

BROOKINS SETS WORLD'S RECORD FOR LONG FLIGHT

Scars in Aeroplane From Chicago to Springfield.

TWO STOPS MADE IN THE 187 MILES

Young Aviator, in Wright Bi- plane, Races Entire Distance With Special Train, Winning This Contest as Well as \$10,000 Prize Offered by Chicago Newspaper.

Springfield, Ill., September 29.—Aviator Walter Brookins alighted gracefully with his aeroplane at the State Fair Grounds at 4:27 P. M. today, seven hours and four minutes after leaving Chicago, after having sailed his Wright biplane the 187 miles with two stops.

He descended at Gilman, Ill., seventy-five miles south of his starting point, in Washington Park, Chicago, at 11:30 A. M., and at Mount Pulaski, Ill., 163 miles from Chicago, at 3:30 P. M. The first stop was for water, oil and gasoline, the second for supplies and because his pump had broken and the engine became hot.

The railroad distance from the start, for Chicago to Springfield is 187 miles. His official starting time was 9:15 A. M. The longest sustained flight was from Gilman, Ill., to Mount Pulaski, eighty-eight miles.

Brookins thus broke Charles K. Hamilton's record for sustained cross-country flight of eighty-six miles from New York to Philadelphia. He also made the longest cross-country continuous flight in America, and thereby won the \$10,000 prize offered by the Chicago Record-Herald.

In both places where the aviator alighted vast throngs gathered.

Heads for Springfield.

As Brookins swept out of the field at Mount Pulaski one of the small rubber-tired cars which he rolls in making headway before arising struck a hummock, and was wrenched off. Brookins, not knowing of the accident, rose 2,000 feet, and heading the Illinois Central special train far behind.

This was the second railroad locomotive that the aviator had left far behind in a fair race. Engineer W. F. Burt, who made the first attempt to defeat the aircraft, had to give up the attempt at Clinton, Ill.

Brookins reached the State Fair Grounds eight minutes before the Illinois Central special train reached Springfield station three and a half miles short of the fair grounds. The actual flying time was five hours, forty-four minutes for the 187 miles, an average of thirty-three miles an hour.

The crowd at the fair grounds surged about Brookins, threatening to crush the machine, till he had to make a personal appeal to get the throng back.

When those on the special train reached the aeroplane nearly half an hour after the aviator landed, he said: "There have you been all the time. I got here and had been waiting to lunch with you as I promised. You have kept me waiting half an hour."

Asked about the flight, he said: "Why, it was nothing, only staying up, that's all. It merely took more time and that's about the only difference from a practice flight. I knew I could make it."

Good for Same Thing.

"It was one of the prettiest flights I ever made. There must have been three-quarters of a million people looking up at me. My arms are tired and I was quite a while, but I am good to watch all the time, if necessary, for the same thing right now, if necessary."

Wilbur Wright's first comment was: "As the woman says, I told you more. Later Mr. Wright added: 'There would never have been a time when I would have made it. I think this trip has shown conclusively that the aeroplane is a successful navigator of the air, and that those who followed the machine from Chicago in the train with me probably feel as confident and as sure of it as I do.'"

Officers of the State Fair Association, who had accompanied the newspaper men on the Illinois Central special, were jubilant over the success of the flight.

Water, oil and gasoline and a bulky pump stood between Brookins and a continuous, sustained flight between Chicago and Springfield.

Never was there a prettier race, say those who witnessed a part of it, than that between the aeroplane and the special train on the Illinois Central. Two locomotives were used, each running about half the distance, but neither was ahead when the aeroplane made its descent. Each time the watchers, craning their heads out of the windows of the train, saw Brookins alight, and the conductor stopped the train when it came up to the aeroplane.

Aboard the train all was excitement continually. Every window was filled with heads peering up into the sky, and on overboard suit cases, many wrote to friends of their remarkable experience of racing with an aeroplane. Every country cross-roader had his quota of gazers, and every village was filled with sky-gazers.

Makes First Stop.

The first stop at Gilman, Ill., was made by arrangement. There Brookins alighted in a cornfield. He had no difficulty in pushing the machine out into the open ground, where he waited fourteen minutes for the train to come up. He called out to the passengers: "How am I making it? I have been here more than an hour, it seems to me. Write to the rest of the fellows with my bill and gasoline."

After these necessities had been provided Brookins conversed with the newspaper reporters and said: "Well, (Continued on Second Page.)"

Sets New Record



WALTER BROOKINS

MEN NOT IN CITY VOTED IN PRIMARY

Evidence Before Investigating Committee Creates Pro- found Stir.

