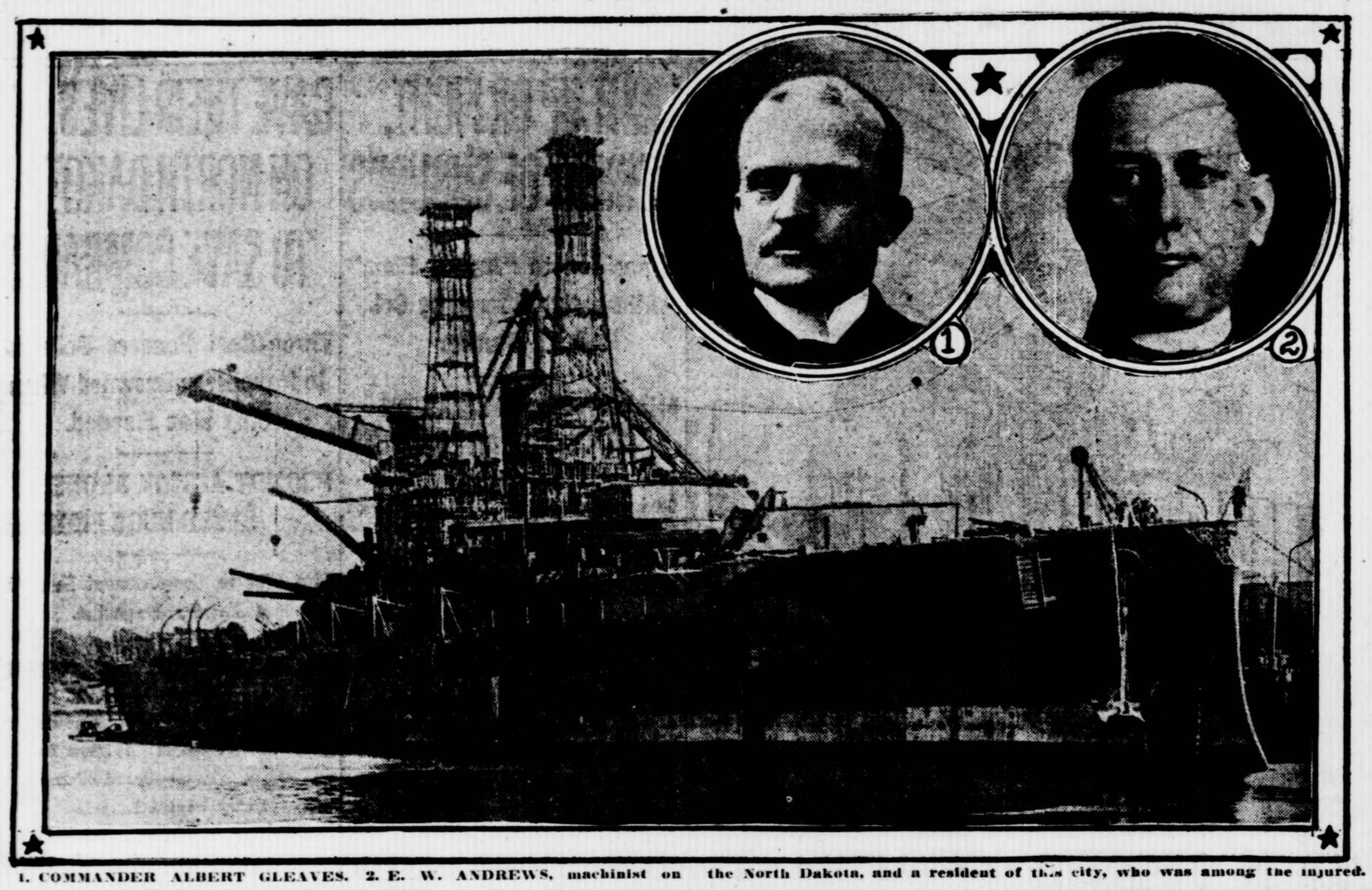
THE BATTLESHIP NORTH DAKOTA, HER COMMANDER, AND WASHINGTON MAN WHO WAS INJURED



1. COMMANDER ALBERT GLEAVES. 2. E. W. ANDREWS, machinist on the North Dakota, and a resident of this city, who was among the injured.

is said, fought their way into the flames to drag out their injured shipmates.

