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AVIATORS CIRCLE LIBERTY STATUE IN ONE-A-MINUTE

Moissant, American, Covers 36 Miles in 34 Minutes, Beating Foreigners 3 MAKE DRAMATIC FLIGHT Grahame-White and Count de Lesseps Present Spectacular Race in the Clouds

(Associated Press) NEW YORK, Oct. 30.—Three aviators flew from Belmont Park this afternoon, circled the Statue of Liberty in aeroplanes, swept back through the upper air without a mishap and alighted, chilled but exultant. John B. Moissant, flying for America, covered the estimated thirty-six miles in 34 minutes, 35.4 seconds; Grahame-White of England was second in 35 minutes, 21.30 seconds, and Count de Lesseps of France was third, in 41 minutes, 55.25 seconds.

Moissant, a 50-horse power Blériot purchased from the Frenchman today for \$10,000. He had previously smashed his own monoplane. He did not start until 4:05 p. m. after both Grahame-White and Count de Lesseps had finished. De Lesseps started at 3:08 and Grahame-White at 3:09. The written rules prescribed that no contestant should be started after 3:20 p. m., but they were not enforced today.

Hardly had the bomb announcing the Statue of Liberty flight exploded in midair when up from the field circled De Lesseps in his 50-horse power Blériot. Gracefully he rose, circled across the starting line, the machine was in shipshape, flew about the course and then pointed its prow upward and west, and went sailing majestically over the grandstand.

WHITE FOLLOWS FRENCHMAN Grahame-White was less than a minute in the air in a Blériot of fifty horsepower. Once past the starting pylon, the Englishman was off on his journey at the rate of 100 miles an hour. Over Jamaica following the railroad as a guide, De Lesseps and Grahame-White held their course into Brooklyn. They kept up their altitude of 2,000 feet, but the big engine of Grahame-White started gaining, but De Lesseps was first out across New York bay and around the statue about 1900 feet above the black balloon that had showed the course.

The crowds along the Brooklyn water front, on Governors island and along the Battery, shouted and waved handkerchiefs. After the turn Grahame-White, with the wind at his back, put on full speed and began cutting down his rival by advantage. Midway over Brooklyn the aviators were on even terms, at an altitude of between 2000 and 3000 feet, but reached the outskirts of the city with Grahame-White ahead. De Lesseps kept directly in the Englishman's wake and now and then could be seen working his control in an endeavor to get greater speed from his engine.

Passing back over Jamaica, Grahame-White had a lead of about two miles. Arriving at the aviation field the Englishman started his descent from a height of 3000 feet. He came down in a graceful sweep over the tops of the great trees. AMERICAN'S FAST TIME Moissant was tuning up his newly bought Blériot. At first his motor did not start, but finally he became attuned and he was off over the grandstand. Fifty miles an hour was the speed against the cold wind, blowing often ten miles an hour. He crossed Brooklyn at an altitude of 2000 feet. Those who had seen Grahame-White and De Lesseps it appeared that Moissant's machine was less steady. Now and then it seemed to flip or swing from one side to the other.

Reaching the East river, Moissant swept across to New York and passed above the Battery. Then describing a pretty half circle he dashed out across the bay and around the statue. Moissant did not fly at the high altitudes of the other two. Probably 2000 feet was his average, but it was below that. He was numb with cold when he alighted, but was as happy as a school boy when his time for the thirty-six miles showed that he had accomplished the feat at better speed than a mile a minute. MOISSANT TELLS OF TRIP Moissant said tonight: "I started with a biting wind against me. I climbed higher and higher, for by climbing two objects were accomplished. By sailing upward, in going against the wind, it was apparent that much of its deterring force was broken. The other reason was that I had made up my mind that to win I must travel directly over the city of Brooklyn, and I knew there was danger in this, because of the treacherous air currents created by a big settlement of buildings. The higher up I was the better I could escape the twisting currents. It is hard for people generally, perhaps to understand that with its vectors the higher up we are the safer we feel. If you start to fall near the ground, you have little chance to save yourself. But from far above you have many chances of righting your plane." Moissant is indignant at the prospect of Grahame-White and De Lesseps being allowed to compete again tomorrow. He won today, he contends, and even if the rules leave the contest open to any aviator during certain hours of any day of the month, he holds that he has eliminated his rivals of today. "If they let Grahame-White have another chance," declared Moissant, "I (Continued on Page Two)

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FORECAST For Los Angeles and vicinity: Fair Monday, light east wind, changing to south. Maximum temperature yesterday 71 degrees; minimum temperature 57 degrees.