PORTSMOUTH TOUCHED UP

Use of Dead Men's Names Sug- gests Precinct for Ceme- tery.

Dead Men Voted in Portsmouth

Norfolk, Va., September 29.—Features of the two sessions of the investigating committee examining the records and witnesses for alleged frauds in the Second District congressional primary: Absent men voted in the city of Portsmouth, and, according to one witness, the judges knew what was being done, and made no effort to prevent it.

Dead men voted in the city of Portsmouth. Three preachers, two Baptists and one Methodist, all claiming to be personally known to the judges of the Second Ward Precinct, city of Portsmouth, voted in the primary, although absent from the city.

Evidence given that dead men voted in Hill's Corner, until one of the committee members saw that a precinct should have been established in the cemetery. Dead men's taxes paid in this precinct for several years.

[Special to The Times-Dispatch.] Norfolk, Va., September 29.—Witnesses presented to the investigating committee this morning by the citizens' committee touched up Portsmouth in a shape that banished the smile from the friends of the contestant, as it showed that even the ministers absent from the city were voted by proxy, and, according to one witness, John L. Watson, a prominent citizen and supporter of Mr. Maynard, not only voted for an absent man, but attempted to get him to do the same thing. It was the most sensational testimony of the hearing, and created a profound stir.

The witness was J. Martin Davis, manager of the Regal Shoe Store, on Grand Street, who resides in the Second Ward of Portsmouth. He testified to visiting the Second Ward polls with Mr. Watson and Mr. Maynard. Mr. Maynard voted. The witness and Mr. Watson voted. Mr. Maynard then left the polling place. The witness declared that one of the judges, Carroll Myers, said that George A. Tabb, former City Treasurer, was out of the city.

PETERSBURG MAY SEE AEROPLANE

Flight Suggested From Fair Grounds to That City Next Week.

NOT LIKELY THAT MAYOR CAN FLY

His 160 Pounds May Bar Him, as Contract Calls for Passenger Weighing Only 130 Pounds. Johnstone Arrives To- morrow With His Machine.

Plans for an aeroplane flight between Richmond and Petersburg, to include a dash over this city, have been suggested to the board of directors as an added attraction for the Virginia State Fair, which will open its gates to the public on Monday.

While no definite proposition has been submitted to the fair management by the Wright brothers, it is known that the matter is under consideration, and a final answer will be given tomorrow when terms are submitted. It was discussed yesterday in an informal way by General Manager Mark R. Lloyd and Thomas P. Jackson, special representative of the Wrights, who was in Norfolk last night arranging for a flight from that city to Old Point Comfort, across the historic waters of Hampton Roads.

Nothing Definite Yet.

Mr. Jackson talked with his home office in Dayton, O., over the long-distance telephone during the afternoon, but he had to hurry to the station before going more especially into details with Manager Lloyd. Mr. Lloyd was uncommittal in his reply, merely stating that the Petersburg proposition had been brought to his attention, and while it was regarded as a great added attraction, there was nothing definite in the shape of contract negotiations upon which he could express an opinion.

Under the agreement with the Wright Company, Ralph Johnstone, one of its most famous aviators, will arrive here tomorrow morning for flights at the State Fair Grounds, beginning Monday. On Saturday afternoon, the closing day, Mr. Johnstone will engage in a five-mile race with an automobile, which will be the concluding feature of the great meet. The plan, therefore, is to have the start from the fair grounds at the end of the race, strike boldly over Richmond, crossing the James and Appomattox Rivers, and coming to a safe anchorage in the unexplored city of Petersburg.

Another Route Suggested.

Instead of making a cross country flight to Petersburg, Mr. Jackson was asked if it could be arranged, for Johnstone to skirt over the city, through South Richmond and Church Hill, and return to his landing in the fair grounds.

"I hardly think that possible," he said, "for it is difficult to navigate over a thickly settled community where there would be no landing place in the event of some accident to the motor. Besides, it would be necessary in that event, the judges knew what was being done, and made no effort to prevent it. It would be merely like a speck in the air. Mr. Wright flew over Dayton at a local celebration the other day for the edification of his home people, and he found it necessary to go up about 3,500 feet."

Johnstone would have to go that high over Richmond to escape treacherous currents, and I believe it would be far preferable to have him make the trip to Petersburg. He could follow the railroad track, and you might have the spectacle of a race with a passenger train, starting at maximum speed.

When Mr. Jackson returns tonight or tomorrow from Norfolk he may be in a position to submit a definite offer, but even if that offer is not arranged, it will be exciting enough for the thousands who will be here to see Johnstone perform.

