

NOTED EUROPEAN AVIATORS WILL APPEAR HERE DURING JANUARY EXHIBITION

English and French Aviators Will Appear Here During January Exhibition

SCHEDULE WOMAN AERIALIST AMERICANS TO PARTICIPATE IN MEET. DREXEL AND GRAHAME-WHITE MAY AID PERFORMANCES

English and French aviators who have never been seen in this country but whose performances abroad have won them international renown will come to Los Angeles this winter to participate in the big aviation meet to be held in January under the auspices of the Aero Club of California.

The meeting probably will be held on the dates already announced, January 12 to 22. The date has not yet been fixed by the Aero Club of America, but there seems little doubt that the request of the local organization will be granted.

The Englishmen who will come here are Cody, Harding and Gibbs. Cody will bring a big British army aeroplane, a fast biplane just built and his war kite. Harding has two J. A. P. monoplanes, one of ninety-five-horse power, which is credited with a speed of eighty miles an hour, while Gibbs has two machines for entry in the open events.

The French aviators who are expected to come here are Leon Bathiat, who uses a Hanriot monoplane, Weiss, with a Kocchilly monoplane, and Champel, who has a Paulhan biplane.

With the Frenchmen will come Madame Marthe Niel, one of the three Frenchwomen holding aviators' licenses, and whose exploits in the air have made her the rage in Paris.

The local committee has found that foreign aviators can be brought here for about the same amount asked by the American bird men, including their transportation both ways.

EUROPEANS ADD INTEREST. Members of the committee believe, too, that the contests will prove more interesting if European aviators are entered, since there seems to be a disposition on the part of the Americans to demand guarantees rather than compete for liberal cash prizes.

This does not mean, however, that no Americans will participate in the meet. On the contrary, the aviators doubtless will outnumber the French and English entrants combined, Latham and Redley are now in San Francisco and their manager will be in Los Angeles today to discuss terms with the committee.

Grahame-White, who, though he is an Englishman, has been known on this side of the Atlantic as at home, and A. J. Drexel are in Philadelphia and may be induced to come to Los Angeles. Other aviators also are communicating with the managers of the Los Angeles meet and everything points to a most successful season.

FORMER I. C. OFFICIALS INDICTED FOR BIG FRAUD. Five Men Accused by Grand Jury in Car Repair Case

CHICAGO, Nov. 25.—Frank B. Harriman, John M. Taylor and C. L. Ewing, former officers and employees of the Illinois Central railroad, and Joseph E. Baker, were indicted today by Cook county grand jury on conspiracy in connection with frauds said to have been practiced against the railroad. Two counts in the indictment also charge operation of a confidence game. Each defendant's bond is fixed at \$20,000.

A total of \$4,825,660, it is charged, was illegally taken from the Illinois Central railroad by the four men named, in company with the Osterman Manufacturing company, the Blue Island Car & Equipment company, the Memphis Car company and the American Car & Equipment company, which also are mentioned in the indictment. The loss by alleged fraudulent deals estimated by the railroad officials was \$1,500,000 but the whole amount of transaction with the car repair companies since 1907 (when the alleged illegal conspiracy is declared to have been conceived) is named in the indictment.

PIONEER H. M. YERINGTON, NOTED IN NEVADA, DEAD. Railroad Superintendent Former Associate of Mills and Mackey

CARSON, Nev., Nov. 25.—One of the last of the Nevada pioneers, who made history in the days of the Comstock mother lode, H. M. Yerington, died at his home today. He was 82 years old and had been in active service as superintendent of the Virginia & Truckee railroad until a few weeks ago. Death was due to old age.

In the early days Yerington was the assistant of the late Darius O. Mills, John Mackey and Senator Simpson, all of whom made millions of dollars in mining operations. With Shorax and Mills, he constructed the Virginia & Truckee road, over which supplies were hauled to Virginia City.

BANKER KILLS HIMSELF. LYNCHBURG, Va., Nov. 25.—Samuel T. Withers, 55 years old, second vice president of the First National bank, committed suicide in a hospital here today by shooting himself through the head. For five months Mr. Withers had been under medical treatment. His financial affairs are said to be in excellent condition.