Capt. Gleaves, commander of the North Dakota, and other officers promptly gave the necessary emergency orders for the saving of the ship, but confusion aboard was naturally great and discipline was not what it might have been had the crew of the North Dakota been composed of seasoned seamen. Most of the men aboard, as is the case aboard the Delaware, a sister ship to the North Dakota, are recruits, and have had but little training. Some of them, although willing enough, did not know how to execute the orders which they received.

Worked Coolly in Peril.

The first order given by Capt. Gleaves was to flood the engine room, which included the compartment in which the oil was stored. This was immediately done, and the big ship, with a displacement of 20,000 tons, began at the same time to settle. Water was let into her until it was nine feet deep in the hold. This, too, produced its disadvantage, as with the engine room flooded the pumps could not be worked to extinguish the flames, which still raged above the water. While thousands of gallons of oil were consumed by the flames there was an explosion. No report was heard when the fire broke out.

The great danger to the vessel and crew lay in the magazine, which was not far removed from the oil tanks. Officers of the North Dakota thought that it must explode and blow ship and crew to atoms. However, realizing this danger, they worked coolly and with great courage. Capt. Cleaves and every officer aboard fought flames shoulder to shoulder with the men, and when the danger had passed they were as grimy as stokers.

Orders to bring out the dead and injured were given simultaneously with those for the saving of the ship. Many of the rescuers were overcome by gas and smoke in their efforts to get to the injured. The dead were recovered after the flames had been suppressed.

Orders to Stand By.

Immediately on the discovery of the fire the North Dakota dropped out of the line of incoming battleships, and came to anchor. Admiral Schroeder, commander in chief of the fleet, signaled from the Connecticut, his flagship, which was leading the way, to the New Hampshire to stand by the North Dakota, and the naval tug Patapsco, which was accompanying the battleships in, was ordered to give all the aid possible. The other battleships of the two divisions—the Connecticut, Michigan, Delaware, Louisiana, South Carolina and Kansas—continued on their way to Hampton roads. Being helpless to render aid to the North Dakota, it was useless to expose them to the danger from an explosion of the magazine of that vessel.

The following is the statement of the accident issued by Rear Admiral Schroeder, commanding the Atlantic fleet:

"Between 10:30 and 11 o'clock this morning oil from Room No. 3 in the North Dakota caught fire while the first squadron of the Atlantic fleet was making passage from the southern drill grounds to Hampton roads. Under a request from the commander of the North Dakota, the commander in charge of the fleet immediately ordered the North Dakota to leave the fleet formation and the battleship New Hampshire put near to render assistance in case they could be of service.

"No assistance was necessary, and by 11:30 o'clock the fire on the North Dakota was under control.

Fire's Origin Unknown.

"It has not yet been ascertained how the fire started, although it is believed that the disaster was not due to any carelessness of the men on the North Dakota. A board of inquiry was named to investiate the accident, consisting of Capt. C. A. Core of the Delaware, senior officer; Lieut. Commander C. V. Price of the Delaware and Lieut. Commander A. M. Proctor of the Connecticut. This board will thoroughly look into the cause of the explosion."

After naming the dead and injured, stating that the three who were dead were "killed outrgiht," Admiral Schroeder adds:

"The injured men are all expected to recover. Chief Lieut. Orin G. Murfin was in the fireroom at the time of the accident and was burned, but not seriously.

"The commander-in-chief, immediately upon the anchoring of the squadron, proceeded on the supply tender Yankton to the North Dakota to personally attend the operations. The fire was completely under control before he arrived, and after ascertaining as many facts as possible he returned to the Connecticut in Hampton roads.

"The North Dakota shortly after the accident anchored off Thimble Shoal lighthouse. The wounded men, who are severely but not seriously burned, were removed from the North Dakota to the hospital ship Solace, and are receiving the best medical attention."