Just before leaving town yesterday Mr. Jackson stumbled across the interesting fact that Mayor Richardson might not be able to fly with him, as the State Fair. He is too heavy. The Mayor admitted last night that he is 160 pounds, which is a good deal more than the average man might have imagined. Under the contract the aeroplane is to take up a passenger weighing not more than 130 pounds, and the passenger must be acceptable to the aviator. The invitation is extended to the Mayor, but it is doubtful if this flight should not be a good deal more than the average man might have imagined. Under the contract the aeroplane is to take up a passenger weighing not more than 130 pounds, and the passenger must be acceptable to the aviator.

Everything is being put in shape for the aeroplane at the fair grounds, and Johnstone will be ready for its first dash through the air on Monday afternoon.

OFFICES RAIDED; BROKERS CAUGHT

Seven Members of B. H. Scheffel and Company Under Arrest

WARRANTS OUT FOR SIXTEEN

Department of Justice Conducts Sensational Raid, Alleging That Firm Has Conducted "Crooked" Business, and Has Used Mails to De- fraud Its Customers.

New York, September 29.—Following one of the most sensational raids ever engineered by Federal authorities in this city, directed to-day against the firm of B. H. Scheffel & Co., brokers, in Broad Street, seven members of the company, including B. H. Scheffel, its president, were held in heavy hall this evening by United States Commissioner Shield for hearing on October 5, on a charge of using the mails to defraud. To-night search is being made by the police and by government inspectors for George Graham Rice, whose real name is said to be Simon Herzig, the originator of the race track tipping system, who is declared to be the real head of the concern.

After Other Officers.

At the time of the raid here an announcement was made from Washington that warrants had been issued for the managers of the company's branch offices in Boston, Providence, Philadelphia, Detroit, Chicago and Milwaukee. According to agents of the department of justice, the Scheffel company has been engaged in promoting the sale of mining securities of doubtful value in all parts of the country. Estimates of the firm's dealings are placed as high as \$5,000,000.

The seven men arrested here are B. H. Scheffel, president; George T. Sullivan, secretary; Charles E. Belser, secretary of the company; George T. Sullivan, William T. Seagrave, John Delaney, William T. Seagrave, and Charles E. Belser. Warrants for sixteen men had been issued, but the others, including Rice and Charles S. Herzog, who is said to be his brother, eluded the raid. Rice had been in his office earlier in the day, but had left before the officers swooped down on the place.

A surety of \$5,000 for Seagrave, \$3,000 for Stone and \$2,500 for Delaney, Belser, McCormack and Sullivan were committed to the Tompkins bondsman were not forthcoming. While the hearing was set for October 5, it is expected that the Federal grand jury will have taken action before that date.

The firm of B. H. Scheffel & Company was organized about two years ago, and has been engaged in advertising propaganda. Mining specialties were its chief offering to investors. It has been in the business of publishing to reach clients, and a corps of thirty-five stenographers is said to have been required to attend the thousands of letters which were sent to-day by two patrol wagonloads of papers, books and memoranda were seized by the inspectors for examination.

Proceedings against the concern, it was stated, had been contemplated since the government first learned that the firm was defrauding its customers. It was deferred until an investigation of the properties controlled by the firm had been completed. The warrants were sent into Western States to look up these properties and the raid was decided upon when their representatives were received.

Another charge against the company, made by George Scarborough, the government inspector, who attended the raid, was that it had resorted to what he called a "crooked bucketshop scheme." He declared the concern had charged one-quarter of one percent on all sales, and had collected commissions without rendering any service in return. The difference between the actual price and the price on the curb market and fictitious quotations given customers, Scarborough also alleged, was converted to the company's use.

The raid to-day was made while the curb market was in full swing, and attracted much attention. The thousands of letters which were sent to-day by two patrol wagonloads of papers, books and memoranda were seized by the inspectors for examination.

Raid in Chicago.

Chicago, Ill., September 29.—The raid of the offices of B. H. Scheffel & Co., 190 La Salle Street, in Chicago was made by Deputy United States marshals. The manager, E. L. Mead was arrested, although he was not in the office. Stenographers were served with subpoenas to appear later as witnesses.

Manager Mead was taken to the United States District Attorney Sims' office, where he was held in custody. A 400-word cipher telegram from Henry A. Wise, Federal attorney in New York.

HIGH HONOR PAID VIRGINIAN



COLONEL JOSEPH BUTTON.

COL. JOSEPH BUTTON UNANIMOUS CHOICE

IMMENSELY PROUD OF HIS NEW TROPHY

Virginian Elected President of National Association of In- surance Commissioners.

