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THIRD SUSPECT UNDER ARREST

Anarchist Held For Wrecking Of Los Angeles Times

Rewards For Arrest Of Parties Responsible For Outrage Now Aggregate \$18,500, Of Which Labor Unions Contributed \$7,500—General Otis Thanks Friends For Offers Of Assistance, And Says Company Will Care For Dead Employees' Families

Los Angeles, Cal., Oct. 3.—It is now positively known that 21 lost their lives in the explosion and fire which destroyed the plant of the Los Angeles Times. Only five of 19 bodies buried in the ruins have been recovered, although scores of men worked all day removing dead bodies while the police spent a hard day seeking clues to the perpetrators of the crime.

Little real progress seems to have been made. The latest suspect, the third taken into custody, is Thomas Egan, and he is an alleged anarchist. The police decline to say on what ground they arrested him.

A reward of \$18,500 is now offered for the arrest of the persons who blew up the plant. The city council raised the city's reward from \$5,000 to \$10,000. In addition to this the union labor leaders have offered \$7,500 and other newspapers \$1,000.

General Otis and the other responsible heads of the paper unequivocally charge the Times building disaster and the narrowly averted attempts at further destruction of life and property to labor union sources.

With equal emphasis the leaders of union labor here and throughout the state repudiate the accusation and have offered all aid in their power in the effort to detect the culprits.

For 20 years, following a quarrel with the Typographical union, which resulted in making the Times a non-union paper, General Otis has fought unionism with every resource at his command. He has been seconded in this fight by the Merchants' and Manufacturers' association, whose secretary was the object of frustrated dynamiting.

Feeling Run High.

The feeling throughout the city over the Times disaster was augmented by the startling discovery that a dynamite bomb had been found under the residence of Secretary Zechendelaar, and reached a state of alarm and consternation when the attempt on General Otis' residence became known.

General Otis has issued a statement in which he says:

"While I am amazed at the desperation of criminal conspirators in destroying the Times building and slaying its loyal defenders, whose loss I deeply deplore, the Times itself will live bravely on, defending the vital and essential principles of industrial

freedom under the law which must yet triumph in the entire nation."

When some friend expressed sympathy with General Otis for the loss of his plant, he replied: "Never mind the buildings. I can get \$500,000 worth of machinery by simply signing a check, but who is going to give me back my men?"

The Times published a statement which expresses its thanks to its many friends who have made profers of financial assistance to families of the victims of the Times disaster. The Times will, however, see to it that the families of its employees who perished in the disaster are cared for.

ENDS IN A FIGHT

Murray City, O., Oct. 3.—A quarrel rising out of a poker game indulged in by several alleged bootleggers and their patrons resulted in the stabbing of Ernest Balch, 40, a miner, by Marion Frazee, an old soldier. Balch was stabbed over the heart with a pocket knife and physicians say that the wound is fatal.

Prison Association Elects. Washington, Oct. 3.—The convention of the American Prison association closed with the election of the following officers: T. B. Patton of Huntington, Pa., president; James A. Leonard of Mansfield, O.; Governor A. W. Gilchrist of Tallahassee, Fla.; Demetrio Castillo, Havana, Cuba; Lieutenant Colonel A. Irvine, Stone Mountain, Canada, and Royert V. Law of Washington, Vice presidents; Joseph P. Byers of New York, formerly of Columbus, general secretary; H. H. Shirer of Columbus, O., financial secretary, and Frederick H. Mills of New York, treasurer.

How It Came Out.

He—So you finished the novel I brought you. How did it come out? She—The author must have had a pull. I can't see any other way.—Boston Transcript.

MAN TERRORIZES TOWN MUCH SHOOTING DONE

Winter, Wis., Oct. 3.—The village of Winter is under martial law as the result of a pitched battle between a posse headed by Sheriff Mike E. Madden of Sawyer county and two sons of John F. Dietz, in which both of the Dietz boys and their sister were wounded the latter seriously.

Shortly after the shooting it was reported that John Dietz would visit Winter heavily armed and shoot up the village. Sheriff Madden immediately swore in 50 men, who are patrolling the streets armed with repeating rifles. All women have been ordered to remain within doors.

The trouble involving the Dietz family, which led to the shooting, is the result of a quarrel Dietz had with

Bert Horel, a school supervisor of Winter, over the rent for a building used for school purposes. The quarrel took place Sept. 7, when Dietz shot Horel through the neck, the wound not proving fatal, however.

Robbed In Patrol Wagon. Columbus, O., Oct. 3.—Choosing a city patrol wagon for the scene of operation, Frances Donnelly, arrested for being drunk, robbed William Dobbs, also charged with drunkenness, while the pair were on their way to the city prison in the patrol wagon. The Donnelly woman is now charged with pocket-picking, and \$23 stolen from Dobbs was found in her mouth when searched.