The settling tank, near which the fire apparently broke out, is part of a double-bottomed compartment in which the fuel oil is carried in bulk. In each fireroom are two 250-gallon tanks into which the oil si pumped to be settled; it is then pumped into the fire.

Found in Coal Bunkers.

NORFOLK, Va., September 9.—The three victims of the explosion on the battleshiu North Dakota all were found in the coal bunkers. The flooding of the fireroom is declared to have been necessary to save an explosion of the dreadnought's powder magazine, which was only seventy-five feet from the oil tanks. A dispatch from Fort Monroe says:

"It was said by an officer from the fleet today that the flooding to extinguish the flames and thereby drowning the three coal passers was that which saved one of the greatest explosions that has ever occurred on a battleship in the United States Navy. A rumor ashore this morning is to the effect that one of the sailors killed was found to have much water in his lungs."

Water Pumped Out.

The North Dakota is still in Hampton roads, where the ship is being cleaned and cleared following yesterday's fire and explosion. The water in the fire room, the flooding of which is believed to have cost three lives in the saving of several hundred others, has been pumped out. The ship is being placed in readiness to proceed to sea tomorrow morning with the remaining vessels of the fleet now in Hampton roads.

The whole fleet is scheduled to begin heavy battle practice tomorrow on the southern drill grounds off the Virginia capes, and it was declared by an officer in Norfolk today that the accident on the North Dakota would not prevent her taking proper place with the fleet in its work on the drill grounds.

The injured from the North Dakota will be placed in the United States Naval Hospital in Portsmouh this afternoon, the transfer to be made from the hospital ship Solace. None of the injured have died, the total death list from the accident remaining at three.

The temporary loss of four of her fourteen boilers is the principal damage sustained by the battleship North Dakota as a result of the explosion on that ship yesterday. A mail report from Admiral Schroeder reached the Navy Department today.

WILL INVESTIGATE EXPLOSION

LIEUT. COMMANDER H. B. PRICE Of the Delaware. COMMANDER C. A. GOVE of the Delaware.
Members of board to fix responsibility for North Dakota accident.

WASHINGTON MAN ESCAPES.

W. D Sullivan, Warrant Machinist, Was in Engine Room.

William D. Sullivan, formerly a Washington man, whose mother now lives at 810 G street northeast, warrant machinist on the North Dakota, was in the engine room of the battleship when an oil tank exploded, killing three men and injuring nine others.

He himself was uninjured, according to a telegram received from him by his mother, Mrs. R. B. Harford, soon after the accident. Two other machinists, who were working near Mr. Sullivan, were injured.

This is the second serious accident Mr. Sullivan has seen on the North Dakota. He was in the engine room when a boiler tube exploded during the contract trials off the coast of Maine, and a number of men were badly injured. Mr. Sullivan escaped without injury on that occasion also.

He has been with the big battleship since its infancy, for he was sent to Quincy, Mass., where the ship was being constructed by the Fore River Shipbuilding Company, to look after part of the machinery which was being installed.

His wife, Mrs. W. D. Sullivan, is in Brooklyn, where she now makes her home.

E. W. Andrews, the chief machinist, who was injured yesterday, formerly lived in this city, and has a sister living here, Mrs. Joseph C. Whyte of 11th street northwest, and a brother who is a policeman in the ninth police precinct.

GEN. W. C. OATES DEAD.

Former Governor of Alabama and Veteran of Two Wars.

MONTGOMERY, Ala., September 9.—Gen. W. C. Oates died here today. He was formerly Governor of Alabama, a Confederate veteran and a brigadier general in the Spanish American war.

MILLIONS LOST BY STRIKE.

Shut Down of Illinois Mines Costs Men and Operators Heavily.

CHICAGO, September 9.—The strike of 44,000 coal miners in Illinois, which was settled yesterday, it is estimated, cost the miners $12,000,000 in wages. The loss to the operators during the five months shut down is placed at $15,000,000.

The annual product of coal in Illinois amounts to 50,000,000 tons and the shortage this year due to the strike will be in the neighborhood of 20,000,000 tons.