LOS ANGELES Aged authoress found starving in Los Angeles. PAGE 1 Two motorcyclists badly injured and three others thrown in collision at Coliseum track. PAGE 1 A two-year-old child is struck by baseball but acidentally. PAGE 3 One-hundred pound nurse subdues giant maniac. PAGE 3 Federation of State societies plans to feed 5000 persons together at indoor banquet. PAGE 3 Santa Fe orders new tourist sleepers and forty locomotives for Los Angeles traffic. PAGE 3 Victim of footpad dies from blow and three others report being held up. PAGE 3 Theodore Bell will close Southern California campaign today by address in four towns. PAGE 5 Judge Lawlor of San Francisco, candidate for supreme court, arrives for campaign in south. PAGE 5 Dignitary minister says man can live a spiritual life even in modern business. PAGE 5 Directors and department heads of Los Angeles investment company visit new 7000-acre tract. PAGE 3 Clubs. PAGE 3 Editorial and letter box. PAGE 4 Politics. PAGE 5 Civilities. PAGE 5 Sports. PAGES 6-7 Woman's congress. PAGE 8 Churches. PAGE 8 Mines and oil fields. PAGE 9 Art notes. PAGE 9 Classified advertising. PAGES 10-11 American Woman's league. PAGE 12 Personal. PAGE 12

SOUTH CALIFORNIA Riot at Long Beach church after attempt to burn down. PAGE 3 Dispute over Fredericks causes Whittier Republicans to support Bell. PAGE 5 Man shot as result of joke at Malibu Springs. PAGE 10 Pasadena light plant to move its office. PAGE 10

COAST Valney E. Davis completes motorcycle trip from San Francisco to New York and return, 10,400 miles. PAGE 7 Polo season will open in December at San Francisco where climate is favorable for game. PAGE 11 San Diego will begin its construction of fair buildings November 8. PAGE 2

EASTERN Steel gates for Panama canal being made at Pittsburg, will weigh 60,000 tons and cost \$5,500,000. PAGE 1 Rich men at Newport fall to pay and merchants near bankruptcy. PAGE 1 Three aviators travel faster than mile a minute in race around statue of liberty. PAGE 1 Over 3000 airplane patents have been issued by the United States since Wright Brothers' first successful flight. PAGE 2 United States bureau of mines inaugurates system of rescue work in mine disasters. PAGE 2 Twenty-eight states will elect governors and thirty United States senators Tuesday. PAGE 2 Government report shows that clear and clear imports are nearly doubled over last year. PAGE 2 Luncheon at logging companies issue statement denying connection with Cameron dam conflict. PAGE 1 Democrats aim attack at Theodore Roosevelt. PAGE 2 Vice president teamsters' union says 5000 express drivers and helpers will be called out all over the country. PAGE 5

FOREIGN Emperor and 50,000 Japanese present at launching of Dreadnaught of 20,800 tons. PAGE 2 French chamber of deputies gives Premier Briand vote of confidence. PAGE 5

DENY CONNECTION WITH CAMERON DAM CONFLICT

ST. PAUL, Minn., Oct. 30.—A statement was issued tonight by the Chipmunk Lumber and Broom company and the Mississippi River Logging company, which are the owners of the Cameron dam, that they have no connection with the recent conflicts at Cameron dam. It is stated that Cameron dam was built under a charter granted by the Wisconsin legislature in 1874, the one end of the dam was built upon land owned for many years by the company and the other on land now owned by Hattie E. Deitz. The court records are cited to prove that former owners of the land granted the owners of the dam a perpetual right to erect a dam and flow for the facilitating of the taking and driving of logs. When the land was conveyed to Mrs. Deitz this reservation was inadvertently omitted, it is stated. But, says the statement, the United States court finally ruled that the only interest which the Deitzs had in the dam was subject and subordinate to the rights of the logging company.

The trouble with the Deitz family, which began in 1904, resulting in a resort to arms on several occasions, is reviewed, and it is finally stated that neither company had any connection with the recent conflicts with Deitz. ARREST SAN MATEO OFFICIAL SAN FRANCISCO, Oct. 30.—Dr. D. E. Blackburn, a member of the board of supervisors of San Mateo county, was booked at the city prison tonight on the charge of accepting a bribe in this city in connection with a contract for furnishing the new San Mateo county courthouse. He was arrested today and released on \$3000 bail.