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DEATH HOLDS THROTTLE; LIVES HANG IN BALANCE

Engineer Dies at Post on Speeding Train

RACINE, Wis., Nov. 25.—The lives of 300 passengers on train No. 6 on the Chicago, Milwaukee and St. Paul road, bound to Chicago, hung in the balance yesterday when Michael Crowley, the engineer, was stricken with apoplexy at his post and died while the train was running at the rate of forty miles an hour.

The fireman, noting that his engineer did not sound signals for crossings, called to Crowley, and receiving no answer, went to the engineer and found him dead.

The fireman stopped the train and backed into Corlis, where the body was removed and another engineer was obtained to run the train.

COMMITTEE ASKS UNION ORGANIZER TO LEAVE TOWN

TAMPA, Fla., Nov. 25.—J. C. Thompson of Chicago, organizer for the citizens' union, accepted the advice of the citizens' protective committee today, and left Tampa. He bought a ticket to Jacksonville.

Johnson had been in Tampa about eight months, and the present strike, involving about 10,000 workmen, is attributed indirectly to him. With the strained conditions existing as a result of the critical business situation, involving against him has been growing intense.

OFFICER OF OIL COMPANY IS ACCUSED OF FRAUD

OAKLAND, Nov. 25.—Arrested under the recently enacted law prohibiting the circulation of misleading pamphlets in business ventures, Dr. C. Howard Merritt was taken to the police station tonight by Captain of Detectives Petersen and booked on a felony charge.

Dr. Merritt is secretary of the Hal-Pacific Oil company. The complaint, sworn to by H. W. Gray of the state mineralogist's office, charges him with sending out circulars falsely describing 6500 acres in Inyo county as being owned by his company. Dr. Merritt was immediately released upon \$6000 bail.

RAIN AT BAKERSFIELD

BAKERSFIELD, Nov. 25.—A general rain which extends over the greater part of this county began this morning about 10 o'clock. Indications are for a heavy rain.

BOY IN TEENS IS WITH FATHER SURPS IN RATE HEARING

Railroad Lawyers Fear to Cross Examine Youthful Economist Who Testifies

COST FALLS ON CONSUMER CHICAGO EXPERT SHOWS HOW THE MANUFACTURER AND RETAILER PUT INCREASE ON BUYER

(Associated Press) WASHINGTON, Nov. 25.—A Baltimore economist, still in his teens, took the stand at today's session of the rate increase hearing before the interstate commerce commission. Henry C. Barlow of Chicago, director of the Chicago Association of Commerce, and former president of the Evansville & Terre Haute railroad, and traffic manager of the Wisconsin Central; Ezra E. Williamson of Cincinnati, commissioner of the Receivers' and Shippers' association of that city, for sixteen years associated with the Queen & Crescent route, and B. B. Burgunder of Baltimore, 19 years old, whose command of railroad stock practices headed off a cross examination, were the day's witnesses.

Burgunder was put on the stand to testify as to his own statistical computations concerning the "rights of stockholders." Within a minute he had the members of the commission poring over copies of his tables and all the counsel listening to his analytical interpretations of the figures.

Mr. Barlow believed in horizontal increase in rates, if any were necessary, which he said he had not conceded. He thought iron and steel and coffee and sugar should help bear the burden that the carriers should place on the public.

ALLEGES DISCRIMINATION. Mr. Barlow's position was that the increase was discriminatory and that the shippers of those articles which were affected by the increases had already paid their pound of flesh.

He said the railroad industry had selected such commodities as they wished, had left other tariffs unchanged and had made some reductions. He said the railroad industry had increased on only 10 per cent of the freight tonnage, while the pretext of meeting wage increase applied to 100 per cent of all tonnage.

He declared the proposed advance put 44 per cent of the burden on the first-class freight and that substantially 75 per cent of the burden rested on shippers of iron, steel and other classes of freight.

Mr. Barlow's declaration that any increased freight rate always fell on the consumer was questioned by Charles Knapp, who asked the witness how he figured that an increase of less than five mills on a pair of shoes when the increase of freight rates would be reflected on the price of shoes a man wore.

