

RIVAL AIRSHIPS IN EXCITING RACE THROUGH THE CLOUDS

Santos-Dumont and Stevens Machines High in the Sky Above Sheepshead Bay Interest Racegoers.

American-Built Flyer Guided by Leo Stevens Victorious Over the Brazilian Vessel. Met With Mishaps.

NEW YORK, Oct. 1.—America had its first race of airships yesterday. The contest was between Santos-Dumont No. 6, the big airship which the Brazilian would not go up in and which has been at Brighton Beach all summer, and Pegasus, the rival flyer, that has been stabled at Manhattan, and which has made one or two false starts.

Yesterday both navigated the air. The Santos-Dumont was operated by Edward C. Boyce, a wealthy young man, who is vice president of the Syndicate Construction Company, the offices of which are at No. 74 Broadway. He has an income of \$50,000 a year, and a passion for experiments; is a member of the Aero Club, and his flight was in fulfillment of his declaration that the Santos-Dumont No. 6 should fly if he had to take her up himself.

Pegasus was operated by Leo Stevens, an aeronaut, and a candidate for the \$200,000 prize which is to be sailed for at the St. Louis Exposition. He has made many ascensions in hot-air balloons near New York.

Both machines flew high and long and well. The Stevens airship crossed the path of the other and went much higher, but as it was a test of dirigibility there is some doubt whether the higher flight counts for or against the man who made it.

Was an Impromptu Race.

From the ground it seemed that the low flying machine was able to turn more easily, and to be more under control than the other, but Mr. Stevens disputes this.

The flight was a surprise; Mr. Boyce started without any announcement, and Mr. Stevens started because the other fellow did and he was not going to see the honor of the first airship voyage in America go to his rival, so within twenty minutes after Mr. Boyce's machine bulged from the shed at Brighton Beach and shot above the house tops, Mr. Stevens was also adventuring upward from Manhattan.

Mr. Boyce came down gently in a field, so easily, he says, that he would not have cracked an eggshell. Mr. Stevens came down on a telegraph and electric light pole and got mixed up with the wires, but he was not hurt and his machine was not damaged to amount to anything.

Mr. Boyce's flight was an irregularly wavy line from Brighton Beach north-

AERONAUTS TELL OF TRIP AND MAKE COUNTER-CLAIMS

Statement by Leo Stevens.
"I am well satisfied with my trip. I accomplished all I set out to do; I had no particular destination; I simply intended to make an ascension and sail about this section. I made no boasts about what I would do or when I would do it."
"Santos-Dumont and his backers have made all the boasts and have laughed at me, saying I was simply a ballonist and incompetent to handle an airship. They are making a grandstand play, catering to the public for the sole purpose of getting gate receipts. I am experimenting for scientific purposes; I will continue to do so and will rebuild ships until I get what I want."

Statement by Edward C. Boyce.
"I believe that my flight today proves the assertion that within a few years airships will be carrying passengers in this country. I am not speaking for balloons or gasbags when I say that the Santos-Dumont No. 6 machine performed a successful experiment today."
"This airship is an air locomotive, and is as different from the Stevens or any other contrivance as a steamship is from a sailboat. The Stevens affair used a three-and-a-half horsepower motor; I used a thirty-five horsepower motor. The Stevens balloon has its propelling power amidships; my machine has both its rudder and fourteen-foot propeller practically aft, where it should be."

east to a field in Sheepshead Bay. He circled his starting point, and really went against the wind most of the way.

Mr. Stevens' course was a double ellipse, according to his own statement, ranging from Manhattan north and west to his landing place on the telegraph pole at the corner of Sheepshead Bay Road and First Street.

Nearly Broke Up Horse Race.

Both passed almost over the race track, and while they were in sight, spectators, bookmakers, and jockeys, and even the horses themselves watched nothing else. It was so serious that the jockeys had to be admonished in the fourth race to mind their start instead of the two big cigars that hung in the air above.

It was 3:45 when Mr. Boyce made his start. He had come down to the Aerodrome, which is what they call the barn in which an airship is kept, in his automobile with his wife and two little children. His little boy bewailed the fact that he could not accompany his father, and Mr. Boyce gave the word to let go, calling back directions to his party to meet him in Grimes Fields at Sheepshead Bay.

