVENING.

6:00 p. m. to 10:30 p. m.—Ferris Wheel. Best place to view illuminations and fireworks.
6:00—Flag salute and dress parade, Indian School.
7:00—Milking and feeding of cows in dairy test, dairy barns.
7:30—Illumination of grounds and buildings.
7:30—Boer War, three famous battles.
8:30—Cascades in operation.

MUSIC EVENTS.

MORNING.

9:30—Government Indian Band, Indian School.
Twenty-fourth United States Infantry Band, Government Hill.
Organ recital, Iowa building.
10:30—Organ recital, French section, Palace of Liberal Arts.
11:00—United States Marine Band, Government building.
11:30—Organ recital, W. H. Danley, Festival Hall.
12:00—Orchestra recital, German section, Liberal Arts building.

AFTERNOON.

1:30—Twenty-fourth United States Infantry Band, Government Hill.
Indian Band, Indian School building.
2:00—Concert, Oregon building.
Vocal concert, Missouri building.
United States Marine Band, Government building.
Weil's Band, Cascade Gardens.
3:00—Berlin Band, Machinery Gardens.
Organ recital, Iowa building.
4:00—Organ recital, French section, Liberal Arts building.
Song recital, Indiana building.
Vocal concert, Missouri building.
4:30—Organ recital, C. Dickinson, Festival Hall.

EVENING.

6:00—Exposition Orchestra, Tyrolean Alps.
Mexican Band, Plaza St. Louis.
7:00—Berlin Band, Machinery Gardens.
8:30—Exposition Orchestra, Tyrolean Alps.

IRON MOUNTAIN CONDUCTOR KILLED BY HIS PORTER.

P. D. Atwood Shot to Death at Farrell, Ark., in Negro Coach—Second Recent Crime of the Kind.

REPUBLIC SPECIAL.

Pine Bluff, Ark., Oct. 25.—Conductor P. D. Atwood was killed while on his run between this city and Little Rock this morning by his negro porter at Farrell, Ark., a small station about twenty-five miles from Pine Bluff.

No reason whatever can be found for the killing. Conductor Atwood and the porter were in the negro's coach, when the porter locked the door and deliberately shot Atwood four times, three shots taking effect in the face and one in the chest. Death was instantaneous.

Mr. Atwood's slayer surrendered to the officers in Little Rock and is now in jail at that place.

NOVEMBER TICKETS TO THE FAIR FOR $5.

The Board of Directors of the Exposition Company, upon the recommendation of the Executive Committee, yesterday passed the following resolution, which later received the approval of the National Commission:

"Resolved, That subject to approval by the National Commission, a ticket of admission, nontransferable and nonphotographic, good from November 1 until the close of the Exposition, December 1, inclusive, be sold for $5."

This makes a rate of a fraction less than 20 cents a day for those who can visit the Fair every day the closing month of the Exposition.