COUDEN FORCED OUT OF GOVERNMENT JOB

Cashier in Office of Surveyor of Customs at Cincinnati Is Dismissed.

Frank M. Couden, cashier in the office of the surveyor of customs at Cincinnati, whose name was prominently mentioned in the Warriner embezzlement scandal in the Big Four railroad, was discharged from the government service today.

The temporary suspension of Couden occurred several weeks ago. The order making it permanent came from Secretary MacVeagh, at Dublin, N. H., to Assistant Secretary Hilles, in Washington, today.

Insubordination Is Charge.

Couden's removal is ordered on the specific charge of insubordination, in that he absented himself without leave from his office. While it is not stated in the order of dismissal, it is known that Couden went to the Ohio state republican convention at Columbus after permission to do so had been refused by Amor Smith, the surveyor at Cincinnati.

That was the technical charge against him. Senator Dick of Ohio without avail came to his defense.

No charge is formally made against Couden, so far as is known, because of the connection of his name with the Warriner embezzlement. It is common knowledge, however, that Treasury officials disapproved of Coudon's conduct as indicated by revelations in that defalcation.

Couden's Course Condemned.

It is said that it was through the information of Couden that the Big Four railroad learned of the Warriner cshortage.

Later it developed to the satisfaction of Treasury officials that Couden had known of the shortage for a long time before he told of it.

Treasury officials were of the opinion that Couden should have told his superior officers of what he knew instead of telling it to a political leader, who in turn took it to the railroad officials.

Secretary MacVeagh has been considering Coudon's case for some time. Assistant Secretary Hilles investigated it personally.

Senator Dick came to Washington last week to save Coudon if possible. A woman, who held a position in the surveyor's office at Cincinnati, who is said to have known of the Warriner defalcation, and who is alleged to have told it to Couden, was discharged several months ago.

RECEPTION TO VISITORS.

Celebration of Opening of New Building in Mexico City.

MEXICO CITY, September 9.—The new home of the department of foreign relations was inaugurated last night with a reception by Foreign Minister Enrique C. Creel to the special ambassadors, envoys and commissioners from various governments to the Mexican centennial of independence celebration.

The event was the most brilliant social affair to take place here for many years. Vice President Ramon Corral, members of the cabinet, members of the diplomatic corps and high government officials were present with their wives. President Diaz was unable to attend.

INTERRUPTED BY RAIN

OPEN-AIR SERVICES OF CATHOLIC CONGRESS POSTPONED.

Representatives of All Creeds and Professions Attend Reception by Montreal Officials.

MONTREAL, September 9.—Announcement was made this morning that the open-air ceremonies in connection with the eucharistic congress which were to be held today would be postponed until tomorrow morning. Although it had rained heavily all night, thousands flocked to Mount Royal in the hope that the service might be held. Mgr. Buchesi, the Archbishop of Montreal, drove to the mountain and made the announcemet.

The Catholic Club of New York, headed by former Justice Morgan J. O'Brien, arrived here this morning on a special train. The club will give a reception tomorrow at the Windsor. This evening there will be a public meeting at which Sir Wilfrid Laurier will be one of the speakers.

Reception Largely Attended.

Representatives of every creed and profession attended the reception accorded last night by the city of Montreal to Cardinal Vincent Vannutelli, papal legate to the eucharistic congress now in session here. At 11 o'clock last night it was estimated that 11,000 persons had passed through the main hall of the courthouse, where the reception was held; to the room where were seated the legate, Cardinal Gibbons and Cardinal Logue, primate of Ireland. Several hundred policemen were scattered through the building and a guard was thrown about the legate, but there was o confusion.

FRANCE NAMES AVIATORS FOR BELMONT PARK MEET

Le Blanc, Latham and Morane to Compete for International Championship Trophy.

PARIS, September 9.—France's representation at the international aviation meet at Belmont Park race track, where it hopes to regain the blue ribbon of the air, has been definitely arranged. Alfred Le Blanc, Hubert Latham and Leon Morane, the three French cracks, will compete for the international championship trophy, now held by Glenn Curtiss.