Walter Brookins, Who Defies Air For Wrights



Photo by American Press Association.

The most spectacular pilot of the Wright brothers' airships is Walter Brookins, who is shown in one of the latest models made by the well known Dayton (O.) men. Brookins is taking part in contests almost daily in various parts of the country, and when the great international match is held on Long Island this fall he will probably be the foremost contestant for the James Gordon Bennett trophy, now held by Glenn H. Curtiss, for the fastest flight in an aeroplane. Brookins is known to be fearless while in the air, and great feats are expected of him when he gets hold of an improved air craft like the one shown in the picture. Brookins uses a biplane only, and the contest between the monoplane and the biplane at the meet will be one of the most interesting features at Belmont park. Notwithstanding the big speed records recently made in Europe by some of the high power monoplanes some men who think more than they talk are advising their friends to bet on the double surface machines that are to be equipped with powerful motors. Frenchmen have never forgotten Curtiss' capture of the speed trophy. They have forgiven him, but to forget what he did when he was looked upon as a mere unknown—to do so would be to ask too much. Frenchmen are making rubber heeled preparations to win back the trophy. The principal competition there is between the manufacturers of the Bleriot and Antoinette monoplanes. Latham will use an Antoinette and is said to be financially interested in the Antoinette company.

CIRCUS TRAIN HELD UP FOUR WERE KILLED

Augusta, Ga., Oct. 3.—In a riot that followed an attempt to hold up the Hagenbeck-Wallace circus train, four men were killed. Paul A. Williams, billing clerk of the Southern railroad, who was aboard the train, was one of the men killed. The other three dead men were negro employees of the circus.

The attempted hold-up and the riot occurred while the train was en route from Columbia to Augusta. The circus help was paid off at Columbia

and it seems that Clark Wilson and Gresham, three negro employees, decided to go through the train and rob their fellow employees.

Freighter Founders In Lake. New York, Oct. 3.—The big freight steamer New York foundered in Lake Huron, 20 miles south of Thunder Bay lighthouse. The crew was picked up by the steamer Mataafa, after they had taken to the yawl boats.

MONSARRAT FUNERAL

Columbus, O., Oct. 3.—The body of Nicholas Monsarrat, president of the Kanawha & Michigan railroad, who died in a New York hospital as the result of injuries received last January in an automobile wreck, arrived here this morning and was interred this afternoon, following brief funeral services in Trinity church.

A Woman's Wit. The husband of Lydia Childs was an invalid for many years. He was not well off in this world's goods, and much of the support of the family was earned by the wife. Thinking of this and of his wife's many sacrifices for his comfort, Mr. Childs once said to her regretfully, "My dear, I wish I were Croesus."

Whereupon Mrs. Childs, with ready wit and gracious tact, responded, "You are Croesus, for you are king of Lydia."—Los Angeles Times.

PASTOR ARRESTED

Urbana, O., Oct. 3.—Rev. W. E. Watson, pastor of the St. Paul's A. M. E. church, was arrested on an affidavit sworn out by Mrs. Louise Hawkins, president of the Ladies' Aid society of the church, on the charge of embezzling \$65.75. The recent conference transferred Rev. Mr. Watson from Urbana to the pastorate at Lockland, and it was on the eve of his departure for Lockland that he was arrested and locked up in the city prison. After being behind the bars for several hours friends came forward and furnished bail.

Engineer Falls Under Train. Columbus, O., Oct. 3.—Samuel E. Gelsler, Pennsylvania engineer, was fatally injured when he fell under a train near Woodstock, and died an hour later while being rushed to this city.

SENATOR-ELECT DIES

N. B. Broward of Florida Expires on Operating Table. Jacksonville, Fla., Oct. 3.—Former Governor N. B. Broward is dead. The condition of Mr. Broward, who was 71 with gall stone trouble, became so serious that an instant operation was decided on. He died as he was placed on the operating table. He was recently nominated for United States senator in the Democratic primaries, the nomination being equivalent to election.

TWO HUNDRED DIE IN MINE DISASTER

Foul Gas Kills Eight Members of Rescuing Party.

Eagles Pass, Tex., Oct. 3.—Later reports indicate that the coal mine disaster near Esperanza, Mexico, 100 miles south of here, was worse than the early reports indicated. Reports received here are to the effect that more than 200 men were in the chamber where the explosion occurred and that they are still believed to be dead. Immediately after the explosion a rescuing party entered the shaft, when a second explosion occurred. Eight members of the party were killed.

The debris which blocked the entrance to the chamber was cleared away after several hours' work and dead bodies are being slowly removed. The foul gas is interfering with the work. At last report more than 60 bodies had been recovered.