The two ropes at the rear of the airship holding it, should have been pulled off when it ascended. But one of them was not pulled by the man that held it. It went up with the balloon and was caught in the propeller. Those on earth saw him try to disentangle it, and, apparently, he succeeded, for his turn about over the shed was as smooth and steady as a trolley car coming around a curve. Then he sailed away toward the north, very now and then describing a curve, first to the right, then to the left, and so on until he finally sank in the field for which he was aiming.

Another Airship Ahoy!

Meanwhile over the eastward the other machine had risen and came across at right angles to the course of

the other. From the Stevens machine depended a rope, which, he says, is 1,800 feet long, and which acts like the tail to a kite, steadying the flight. It has its disadvantages, for once it caught in some telegraph wires, and Stevens was a prisoner until some linemen cut off a few feet of the rope. He did his lofty circling, swooping in wide curves three-quarters of a mile in the air, while Mr. Boyce never got higher than 800 feet.

When Mr. Stevens began to descend his troubles began. He says a crank that controls the spark of his machine worked loose and began to fling out electric flashes so long that the aeronaut feared they would ignite the hydrogen, of which he had 22,000 feet in his gas bag. In reaching for this crank he knocked out a plug that controlled the machinery, and had to think of descending at once.

His long trailing rope caught in the electric wires in front of Lundy's fish market, Sheepshead Bay Road and First Street, and later his anchor, which he cast out, caught in these same wires, and there was a display of electric fire.

Stevens pulled the valves and came down on the electric light mast and the wires, and half the population of that part of the world came out and shouted to him that he would be grilled alive on those wires. He skipped about on the frame of his machine, however, until some linemen got a ladder up to him. He freed his ropes, which were eagerly grasped by as many of half a thousand volunteer assistants as could take hold, while he conducted the airship over the roofs to a large lot, where the descent was finally made in safety and comfort.

The race was a success from the standpoint of everybody but the trolley people, who are figuring what kind of an injunction will hold against these new birds of the air who mess up their wires with trail ropes and anchors.

Stevens' anchor was pretty well burned by the electric wires.

MAY DECLARE ALFONSO INCAPABLE OF RULING

Young King in Serious Conflict With Ministry.

MENACING SPANISH THRONE

Efforts to Induce the Cortes to Recall Christina to the Regency Unless He Ceases Erratic Behavior.

LONDON, Oct. 1.—A letter received here from a high personage in close touch with the Castilian Court says:

"King Alfonso is engaged in a serious conflict with the ministry for unconsciously refusing to sign a decree General Weyler, minister of war, submitted after its approval by a council of ministers."

"The ministers are becoming most indignant at their monarch's eccentricities. They consider that Alfonso is playing into the hands of the Republicans, and menacing the security of the Spanish throne."

"The members of the Grand Order of the Annunciate, representing the grandees and nobles of Spain, which Alfonso recently tried to dissolve and replace, in self-glification, by the Order of Alfonso the Thirteenth, respectfully, but firmly notified the King that they will withdraw their support if he insists in his erratic behavior. They have agreed among themselves that it may become necessary in the interests of the preservation of the monarchy, to induce the Cortes to declare Alfonso incapable of ruling, and recall Christina to the regency."

MONUMENT TO MOTHER OF LINCOLN DEDICATED

Made From Stone Taken From President's Tomb.

LINCOLN CITY, Ind., Oct. 1.—This monument to Nancy Hanks Lincoln, mother of Abraham Lincoln, was dedicated this afternoon. Governor Durbin and a number of distinguished people were present.

The monument heads the grave in Spencer county in which the President's old mother was buried three quarters of a century ago. Abraham Lincoln cared for the grave until his death, but it was later neglected and a controversy has since arisen as to its exact location.

The memorial association with difficulty collected evidence and believes it has located the grave, though some people of the vicinity contend that the monument really marks the burial place of a member of another family.

The monument was donated and erected by J. S. Culver, of Springfield, Ill., and is constructed from stone taken from Lincoln's old tomb at Springfield.