Morane replaces Labouchere, whose broken leg will prevent his participation in the October meeting. All three airmen are drivers of monoplanes, and in the American contest they will use specially constructed racing machines.

In addition to these the French Aero Club sends M. Aubrun and Count Jacques de Lesseps to compete for other prizes.

Italy to Be Represented.

Italy will send Signor Cattaneo, and Belgium probably will delegate M. Olieslagers to take part. Neither Spain nor Switzerland will be represented.

M. Le Blanc's assistant in the international balloon contest will be Jacques Faure, the noted French balloonist.

Lieut. Frank P. Lahm and Cortlandt Field Bishop, president of the Aero Club of America, are here acting for that organization.

OLIVER, WITH DAUGHTER, BACK FROM LONG RIDE

Assistant Secretary of War Covered 350 Miles on Horseback Through Indian Reservations.

After riding an average of twenty-five miles a day over the roughest kind of country in the Arizona elevations and watching the maneuvers of 6,000 troops from Missouri and Oklahoma at Fort Riley, Gen. Robert S. Oliver, Assistant Secretary of War has concluded a month's tour of inspection. He returned to the War Department today.

Gen. Oliver and his daughter, Miss Marion Oliver, rode 350 miles with Troop I, 3d Cavalry, from Fort Wingate, marching through the Navajo and Moqui Indian reservations and the Coconino forest reserve. Gen. Oliver took the march in order to see how such marches were conducted in rough stretches of country.

He said today that the trip demonstrated the value of the present army equipment, and that there were various succussful tests, including that of the condensed forage for horses.

Charles H. Boxwell, aged eighty years, a farmer of Clark county, Va., died suddenly Thursday morning of heart disease.

HAMILTON CLUB SPLIT BY LORIMER INCIDENT

Friends of Junior Senator Ready to Resign if He Sets the Example.

CHICAGO, September 9.—The Hamilton Club, often called the banner republican club of the nation, is greatly wrought up today following the Roosevelt-Lorimer incident of yesterday.

Senator Lorimer has a host of close friends in the membership of the club. From these men today came rumblings of revolt.

All declared they were anxious to rebuke President Batten for accepting Col. Roosevelt's ultimatum regarding the banquet.

Friends Ready to Resign.

The senator's friends say they are only waiting the cue from Lorimer. If he resigns his membership in the club they declare they will do likewise.

So far he has not given the word and has refused to talk on the subject.

President Taft's meeting with Senator Lorimer when in Chicago last March as the guest of the Hamilton Club is declared by some of the Hamilton Club members to have made the Roosevelt move all the more unexpected.

Taft's Attitude to Lorimer.

When President Taft was here Senator Lorimer was a conspicuous guest at the various banquets and receptions, and the President seemed pleased to have the junior senator from Illinois close at hand.

The club members say that if the President of the nation did not feel there was any official impropriety in meeting the senator in public they did not apprehend that a private citizen would consider it impossible to attend the same public function with the senator.

TAFT ORDERS TROOPS AS ROOSEVELT ESCORT

Request Denied by War Department Is Acceded to an Appeal to President.

COLUMBUS, Ohio, September 9.—C. C. Philbrick, secretary of the general committee to receive Col. Theodore Roosevelt here tomorrow at 11:45 a.m., had a telegram today from Charles D. Norton, at Beverly, Mass., as follows:

"Telegram received. Secretary of War will order troops from the Columbus barracks as an escort of honor as requested."

The committee asked the Secretary of War for the regulars from the barracks. A reply was received denying the request. The President himself was appealed to with the above result.

Gov. Harmon will also order out as an escort the 5th Regiment, Ohio National Guard, now here on strike duty.

WILSON BACK ON JOB, AND FIT AS A FIDDLE

Starts to Work Preparing Estimates for Next Fiscal Year—Appropriation May Be Greater.

Secretary Wilson returned today to the Department of Agriculture and at once took up the estimates for the coming fiscal year. He is looking well.

Most of the summer he has spent in the west, inspecting the national forests, experiment stations and the forest products laboratory. The gist of his statement was that he is feeling fit to run a foot race with Uncle Joe Cannon.