HOW CONSUMERS PAY. Mr. Barlow said that when a manufacturer shipped 100,000 cases of shoes, probably on 3 or 4 per cent profit, and a 15 per cent rate increase was imposed on him he probably would raise his price 10 per cent.

While discussing the packing house products, Mr. Barlow again brought the name of George W. Perkins of the J. P. Morgan company of New York into the argument.

Mr. Barlow said he understood Mr. Perkins agreed with the railroad men on an advance of only one-half of what had been proposed.

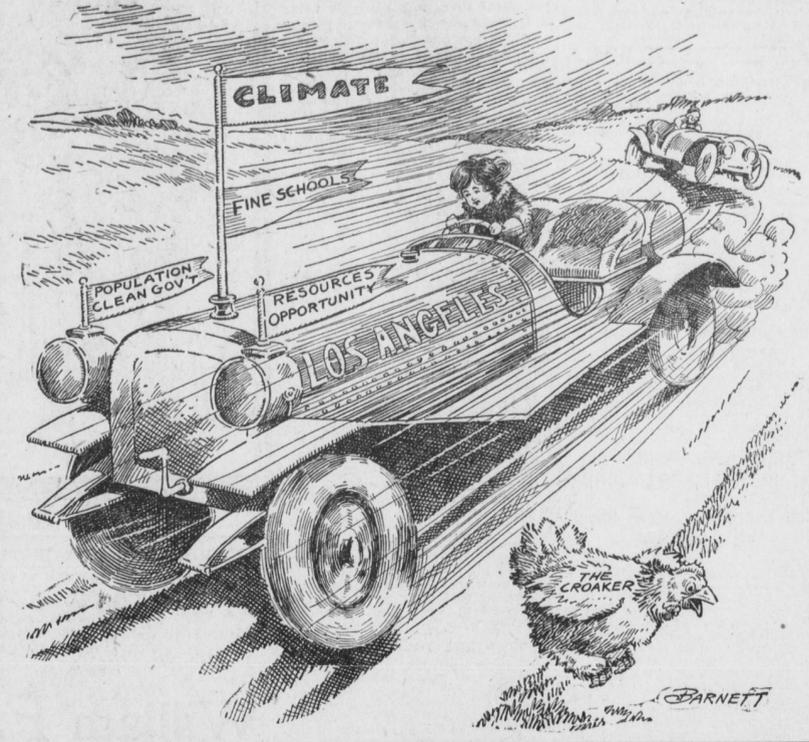
Did he purport to represent the railroad, the best shippers or anyone else? demanded Frank Lyon, attorney for the commission.

"I don't know," replied the witness. "I am told Mr. Perkins came as a representative of Mr. Morgan as a peacemaker between the packers and the railroads."

GOAT EATS BRANDY-LADEN PUDDING—WOW! WHOOPEE! Animal Wrecks Motorcycle and a Wagon, Hurts Man and Kiddies

SAN ANSELMO, Cal., Nov. 25.—The kind of a goat John costs \$6. Yesterday John ate a Thanksgiving plum pudding, the ingredients of which cost \$1.89, became intoxicated and wrecked a motorcycle which cost \$200 and a red wagon costing \$4, hattered a man into unconsciousness and frightened two little girls into hysterics. John's owner, L. Moore of San Anselmo, says he will sell him for \$2.

An Easy Winner in the Great American Road Race



U. S. ARMY WEAK, SAYS GEN. WOOD

Chief of Staff Wants Better Equipment and Reserve Force of 300,000

WASHINGTON, Nov. 25.—Major General Wood, chief of staff, paints a gloomy picture of the lack of preparedness of the American army in case of war, in his annual report, made public today. There were weak spots in many directions, he said, but most serious was the shortage of the field artillery and ammunition, a fault that should be corrected immediately.

General Wood said there was a great lack of reserve seacoast ammunition, and that, at the present rate of appropriation by congress, it would take more than fifty years to obtain a reasonable supply for the coast defense and a still longer time to obtain the necessary field artillery and ammunition.

If the regular army and organized militia, at war strength, were called to arms today, said General Wood, there would be a shortage of more than 50 per cent in the field artillery necessary to equip them. This force would represent only a portion of the men called to arms in case of war with a first class power.