A force of government soldiers is on the ground to preserve order. Members of the bereaved families are gathered around the mine's opening and the scene is heartrending. The government has ordered an investigation as to the cause of the explosion. The mine is owned by the Coahuila Coal company, a subsidiary concern of the Mexican Coal and Coke company, which is controlled by Erie railroad interests.

Police Guard Chicago Home. Chicago, Oct. 3.—Heavy police guard is maintained about the Horace L. Brand home since the second bomb, 12-inch iron pipe filled with dynamite and nitroglycerin, was found on the front porch of his new building. The bomb was analyzed by police chemists and found to contain 80 per cent dynamite and 20 per cent nitroglycerin.

New Highway Commission Clerk. Columbus, O., Oct. 3.—Louis A. Allcott has resigned his position as chief clerk of the state highway commission and was succeeded by W. F. West of Bellefontaine. Mr. Allcott, who has had the position for three years, will return to the practice of law in this city.

Practical Girl. He told her of his boundless love While on his bended knee And said: "Be mine. Then, darling, oh, How happy we shall be!" But she, cold, calculating girl, Of love entirely free, Replied, "First tell me, Mr. Spoon, What is your salary?" —Chicago News.

LIVE STOCK AND GRAIN

CHICAGO—Cattle: Beefsteaks, \$4 60@8 00; Texas steers, \$4 10@5 45; western steers, \$4 10@5 75; spot and feeders, \$3 50@5 00; cows and heifers, \$3 20@5 25; calves—\$7 50@10 00. Sheep and lambs—Native sheep, \$2 50@4 20; western, \$2 90@4 25; native lambs, \$4 75@7 10; western, \$4 75@6 00; yearlings, \$4 40@5 50. Hogs—Light, \$5 25@9 20; heavy, \$5 25@9 15; mixed, \$5 30@9 20; rough, \$5 25@9 15; pigs, \$5 20@9 05. Wheat—No. 2 red, 90¢@91¢; No. 2, 89¢@90¢; No. 2, 88¢@89¢. Oats—No. 2, 52¢@53¢.

PITTSBURGH—Cattle: Choice, \$7 25@7 50; prime, \$7 00@7 25; tidy butchers, \$6 00@6 40; heifers, \$3 00@3 75; cows, bulls and stags, \$2 50@5 50; fresh cows, \$3 00@6 00. Calves—Veal, \$6 00@10 25. Sheep and lambs—Prime wethers, \$4 25@4 50; good mixed, \$3 50@4 15; lambs, \$4 50@7 25. Hogs—Heavy hogs, \$9 20@9 50; mixed, \$9 25@9 50; medium, \$9 25@9 50; heavy Yorkers, \$9 25@9 50; light Yorkers, \$9 00@9 10; pigs, \$8 75@9 00.

EAST BUFFALO—Cattle: Export cuts, \$5 50@7 25; shipping steers, \$5 00@6 75; butcher cattle, \$5 25@6 50; heifers, \$4 00@6 00, fat cows \$4 00@4 25; bulls, \$3 00@5 25; milkers and springers, \$25 00@75 00. Calves—\$10 50@15 00. Sheep and lambs—Mixed sheep, \$4 25@4 50; wethers, \$4 50@4 75; ewes, \$4 00@4 50; lambs, \$5 00@7 25; yearlings, \$5 00@5 75. Hogs—Heavy, \$5 50@9 00; medium, \$5 15@9 25; Yorkers, \$9 15@9 30; pigs, \$9 00@9 25; stags, \$7 00@7 50.

CLEVELAND—Cattle: Choice steers, \$6 50@7 00; heifers, \$5 50@6 00; fat cows, \$3 25@4 00; bulls, \$4 00@4 50; milkers and springers, \$20 00@40 00. Calves—\$10 00 down. Sheep and lambs—Mixed sheep, \$3 50@4 00; ewes, \$4 00; best sheep, \$4 00@4 25; lambs, \$4 00@6 50. Hogs—Heavy, \$9 00; Yorkers, \$9 15@9 50; pigs, \$8 75@9 00; roughs, \$8 00.

CINCINNATI—Wheat: No. 2 red, 90¢@91¢; No. 2, 89¢@90¢; No. 2 mixed, 88¢@89¢. Oats—No. 2 mixed, 34¢@34¢. Rye—No. 2, 75¢@77¢. Bulk Meats—\$13 00. Bacon—\$14 25. Lard—\$12 40. Cattle—\$5 25@6 75. Sheep—\$2 00@2 45. Lambs—\$2 50@3 50. Hogs—\$6 00@9 10. Eggs—\$2 10. Rye, 73¢; cloverseed, \$8 82. TOLEDO—Wheat, 90¢; corn, 55¢; oats,

LAUNCH UPSETS; 29 LOSE LIVES

New York Harbor Scene Of Naval Catastrophe

Deference To Superior Officer Compels Ordinary Seaman McMaine To Dwell Lightly On Own Deeds Of Valor In Rescuing Comrades—White Upturned Faces Appear On Surface Of Water, Then Hands Appear Where There Are No Faces

New York, Oct. 3.—By the upsetting of a tender in the North river, twenty-nine sailors from the battleship New Hampshire were drowned. The sailors were returning to the battleship after shore leave and more than 100 of them had crowded aboard the tender, which was being towed to the battleship. About 300 yards off shore the craft either swamped or was upset, and the entire load of jacks was precipitated into the water.