Colonel Pleased Over Latest Ad- dition to His Large Collection.

First Time That Presiding Of- ficer Has Been Chosen From Floor of Convention.

[Special to The Times-Dispatch.] Mobile, Ala., September 29.—Virginia was signally honored to-day by the unanimous election of her Commissioner of the State Insurance, Colonel Joseph Button, as president of the National Association of Insurance Commissioners. The next annual session, the forty-second, will convene next year at Milwaukee.

This is the first time in the forty years of its existence that a president has been elected from the floor of the convention. Formerly the practice was to nominate by committee, but this practice was changed at the last session of the association.

A High Compliment.

The selection of Colonel Button without solicitation on his part as the unanimous choice of the association is a great compliment to him. He is the first commissioner representing a Southern State to be elected to this high position. Ever since he became a member of the body he has been an active force in its work and deliberations and has held assignments upon most of the important committees. He is at present chairman of the Fidelity and Surety Committee, which, during the past two years, has been of signal service to the surety business. He is a member of the Committee on Fraudulent Insurance, which has passed, formulated and had adopted by the convention a uniform bill which is accepted by the leading fraternal associations of the country, and will undoubtedly be enacted into law by most of the States. He is also a member of the Committees of Law and Legislation, Reduction of Securities, Examinations, and the Executive Committee of the association.

This association is composed of the supervising and territories of the Union. The present convention has been one of the best attended in the history of the organization. In addition to the numerous officials of the State insurance departments, there were present a large number of insurance men, who were deeply interested in the proceedings. The work of the convention was the measure regulating fraternal associations being one of the most important ever before the country.

Methods Discussed.

Methods of increasing the efficiency and effectiveness of examinations of companies by means of a central committee were discussed and adopted. The executive sessions were spent in discussing methods of increasing the efficiency of departmental supervision. Yesterday Commissioners Hartigan, of Minnesota, and Button, of Virginia, representing the central committee on examinations, placed before the convention a preliminary report dealing with the examination of the State-wide Fire Insurance Company, of Topeka, Kan.

Officers of the association for the ensuing year are: President, Joseph Button, Virginia; Vice-President, T. H. MacDonald, Connecticut; Secretary, R. Cunningham, Montana; Executive Committee—Judge William H. Hotchkiss, New York; F. H. Harlow, Massachusetts; F. W. Potter, Illinois; George E. Folk, Tennessee; and Reuben Beede, Wisconsin.

In open session numerous papers dealing with important matters were read by various commissioners. The convention adjourned to-night.

Colonel Joseph Button, Insurance Commissioner for Virginia, was born in Lynchburg on October 31, 1865. He (Continued on Third Page.)

"BOSS" MURPHY IS IN CONTROL OF CONVENTION

Has Not Said Final Word as to Candidate for Governor.

HEARST FACTOR IN SITUATION

Leaders Looking for Man Who Can Run Even Race With Roosevelt's Man Stimson, and Win Over Support of Independence League.

Rochester, N. Y., September 29.—The first session of the Democratic convention to-day was a brief intermission in the serious business that has brought together here the delegates of the sixty-one counties of New York State. This business was the selection of a candidate for the head of the ticket, and it promised to keep the leaders out of bed nearly all night.

The convention came to order at 1:07 P. M., perfected a temporary organization, listened to a bitter arraignment by the temporary chairman, Arthur B. Parker, of the Republican administration in general and the political ascendancy of Theodore Roosevelt at Saratoga in particular, and then adjourned to wait on the judgment of the leaders.

To-morrow at 1 o'clock the convention will meet again in the hope of agreeing on a candidate selected in the meantime.

Directly or indirectly, all questions of availability and fitness come ultimately before the triumvirate, of which Charles F. Murphy, leader of Tammany Hall, is the dominating personality, Daniel Conahan, the mouth-piece, and J. Sargeant Cram, the adviser-in-chief.

Murphy in Control.

It is the admission of Norman Mack, chairman of the National Democratic Committee, that Murphy controls the situation. Out of 450 delegates he controls, with Kings county, led by Roosevelt, is the dominating force. Buffalo, more than 200. Up-State leaders recognized to-night the hopelessness of effecting any coalition strong enough to oppose him with any show of success.

The problem that Mr. Murphy faces is one that needs all his caution, experience and judgment. He must find a candidate who will be strong enough to run at least an even race with Henry L. Stimson, backed by the Roosevelt, is the dominating force. Buffalo, more than 200. Up-State leaders recognized to-night the hopelessness of effecting any coalition strong enough to oppose him with any show of success.

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