General Wood strongly urged the passage by congress of the pending bill for raising a volunteer army in time of war. He said this would cost nothing in time of peace, and would save the government millions of dollars in time of war.

Other needs of the military service were set out in the report, including the addition of 610 officers to replace those detailed from line duties for staff and militia work; the creation of a reserve of not less than 300,000 men who have served in the regular army or militia; the re-establishment of the cadet corps, the contents of the signal corps, and the acquisition of the aeroplane.

UNCLE SAM TO GUARD CORPORATION SECRETS. MacVeagh Promises Not to Let Public See Records

WASHINGTON, Nov. 25.—The government has given its promise to carefully safeguard secrets of corporations and intimate details of their business furnished for the assessment of federal taxes.

Secretary of the Treasury MacVeagh today issued a ruling which prevents perusal of the reports by the curious or by those who might benefit unfairly by them.

MacVeagh decrees that the records of corporations shall be kept under guard in the treasury department and that no outside guard of the department shall under any circumstance reveal any of the contents. Neither are the copies to be taken or furnished, to anyone, except authorities, to be returned.

GAYNOR'S ASSAILANT MUST FACE FOUR INDICTMENTS. Prisoner's Counsel May Enter a Plea of Insanity

NEW YORK, Nov. 25.—A grand jury in Hudson county, New Jersey, today voted four indictments against James J. Gallagher, a discharged city employe, who shot and wounded Mayor Gaynor on August 9.

GAS EXPLODES IN MINE; ELEVEN MEN ENTOMBED; COMRADES DIG IN RUINS

PROVIDENCE, Ky., Nov. 25.—Eleven coal miners, two white men and nine negroes, were entombed in mine No. 3 of the Providence Mining company today by a gas explosion, and it is believed all are dead. The mine is new, the shaft being only 100 feet deep, with few entries.

The explosion was so violent that little hope is entertained of the miners having escaped. A train from the mine rescue station at Linton, Ind., is on the way to the scene tonight. Comrades of the miners entombed are digging frantically to reach them.

The explosion blew great masses of slate and stone far from the shaft. A male blown out of the shaft alighted 150 feet away, still alive.

DELEGATES SCORE WATERWAYS DELAY

President Kavanaugh at Convention in St. Louis Criticises Attitude of Taft

ST. LOUIS, Nov. 25.—Charges that President Taft is growing indifferent toward a deeper waterway for the Mississippi river, and contests between states for representation on the commission, enlivened the first annual session of the Lakes-to-the-Gulf Deep Waterway convention held here today.

President W. K. Kavanaugh of the association was cheered heartily by the delegates during the reading of his opening address when he declared President Taft has mistaken the sentiment of the nation.

The fight in the Illinois Republican party came to the surface when the delegation went into a caucus to elect a representative on the resolutions committee. Senator Lorimer's friends selected Congressman H. P. Rainey for this committee, and Governor Deneen's followers announced they had chosen Isham Randolph.

TUMULT DURING CONVENTION. When the factors reported efforts were made to compromise on one man, but without avail, and the scene bordered on a riot. Delegates from other states gathered when Governor Deneen mounted a chair to still the tumult. The Illinois delegation prevailed upon to move to a far corner. After an hour's wrangling it reported that Isham Randolph had been selected to represent the Illinois delegation and Congressman Rainey for the nominating committee.

Isham Randolph of Chicago told the convention the waterway question was not a political one. He declared in favor of fighting for the deepest channel obtainable—if not fourteen feet, then twelve or nine.

Edward A. Crosey of Chicago took a positive stand in favor of a fourteen-foot channel, saying any one who did not stand for a channel of that depth ought not to be considered a waterway advocate. Governor Deneen advised the convention not to assume a defiant attitude in advance of the report of the government engineers, who have completed a survey of the Mississippi waterway project.

Without opposition Chicago was chosen the next meeting place of the convention.

GERMAN ACROBATS PLAN WORLD TOUR ON STILTS. Former Stewards Expect to Walk Eleven Hours Daily

NEW YORK, Nov. 25.—For a wager of \$5000 two German acrobats will attempt to circle the world on stilts. They obtained a promise of police protection from Commissioner Crosey today on the first leg of their journey through the crowded street from city hall to the Jersey City ferry. There they will make their way to Philadelphia.