Boats were immediately put out from the New Hampshire, and wherever a bobbing head showed a man was rescued. But in the darkness many sank and others were almost unconscious when dragged to safety.

Ordinary Seaman McMaine, who enlisted from Indianapolis, before the board of inquiry told the story of the accident as he had witnessed it. In the telling his seaman's respect for a superior officer made him gloss over the part he himself had played and dwell with pride in the exploits of Ensign Chevalier, who was in charge of the return party and who must face a courtmartial.

"George Stewart of the New Hampshire was coxswain of the sailing launch," said he, "and N. E. Settle was coxswain of the steamer. I was bowman of the steamer and Mr. Chevalier rode in the steamer after we had the sailing launch filled at the wharf. I should guess that between 70 or 80 sailors piled into the sailing launch at the wharf; there was a big crowd there, all anxious to get back to the ship.

First Felt Shock. "First thing I felt was a jerk, and I looked back from where I was standing in the bow and saw several of the men in the sailing launch stand up. Then I felt another jerk and the whole bow of the sailing launch just simply dove under. It didn't go under slowly; it just jumped under, and the water came back and swept ever man into the river, that is, every man who did not jump first.

"All I saw in the light of our lantern—it was very dark then—was just white dots all blotched about in the water. They were men's faces, those white dots, and there were yells and 'holiers,' a number not being able to swim. It made my heart jump up in my face to hear those yells.

"Then I heard Mr. Chevalier yell 'Stop! Stop! Settle, shut off the steam in the engine. Back her!' Mr. Chevalier called, but Settle didn't dare to back, for he was afraid of cutting into the men who were swimming around in the water. Mr. Chevalier was at the bits trying to cast off the towing painter. I helped him, and as soon as we got the slack we cast off. I couldn't see anything of the sailing cutter; she must have been filled to the gunwales.

"I saw Mr. Chevalier strip to his

underclothes and go over the side. There were five or six poor devils right near the stern who yelled that they couldn't swim. I grabbed up the life buoy and hove it out to them and I saw them reach for it. Then I ran forward, ripping off my clothes as I ran, and I picked up the forward life buoy. Three or four fellows were fighting the water about 10 feet away from the bow, but they were on the down side and when I cast the forward life buoy out to them it fell short and the tide started to carry it back to the steam launch.

Jumps Into Water. "Seeing this, I jumped in, naked, grabbed the life buoy and swam with it to where the men were. They were excited and started to grab for me, but I fought them off and yelled to them to put one hand each on the buoy and paddle to the launch. I went along with them, helping them come, and the crew of the steam launch pulled them aboard.

"When I climbed aboard the steamer again I could see Mr. Chevalier's head bobbing about in a group of four others and he seemed to be helping all of them toward a steamer which had come from shore. All the time he was yelling to others around in the water to keep up, that they would be saved. Though there were some civilian launches out there by this time, the water was still dotted with bobbing heads. Whenever a face would turn in the light of our lantern it would show an awful white, then turn again and there were hands reaching up where no faces were. The Louisiana got her searchlights on the spot about 15 minutes after the accident, but before that time we had no light, and men were dropping under in the darkness.

The Ohioans among the dead sailors were: H. Combs, gunner's mate, Springfield; J. Greene, officer, Cleveland; R. Karl, palmor, Cleveland; E. J. Turner, seaman, East Liverpool.

FIREMAN KILLED

Bryan, O., Oct. 3.—One man was killed and 400 passengers marvelously escaped injury when an excursion train of five coaches crashed head-on into a double-header freight train standing on a siding, eight miles south of here. The dead man was fireman of the passenger train. Governor Harmon, who spoke at the opening of a sugar beet factory at Paulding, returned to Bryan in an automobile and thus escaped. His auto was near the scene of the wreck at the time.

MAKES FUTILE ATTEMPT TO PREVENT SUICIDE

New York, Oct. 3.—Dr. Hubert B. Gudgeon of Asheville, N. C., a young graduate of the University of Pennsylvania medical school, killed himself in a room of the Grand hotel,

while his mother fought with him for possession of the razor with which he was cutting his throat. Dr. Gudgeon was 24 years old and was graduated from the medical school in 1909.