He was visited by a number of the bureau chiefs, who called to pay their respects and submit their contributions to the total estimates. Just what these figures will be it is, of course, impossible to say.

Last year the cost of running the department amounted to about $18,000,000, of which three million was for meat inspection. The meat inspection ran close within $100,000 of the appropriation.

It is possible that this year more money will be needed. This will bring up the question as to whether or not the packer will pay any part of the freight.

For the regular appropriation to run the various branches of the department, probably more money will be asked than last year. It is of record that Senator Money of Mississippi last year arose on the floor of the Senate and said that the Secretary of Agriculture had been too economical in the appropriation he asked for.

It was the first time that a cabinet officer had ever been subjected to such a charge. The bureau chiefs, as a whole, expressed the hope that there would be no occasion this year to repeat it.

RISKS HER OWN LIFE TO SAVE CHILD FROM DEATH

Mrs. George Boyd of Washington Performs Act of Heroism Near Scranton, Pa.

While snatching Gladys Thomas, a six-year-old child from under the wheels of an automobile driven by a chauffeur supposed to have been intoxicated, near Scranton, Pa., Sunday, Mrs. George Boyd of 311 11th street southwest narrowly escaped death, according to information received in this city today. Mrs. Boyd's skirt was caught in the wheel of the rapidly moving machine, but she managed to extricate herself from the dangerous situation through the aid of her friend, Mrs. Rose King, also of Washington, who seized her and helped drag her from the entanglement.

Goes to Child's Rescue.

Mrs. Boyd and Mrs. King were driving near Scranton when they noticed the little girl in the center of the road ahead of them. An automobile was some distance away, but was rushing onto the youngster at a high rate of speed. Mrs. Boyd drove faster, and as her vehicle neared the little girl she leaped from it with Mrs. King and snatched the child from what seemed inevitable death. Her skirt became entangled in the wheel of the machine, but as the chauffeur lowered speed, it was possible for her to disengage herself with the aid of Mrs. King. Both Mrs. Boyd and Mrs. King are expected to return to Washington shortly.

$50 IN GOLD--TO BE GIVEN AS PRIZES.
For the six most convincing TESTIMONIALS about the merits of our Men's "TRI-WEAR" $3.50 Shoes. We want ACTUAL FACTS ONLY in compact written articles of not over 60 words each. Send your replies in NOW. Contest ends SEPT. 15.

"School AND College Shoes"
Of the "HAHN" Standard Are "BEST"

Because only the BEST-WEARING materials are used in making them. They not only WEAR BEST, but are also CORRECT IN SHAPE, being specially designed for the needs of growing young feet—and are VERY STYLISH at the same time.

For nearly 40 years, generation after generation of wise Washington parents have found out that—IT'S TRUE ECONOMY TO BUY "HAHN'S" SCHOOL SHOES, and this will be more than ever true this fall.

FREE With Children's Shoes Tomorrow.
Combination Ruler, Inch Measure and Handy Book—or Lunch Carrier—with stout leather strap.

Boys' "Cadet" Shoes.
Here in many new styles full of the GINGER that young fellows of today demand.
They're custom finished—and their workmanship and wearing qualities cannot possibly be bettered.
Nobby Button and Blucher Tans, Dull Calfskin or Imported Patents ... $3

Boys' "TRI-WEAR."
These shoes average THRICE usual wear of ordinary shoes—because they have best upper leathers—and "ARMY OAK" Goodyear welt SOLES. See the new styles.
Sizes 10 to 13½ $2.00
Sizes 1 to 5½ $2.50

High Jockey Boots
Will be the rage this fall, and ours are superb.
They're extra high cut boots, with patent leather collar at top. Patent leather bottoms and black or colored kid, calf or VELVET tops. Riveted buttons and silk tassels.
Sizes 5 to 8 .... $1.75
Sizes 8½ to 11 .... $2.00
Sizes 11½ to 5 .... $2.50

"HAHN SPECIAL."
Although low priced, these shoes are WARRANTED to give extra good wear.
BOYS' 9 to 13½ ... $1.25; 1 to 5½ ... $1.50
GIRLS' 8½ to 11 ... $1.25; 11½ to 5 ... $1.50