COAL FAMINE MAKES WEIGHT SEALER BUSY

Colonel Haskell, With the Aid of the Police, is Keeping Tab on the Dealers Who Supply the Poor.

Insists That Measures Shall Be Standard -- Navy Clerks Stop Work to See a Load of Coal Delivered.

The District Sealer of Weights and Measures, with his assistants, is very busy these days keeping tab on the small coal dealers. With the price so high, the officials recognize that the dealers are sorely tempted to give small measure. The Police Department has been called upon to aid in watching the interests of the poor in this respect. Col. W. C. Haskell, District Sealer, said yesterday that he thought the poor were well guarded, as since coal went up he has perfected his system of inspection of dealers.

"We have always had the hucksters well in hand," said Colonel Haskell yesterday, "but the dealers in the small stores have heretofore been harder to keep track of. However, I am satisfied that now we've got them where we want them. You see, I've asked the assistance of the police and received it. In the poor sections of the city the policemen, in addition to their other duties, look out for the poor. They do a great deal of good, too, as we've arrested several dealers on complaints of officers. In one or two cases the officers have made the arrests themselves, and then reported the matter to us."

Won't Have Short Measures.

"With the price of coal where it is, I am pretty well satisfied that those who buy will insist on having the measure filled properly. This leaves us to see that full and not short measures are used. The law requires every dealer, huckster, etc., selling anything in the District to use measures and weights which bear my seal. We have prosecuted several persons who used short measures, and the fine imposed has been heavy. The moral effect has been good, as the small dealers and hucksters, as a rule, are rather ignorant. They think the law a mysterious thing and are afraid of it. I am satisfied that the poor people are getting as much coal as they think they are buying in pretty nearly all cases."

In spite of the optimism of Colonel Haskell, it is believed the small dealers are taking advantage of the ignorance and carelessness of the poor people in some instances. The law provides that coal shall be sold by weight.

Bushel Should Weigh Eighty Pounds.

Technically, the dealers and hucksters violate the law by selling it by the bushel, but Colonel Haskell says he construes the sale of a bushel of coal as the sale of 80 pounds of coal. He believes the poor people get more coal, in the aggregate—provided full measures are used—if they buy by the bushel, than if they buy by the ton.

A washerwoman in southwest Washington said she was confident she had been given short measure, because the dealer used a wooden bushel measure, the edges of which were worn off by long usage. The law does not specify that metal measures shall be used, and it is believed that many of the small dealers

"DIRT IS BETTER THAN TO FREEZE TO DEATH"

It is understood that the District Commissioners will confer with the District Attorney with reference to the question of overlooking violations of the smoke law, so long as the strike makes the use of soft coal a necessity.
Many local dealers are laying in supplies of bituminous, and larger consumers of fuel are beginning to use it.
One restaurant-keeper says: "The city can better afford to be a little dirty than to freeze to death."

who use wooden measures give short amounts. Colonel Haskell intends to continue his vigilant search for fraudulent coal dealers, in the hope that he may make the poor man's money go as far as possible.

Use of Soft Coal.

The opinion gains ground daily that the solution of the coal situation, so far as Washington is concerned, will be the use of soft coal and wood. A number of local dealers yesterday began preparations for stocking their bins with the bituminous product. Several shipments of soft coal have been received during the past few days, and a number of restaurant-keepers have placed orders for this character of fuel.

"I'm going to burn soft coal," said a restaurant-keeper on Pennsylvania to a Times reporter. "The District Commissioners a few days ago issued an edict saying the anti-smoke law would be enforced regardless of the coal strike, but I'm going to take chances. I guess when they get to burning soft coal in the school houses and other local Government buildings they'll let the smoke law slide. The city can better afford to be a little dirty than to freeze to death."

It is understood the Commissioners will confer with the District Attorney regarding the smoke law, with a view to considering whether, under the circumstances, it would not be better to overlook offenses until coal is more plentiful.

Coal for the Schools.

Commissioner Macfarland said yesterday that plans for receiving the 500 tons of anthracite from President Baer, of the Reading Railroad for use in the District schools were nearly completed. The coal is expected in a day or two. It will be immediately distributed to the various buildings in the District.