KIN OF COLUMBUS DIES MADRID, Oct. 30.—The duke of Veragua, a descendant of Christopher Columbus, and former minister of marine, died today. He was born in 1837. He visited the United States in 1892 on the occasion of the Columbus exposition at Chicago, and was received with high honors as the representative of the family.

ASYLUM FOR DEAF DAMAGED BERKELEY, Oct. 30.—In a fire that for time threatened the entire institution, the mechanical building of the California State Deaf and Dumb asylum was destroyed tonight. The loss is \$6000.

CANAL WILL HAVE GATE SYSTEM TO COST \$5,500,000

Largest Steel Portals in World Being Made at Pittsburg for Panama

WORK TO TAKE THREE YEARS Four Hundred Experts Will Start in December to Assemble Massive Sections

(Associated Press) PITTSBURG, Oct. 30.—The largest gates in the world are being made in Pittsburg for the Panama canal. Each of the ninety-two gates will be about as high as a six-story building, sixty-five feet wide and seven feet thick. The structural steel that will go into them will weigh 60,000 tons, or more than eight times as much as was used to build the Eiffel tower. The mighty portals, designed to admit a world's commerce from one ocean into another, must withstand a tide of criticism as well as a tremendous pressure of water and possible convulsions of the earth. For years the controversy over gates or no gates, locks or sea level, has been the dividing issue of the canal problem. In the face of fear in some quarters that the foundations on the isthmus are not sure enough for locks, that earthquakes or water pressure would dislodge them, and that an enemy's guns or accidental explosion might easily destroy them, the government has begun to build the gates. WORK WILL COST \$5,500,000 The cost will be \$5,500,000. The builders are the McClintic Marshall Steel Construction company, a half of whose independent plant here has been given over entirely to the gate contract. Of the 60,000 tons of steel required, the heaviest single pieces will weigh about eighteen tons. These will be the base girders, which are seven feet long, and which will be placed much like the first floor girders of a skyscraper. The series of girders above them will range from three feet eight inches apart near the bottom, to five feet apart at the top, and over the skeleton structure thus formed a sheathing of water-tight iron plate will be bolted, much after the fashion of clashboard on a house. The thickness of the plates will range from an inch at the base to seven-sixteenths of an inch at the top. The weight of a single gate will be about 60 tons and the dimensions are 77 to 82 feet high, 60 to 65 feet wide and 7 feet thick. The thousands of individual pieces, numbered and fitted to go together like children's blocks, will be shipped by steamer via Baltimore, and they will go 400 skilled structural steel builders from Pittsburg to set them up. THREE YEARS FOR CONTRACT The advance guard of experts will leave here in December and the first work probably will begin early in 1911. It will take three years to complete the job. The gates are designed to hold back water 47.4 feet deep in a channel 110 feet wide, which means a pressure of a million pounds. Engineers point out that even a tremendous explosion or earthquake should damage or destroy one or more series of gates, and that the weight of all locks are to be made in duplicate to accommodate traffic in both directions at once, and the wreckage of one set of locks would not necessitate the diversion of commerce into another set. But violent earthquakes have not occurred in the Panama region for more than 200 years, and it would require a mighty blow for an enemy to destroy the locks. Each lock will be ample for a ship 50 per cent larger than any vessel now afloat, and it has been estimated that as many as a hundred ships could be handled in a single day. There are no locks approaching these in size. The famous Suez canal is a sea level affair, and to combine their gates to equal the size and strength of the great doors of Panama.

LOSE REASON IN EFFORT TO SOLVE TOMB SECRET

Two Koreshans Said to Have Been Stricken in Cemetery BRISTOL, Tenn., Oct. 30.—Curious as to what had become of the body of Dr. Teed, who announced before his death a year ago that he would rise from his tomb and become the Messiah of the Koreshans, two of the cult, according to Henry D. Silverfriend, attempted to unseal the tomb, but before this was accomplished both were deprived of their reason and died before they could be removed to an asylum. Silverfriend is prominent in the Koreshan colony in Estero, Fla. He said today that Dr. Teed had not yet risen but that members of the cult were confident he would come forth as their Messiah in due time. The Bristol Koreshan colony was abandoned shortly after Dr. Teed's death.