The young men are Albert Marder and Haas Hoedeldamp, until recently employed as stewards on a transatlantic liner. The pair hope to win was raised by the Steamship Stewards' Verin of Hamburg.

"We expect to walk eleven hours a day and we can travel 5-12 miles an hour. We are not allowed to take any money with us and count on making a living by selling picture postcards. We will work our passage on the ocean laps of the journey."

MADERO NOT HURT BUT MARCHING TO ATTACK, IS REPORT

Revolutionary Sympathizers Now Assert Rebel Army Numbers 6000 Men

NEWS SMUGGLED INTO U. S. DIAZ' FOE DECLARED TO BE LEADING FOLLOWERS TO ASSAULT ON MONCLOVA

DOUGLAS, Ariz., Nov. 25.—General Thomas arrived late tonight to consult with the deputy United States marshal regarding the Mexican situation. General Thomas said today that much information concerning the movements of the revolutionists and the extent of the fighting also reached Douglas in the same way. A local business man, who is a fighting army and troops receive the data from friends in Mexico, and it was given out for publication here tonight.

A small printed document, published in Chihuahua, shows the local situation there and the purported movements of Madero. This document accompanied the others smuggled in today.

Madero is purported to have 1000 well armed, mounted men, recruited from contraband and vaqueros, or Mexican cowboys, from the rich section of country between Monterey and Chihuahua. Since October 7, it is said, these men have been engaged in smuggling arms and munitions. They arrived from San Antonio. All the funds were supplied by the Mexican junta and by Madero personally.

REBELS WELL ARMED. The cowboys are said also to have smuggled arms for the foot soldiers, and that the mounted troops are infantry of Maucero carry repeating rifles of 30-30 caliber. Madero's mounted soldiers are considered particularly effective. The foot soldiers were recruited from the cotton belt, where it was known for a long time that the peons were ready to take up arms.

According to the reports reaching Douglas, Madero's first movement was a bold stroke. With his men he marched to the great ranch owned by Terrazas, near the city of Chihuahua, at Sans Oatens, where he captured 400 horses. Madero and his soldiers then moved into the mountains. Here, with his cowboys, he was able to stand off the government army for an indefinite period, is the claim of the revolutionary sympathizers.

The only big force of government troops in the vicinity where Madero is operating, is under command of Gen. Traveno, who is reported moving by rail from Monterey toward Monclova to give battle to Madero.

Traveno's forces are said to be inferior in numbers to Madero's. Gen. Traveno is reported to have left Monterey November 21, but supporters of Madero believe that the revolutionary leader has destroyed the bridges, compelling the government forces to march overland.

Dispatches received by the revolutionists on this side of the line today, state unequivocally that several towns in the state of Chihuahua are in the hands of the revolutionists. The towns mentioned are Guerrero, San Andreas, San Isidro, Ujina and Guachira.

BRIDGES ARE BURNED. It is believed here that there can be little doubt that the revolutionists have burned the bridges between Chihuahua and the United States. There was available in that state only 170 foot soldiers of the Mexican twelfth infantry, which with four officers left Chihuahua November 21 to retake from the revolutionists the cities named above. The government troops started by train but found the bridges burned and are now marching overland.

After two days of forced marches they are said to have met the revolutionists but in the midst of the reports of the first engagement communication was cut and since then no more has come through.

In the towers of the old cathedral at Chihuahua two galling guns have been mounted, and five machine guns have been placed on the heights commanding the city.

According to the information received, Barral, in the extreme southern part of the state of Chihuahua, is in the hands of the revolutionists. An engagement was expected there at any time, it was said.

Revolutionists are reported gathering in Chihuahua, Parado, Coyame and outside of Ojinada. Madero owns many cotton plantations between Monterey and Chihuahua, and he waited until his followers were armed, when he crossed into Mexico to lead the organized forces. Madero was educated at St. Louis, where he graduated as a civil engineer.

MILITARY IN CONTROL. Gen. Terrazas, the newly appointed governor of Chihuahua is not a brother-in-law of Minister Cress, as reported, but is the latter's father-in-law. He is almost as old as Diaz, but retains (Continued on Page Two)