With the exception of the State, War, and Navy building, it is thought the Government departments are pretty well supplied with coal. There will be a slight shortage at the Postoffice, it is feared, unless relief comes soon. Attendant Stoutenburgh, of the workhouse, which uses about 1,000 tons a year, is happy in the possession of over 500 tons of good anthracite, put in early in the summer.

The esteem in which the black, unattractive looking anthracite is held by the public generally, was well demonstrated yesterday afternoon at the State, War, and Navy building. A load of coal was delivered there about 3 o'clock in a huge wagon, which stopped in the inner court, and dumped over two tons on the cement. Immediately heads appeared at the hundreds of windows. The clerks had left their desks to see a curiosity, and many did not return until very late in the evening. It was believed that many of the small dealers

PENNSYLVANIA ROAD MAKES HEAVY DEAL

Leases Acres of Land in Pittsburgh to Aid Connections.

PITTSBURGH, Pa., Oct. 1.—It was learned today that the Pennsylvania Railroad Company has closed a lease for the big tract of land in the Point district first secured by what is known as the warehouse syndicate.

This tract embraces nearly ten acres, and extends from Water Street to Duquesne Way. The railroad has taken the property at a rental of \$90,150 a year for twenty-five years, with the option of buying the property outright at that time for \$3,000,000. In the meantime the rental is based on 3 1/2 per cent interest on the \$3,000,000. Not only have the syndicate holdings been taken over, but the railroad has been buying other property for many weeks.

In addition to the ten acres taken over from the syndicate, property worth \$1,000,000 has been secured, and the fact that the railroad has bought this outright is taken to mean that as soon as possible the lease signed yesterday will be supplanted by a pure and simple purchase. Altogether the railroad will now own or control nearly twenty acres at the Point. Water Street overlooks the Monongahela River and Duquesne Way. The Allegheny and the deal just closed simplifies the Pennsylvania's plan of connecting the Baltimore and Ohio and the union stations with a belt line along the wharf. The Pennsylvania has withdrawn all its opposition to the Wash, and the two from now on, it is claimed by both, will work together in harmony. Both will have large freight stations at the Point, and the Wash will also have its new passenger station in that district.

WILL MARK THE SPOT OF LINCOLN-DOUGLAS DEBATE

FREEPORT, Ill., Oct. 1.—The women of this town have finally found and have now substantially marked the spot on which took place the famous Lincoln-Douglas debate.

There has been an exasperating delay of over a year concerning this matter. The old-timers failed to agree as to the exact locality of the stand from which the speeches were made. Finally the corner of Douglas Avenue and Mechanics Street was agreed upon, when a committee of the Freeport Women's Club went to Devil's Lake, Wis., and secured a huge boulder, which will be brought to the city and placed in position with fitting ceremonies.

POPE DISPLEASED WITH ATTITUDE OF AMERICANS

Archbishop Ireland's Views Interfered With by Clergy.

ROME, Oct. 1.—Letters are being received daily at the Vatican from America, some supporting and others opposing Archbishop Ireland's views in relation to Catholic affairs in the Philippines.

It was announced today that the Pope is displeased with the attitude of the American clergy and is considering whether the time is opportune for calling them to order. Philippine affairs being outside their jurisdiction.

FARMERS' WAGONS AT WHOLESALE MARKET

Commissioners Adopt New Police Regulation Against a Nuisance That Has Been Very Troublesome.

The District Commissioners, after long study of the question of the control of the farmers' wagons near the wholesale market, believe they have at last solved the problem and that the police will not hereafter be troubled by it.

They adopted the following new police regulation regarding the matter today: "Section 15. The Market Master of the wholesale market shall assign spaces or stands on the sidewalk and roadway next to the curb on the north side of North B Street, between Seventh and Twelfth Streets west, to farmers and gardeners who bring farm produce of their own raising for sale on said street."

"No person or persons shall sell, offer for sale, or expose for sale from such spaces or stands, any farm or garden produce without first having had a space assigned to him or them for that purpose, to be evidenced by a written permit signed by the Market Master of the wholesale market."