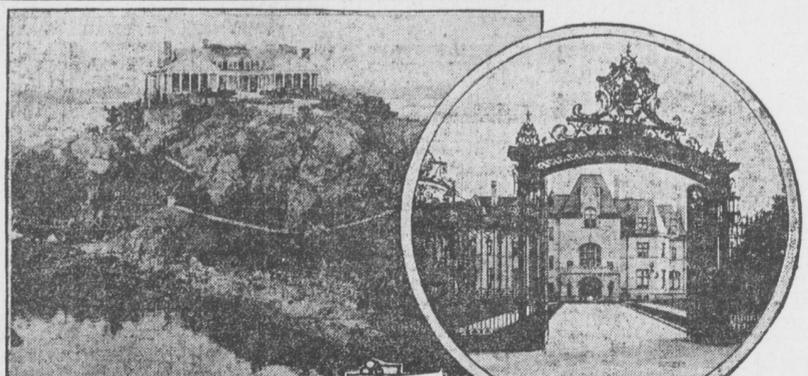
NAVY SECRETARY ARRIVES AT HAVANA FROM MIAMI

HAVANA, Oct. 30.—United States steamship Dolphin, with the American secretary of the navy, George von L. Meyer, arrived here this afternoon after a rough trip from Miami. Secretary Meyer will remain in Havana until tomorrow night, when he will go by train to Santiago with Minister Jackson. Tomorrow afternoon he will visit President Gomez.

100 DRAFT HORSES KILLED

CHICAGO, Oct. 30.—One hundred expensive draft horses were killed, a number of workmen had narrow escapes and considerable property damage resulted late today when a large steam pipe burst in a barn at the Union stock yards.

Surrounded by These Palaces Newport Merchants Are Unable to Collect Bills Due from Millionaires



RICH DON'T PAY; MERCHANTS FAIL

Newport Dealers Ready to Take Vigorous Measures to Collect Debts (Special to The Herald) NEWPORT, R. I., Oct. 30.—Merchants of this city, recognized as the most fashionable summer resort in the United States, are ready to organize a squad to guard all outgoing trains. The merchants are not looking for conflicts; rather they want money, and some want it so badly that they will be forced to join fellow tradesmen by seeking the bankruptcy court. All this has been brought about by the failure of the wealthy cottage owners to pay their bills. A number of merchants have failed because the men and women of millions cannot take the trouble to settle a tradesman's account. There are some people, of course, in Newport who pay their bills, but merchants have gone on record as saying the majority of people who spend the summer and fall in Newport leave without paying their meat, grocery or wine bills. Some cottages were supplied all summer without sending a check to their tradesmen. A fish dealer of years' standing has closed shop temporarily, unable to tide over his accounts because he carries almost \$10,000 in his books, and his creditors have left him about \$500 for several years. Each year he adds 6 per cent interest to the bill.

WRITER STARVES IN LOS ANGELES

Pawns Last Possession, Sealskin Coat for \$1.50, and Is Arrested on Suspicion Frank Montgomery May Die as Result of Accident at Coliseum Race Track Two men were badly injured, one of them so severely that he probably will die, and three others were thrown and bruised as the result of a motorcycle collision on the Coliseum race track yesterday morning. The riders were indulging in a "practice spin" around the course in preparation for the afternoon's races. The men seriously injured were Frank Montgomery, 229 West Vernon street, and Shelton Schultz, 1638 Thirty-eighth street. Montgomery is suffering from internal injuries and a possible fracture of the skull. He has been unconscious since the accident. He was entered in the races for the afternoon. Schultz suffered a dislocation of the shoulder and a broken thigh. Both men are at the Crocker street hospital. Riders Graves, Verrill and Kittell suffered slight injuries. The motorcycles were wrecked. MACHINES HURLED IN AIR Montgomery, Graves, Kittell and Verrill, who were all entered as contestants in the event of the afternoon, rode out on the track together and opening the throttles of their cycles sped around the course for a trial run. Schultz, who is a comparatively new rider, and was not entered in the race, was ahead of them. According to the men, as they neared him the noise of their machines seemed to unnerve the new rider and he swerved directly in Montgomery's course. Before the latter could steer out of his way, the front wheel had collided with Schultz' rear wheel. The police surgeons yesterday afternoon, rode out on the track together and opening the throttles of their cycles sped around the course for a trial run. Schultz, who is a comparatively new rider, and was not entered in the race, was ahead of them. According to the men, as they neared him the noise of their machines seemed to unnerve the new rider and he swerved directly in Montgomery's course. 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