Girls' "RITE FORM"
The most satisfactory shoes you can buy—at anything like their prices.
RIGHT IN SHAPE! RIGHT IN FIT! RIGHT IN WEAR!
Made of extra good grades of kid, tan or black Havana Calf or Patent Colt.
Sizes 5 to 8 .... $1.50
Sizes 8½ to 11 .... $1.75
Sizes 11½ to 2 .... $2.00
Sizes 2½ to 5 .... $2.50

Girls' "BEND-EESY"
The shoes "PAR EXCELLENCE," with all the peerless merits of the Men's and Women's $5 "BEND-EESY" shoes, including the famous "BEND-EESY" soles. On Orthopedic lasts.
Prices: $2 to $3.50.

NEW FALL SHOES —FOR WOMEN—

Velvet Sole "Comfort Shoes."
Built especially for COMFORT—with soft, fine upper leathers and very flexible soles—as pliable under the feet as if they were VELVET. Smoothly finished inside to prevent slipping. Just the shoes for tender feet ... $3.50

"WASHINGTON BELLE" Boots
The stunning new fall styles have few equals even in shoes selling at a dollar more. Including Kid, Patents and Gun Metal Boots, with vesting cravanette cloth, velvet and dull kid or calf tops. New Tans and ALL CRAVENETTE Boots. "Washington Belle" Boots are all made on the Goodyear Well (Hand-sewed) Process ... $2.50

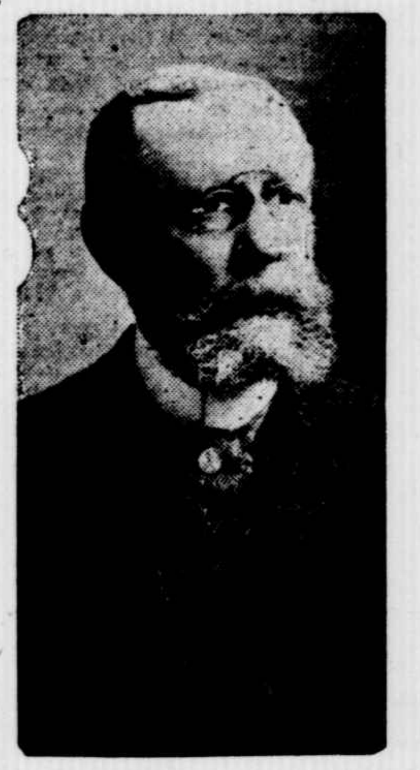
NEW FALL STYLES —FOR MEN—

New "BEND-EESY" Shoes
Present all the features that have made them famous in the past. Soft, pliable upper leathers, smoothly lined with kidskin, and the famous, though heavy, "BEND" as "EASY" as slippers. Several new styles added this fall ... $5

"BLACK RAVEN" Shoes
Are WONDERFUL at the price. They are sewed by the Goodyear welt process. They are honestly made in uppers and soles. They are shapely and fit and wear well. All new FALL STYLES, in new broad or medium toed shapes, will surely please you ... $2.50

Wm. Hahn & Co's 3 RELIABLE SHOE HOUSES
COR. 7TH AND K. STS.
1914-1916 PA. AVE.
233 PA. AVE. S.E.

FORTY YEARS IN THE DIPLOMATIC SERVICE



ALVEY A. ADEE.

Forty years in continuous service in the diplomatic branch of the government, mostly in high station, is the record accomplished by Second Assistant Secretary Alvey A. Adee. That number of years ago Mr. Adee was appointed secretary of legation at Madrid. In due course he became a clerk in the State Department July 9, 1877; chief of the diplomatic bureau in June, 1878, and third assistant secretary of state in July, 1882.

He was appointed second assistant secretary August 3, 1886, and almost any time might have been first assistant secretary had he cared to fill the post. Certainly no American diplomatist is so extensively known in his field of activities as is Mr. Adee, and few of the great diplomatic notes, issued from the State Department during the last quarter of a century have failed to receive his careful editing and emendation.