"No person not a farmer or gardener raising the produce sold by him shall be permitted to sell on said designated places. The space to be assigned on the roadway shall not be more than five feet inside the curb line on the sidewalk."

CUBA TO PROTECT LABORING CLASSES

Requires 80 Per Cent Native Workmen on Concessions.

The State Department has received from United States Minister Squires at Havana, Cuba, the text of the bill passed by the Cuban house of representatives requiring a stipulation in all concessions granted by Cuba that 80 per cent of the labor employed shall be Cuban. The bill follows:

"Neither the state, the province, nor the municipality shall grant a concession or franchise of any kind for the operation of a public service without stipulating, as an essential clause of the grant, that the concessionary enterprise, company and corporation must employ in the works and working thereof at least 80 per cent Cuban laborers and employes."

Article 2 provides for the invalidation of a concession where the above-stated labor ratio is violated, and article 3 revokes all past laws in conflict with the new one.

In giving the reasons for the drafting of the bill it is stated that "Cuba is in need of great capital, and to cause it to come here, bringing us prosperity, we deem all usual methods, all franchises and efforts, as amounting to but little. At the same time, however, it appears to be both rational and foreseeing that we should endeavor to secure the interests of the laboring class and prevent the possibility of the immigration of laborers expressly contracted for the works which may be constructed in this country with foreign capital."

In recommending the enactment of the bill above referred to the special committee of representatives said:

"The undersigned representatives, foreseeing the possibility of the increase in this island of the already respectable number of public enterprises formed and operated with foreign capital, and desirous that they should be sources of employment for our people and of the country's general welfare, consider it timely for the republic's representatives to enact laws which to that end, and in an equitable manner, shall regulate the concessions which the state may grant for the establishment of railroad companies and such other companies as require the employment of laborers in their construction and after operation."

"It is the opinion of the undersigned, notwithstanding their belief that this law for this republic will see to it that slavery is not shamefully disguised as contract labor, that it is important that the house adopt the proposed law."

YOUNG WOMAN KILLED BY EXPLODING LAMP

Mother of Miss Allen, of Hartford, Also Injured.

HARTFORD, Conn., Oct. 1.—Miss Mabel Allen, daughter of Francis B. Allen, vice president of the Hartford Steam Boiler Inspection and Insurance Company, of this city, died this morning at 2 o'clock from burns received last evening from an exploding kerosene lamp.

Miss Allen and her mother were reading in the parlor of their house when the kerosene overflowed from the reservoir of the lamp and got on fire. Miss Allen attempted to throw the lamp out of an open window. The screen of the window was in and the lamp rebounded back into the room and the flames completely enveloped Miss Allen's clothing. Mrs. Allen, in trying to rescue her daughter, fell to the floor, breaking her shoulder and terribly burning her hands.

Miss Allen then broke through the window upon the lawn and tried to stop the progress of the flames by rolling in the grass. Neighbors came to the rescue and extinguished the flames, which had set fire to the house, and rescued Mrs. Allen.

MARRIED.

MAHONEY-CARPENTER.—On June 9, 1902, at Alexandria, Va., JAMES E. MAHONEY, of Fairfax County, Va., and MAUDE E. CARPENTER, of Montgomery County, Md., by Rev. Joseph A. Jeffers. ml

DIED.

COLEMAN.—At Pennsylvania Hospital, Philadelphia, Monday, September 29, 1902, JAMES M. COLEMAN, of Washington, D. C. Funeral will take place from Mason's undertaking establishment, Hillside, D. C. cl

HALL.—On Tuesday, September 29, 1902, at 2:30 a. m., his residence, 3509 M Street north-west, W. T., beloved son of Richard E. and Mary Hall, aged 24 years. cl

Funeral from his late home, Thursday, October 2, 1902, at 9:30 a. m. Requiem high mass at 10 o'clock at Holy Trinity Church. Interment in Holy Rood Cemetery. Friends and relatives respectfully invited. ml

WATERS.—On Tuesday, September 30, 1902, at 4:30 p. m., FLAVIUS JOSEPHUS, son of the late John and Katharine Syms Waters. Funeral from his late residence, 710 Tenth Street north-west, Thursday, at 3 o'clock p. m. Funeral private. ml

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