Gets a Loving Cup.

Mr. Adee scarcely realized the significance of the day when he entered the office of Assistant Secretary Wilson this morning. He was surprised to find awaiting him Secretaries Wilson and Hale and all of the bureau chiefs of the State Department. They had gathered to extend their congratulations, and Acting Secretary Wilson, in a few felicitous phrases, presented to Mr. Adee a beautiful silver loving cup of chaste design, bearing the following inscription:

"To The Honorable Alvey A. Adee, from the Department of State, on the Fortieth anniversary of his entering the Foreign Service of the United States."

Mr. Adee was deeply touched, but finally recovered his composure sufficiently to express his gratitude for this manifestation of affection and esteem on the part of his colleagues.

Edward F. Hodges of Sutherlin, Halifax county, Va., died Tuesday, after an illness of a month from Bright's disease. He was a native of Caswell county, North Carolina, but had resided at Sutherlin for twenty-five years.

R. W. & J. B. HENDERSON (Inc.)

Save From 10% to 50% On Elegant Furniture

By taking advantage of the reductions we have made to dispose of discontinued patterns.

This sale is an extraordinary event in Washington merchandising and merits early attention from all interested in high-class Furniture.

A chance to secure the most distinctive suites and odd pieces FROM OUR REGULAR STOCKS at prices that mean ACTUAL SAVINGS to you.

A Few Specimen Bargains.

Original Price.		Reduced Price.
$120.00	Carved Oak Sideboard; mirror back	$60.00
$48.00	Turkish Chair; green denim	$28.00
$54.00	Davenport Armchair	$30.00
$129.00	Mahogany Dining Table, 4 ft. 6 in.x10 ft.	$103.00
$247.50	Carved Mahogany Bureau	$150.00

R. W. & J. B. Henderson, Inc.,
Fine Furniture, Wall Papers, Laces, Draperies, Etc.,
1109 F Street and 1108 G Street.

FAILURE IN SCOUT DUTY

DIRIGIBLE BALLOONS LEAD ARMY INTO AMBUSCADE.

Use of Airships in War Maneuvers to Demonstrate Utility—Invaders Triumph.

PREUSSICH-HOLLAND, Prussia, September 9.—The two dirigible balloons used for aerial scout duty by the opposing armies in the imperial maneuvers failed grievously today, one crew leading its army into an ambuscade, while the other crew fell into the hands of the enemy when the motor of its machine gave out. The invading army triumphed.

The dirigible operating with the defenders reported this forenoon what the airmen took to be the exact location of far-extended intrenched lines of the invaders' infantry and artillery.

Defenders Misinformed.

Upon receipt of this misinformation the defenders advanced in a strong attack, only to find when the thin line of invaders retreated that they were storming a line of breastworks behind which trunks of trees instead of guns had been placed. Before they could recover from their mistake the defenders' flank was attacked and a victory for the invaders ensued.

The dirigible of the invaders developed a defect in its motor and, being compelled to descend, was captured by the enemy.

Records for Twenty-Four Hours.

The following were the readings of the thermometer and barometer at the weather bureau for the twenty-four hours beginning at 2 p.m. yesterday:

Thermometer—September 8, 4 p.m., 83; 8 p.m., 76; 12 midnight, 73. September 9, 4 a.m., 71; 8 a.m., 74; 12 noon, 85; 2 p.m., 86. Maximum, 86, at 2 p.m. September 9; minimum, 69, at 6 a.m. September 9.

Barometer—4 p.m., 30.04; 8 p.m., 30.01; 12 midnight, 29.96; 4 a.m., 29.90; 8 a.m., 29.90; noon, 29.88; 2 p.m., 29.87.

Maximum temperature past twenty-four hours, 86; a year ago, 82.

Dies in His 106th Year.

WORCESTER, Mass., September 9.—Patrick O'Hearn, aged 105 years, five months, twenty-two days, probably the oldest man in Massachusetts, died here today from bronchitis. Up to a year ago Mr. O'Hearn had been an inveterate smoker and he boasted that he drank intoxicating liquors "when he felt like it." He is survived by two sons.