

VORYS GIVES UP TO HITCHCOCK

NATIONAL CHAIRMAN WILL HAVE CHARGE IN OHIO TOO.

Man Who Was to Manage That State's Campaign Independently to Be Chief of Taft's Personal Staff—Forker Still Outside the Fold—Dover May Stick.

CINCINNATI, July 26.—Arthur I. Vorys will not manage the Republican Presidential campaign in Ohio. Mr. Vorys is going to meet Chairman Frank H. Hitchcock of the national committee here to-morrow and an understanding will be reached between them by which the conduct of the campaign in Ohio will be under Hitchcock's control just as it is in the other States.

Vorys upon retiring from the management of the Ohio campaign is to become Mr. Taft's personal guide and friend, his chief of staff in the field of politics. His work will not be confined to Ohio but will extend to any part of the Union where there is a factional row to be settled. He will be the great harmonizer, backed by the candidate's own well known ability as a peace-maker.

Apparently Mr. Vorys himself deserves the credit for this new turn in the Ohio situation. When he was named as manager of the Ohio campaign by the national committee's sub-committee it was agreed that he should in no way be subject to the orders of Chairman Hitchcock and that he should report directly to Mr. Taft on the conduct of the campaign. Of course everybody knew that this appointment was intended merely as a balm for Vorys's feeling of injury over the loss of the chairmanship.

The independent management plan promised well at first, but soon the question was raised in the Ohio State organization: How about Henry A. Williams of Columbus, the regularly elected chairman of the Republican State Executive committee? Is he to be merely a figurehead and is Mr. Vorys, who holds no office in the State organization, to step in and run the State over his head?

Mr. Vorys himself was one of the first to appreciate the possibility for trouble in this situation. He went to Mr. Taft and told him that the plan would not work, at the same time suggesting, it is understood, that his former rival, Hitchcock, be called into the Ohio campaign on the same basis as in other States. Steps have already been taken in this direction, and it is likely that Vorys and Hitchcock will shake hands to-morrow and bury their differences over the chairmanship honors.

At the same time, however, Vorys's followers will have to have some assurance that he has a good seat at the pie counter. Many of the Taft organization men were recruited by Vorys from the ranks of the old Forker machine, and even since Vorys was turned out for national chairman they have been going around asking each other where they got on.

It is chiefly to bring cheer to their souls that to-morrow's meeting of the State central committee has been called. County leaders from all parts of the State have been chasing each other to town since morning, all of them anxious to be the first to catch the words from the candidate's lips. Candidates for Congress are particularly active, tumbling over each other in their eagerness to line up with the Taft candidacy. Most of the candidates for the offices on the State ticket also will be on hand to-morrow.

Mr. Taft will be engaged practically the entire day conferring with the members of the State central committee and other interested visitors. It is expected that the news that Vorys is to be Mr. Taft's chief of staff will do much to settle the question of the campaign will be inspiring to the county leaders who joined the Vorys organization and whose interest has lagged a trifle since the chairmanship went wrong.

Mr. Taft has told his friends that he believes Mr. Vorys will be an admirable man to represent him in settling factional differences. The reason given to the public for calling the State central committee to-morrow is the settlement of the county contests. Only one of those concerns in any way the old Taft-Forker fight in the State. In Meigs county the lines are pretty sharply drawn between the old Forker organization and the new wing as represented by the Vorys organization. The Vorys organization is of course in complete control now of the State central committee.

While the question of inviting Senator Forker to speak at the opening of the Ohio campaign at Youngstown on September 5 will probably be discussed informally at the meeting of the executive committee, it is not likely that any definite action will be taken. The course that the executive committee will pursue will probably be to send a representative to the Senator to find out if he can forego an attack on the Roosevelt policy on that occasion and confine himself to a discussion of the tariff or some equally uninteresting subject.

It is practically certain that Senator Forker will not be invited to participate at Youngstown or in subsequent meetings under the management of the State committee unless he gives some assurance. Mr. Forker's friends try to draw a mental picture of him submitting his speech to the State committee for its approval, but thus far they haven't succeeded. They admit, however, that if the Senator remains silent during the campaign he will be in just about the same position as he is now. He would be if he continued to attack the Roosevelt policy on the stump. His silence, they fear, would be construed as a bolt of the Taft candidacy.

Mr. Taft attended church this morning at St. Patrick's Church with Mrs. Charles P. Taft. After the service he walked down Fourth street for ten or twelve blocks, viewing the decorations. Almost everywhere in the business part of the city is ablaze with red, white and blue, while Mr. Taft's photograph appears everywhere. The latter amused the candidate.

In the afternoon Mr. Taft went out to the home of his father-in-law, former State Senator John W. Herron. He was there until evening, when he met Arthur I. Vorys, who had just come to town from Columbus. Mr. Taft talked for two or three hours with Mr. Vorys about to-morrow's meeting and the plans for the campaign.

There is a chance that the difference between Chairman Hitchcock and Elmer Dover, secretary of the national committee, may be patched up to-morrow.

TURKS SOBERLY ENTHUSIASTIC

MARCH TO YILDIZ KIOSK AND SING SULTAN'S PRAISE.

Strange Scenes in Constantinople—Orderly Processions Without Troops or Police to Celebrate New Constitution—Young Turks Skeptical—Amnesty Proclaimed.

Special Cable Despatches to THE SUN. CONSTANTINOPLE, July 26.—The manner in which the capital received the promulgation of a constitution was as surprising as the fact itself. It seemed at first as though the people were indifferent, but after the populace had seen the Saturday morning newspapers, for which there was an unprecedented demand, discussion of the new situation speedily developed into enthusiasm of the most unusual kind.

Crowds headed by bands and banners went to the various Ministries, cheering the Sultan and the constitution. The largest gathering focused at the Ministry of War, where the scene resembled demonstrations in Western Europe. Military officers made speeches from carriages and other improvised platforms. Finally the Minister of War addressed the people, thanking them for the demonstration.

Another Occidental touch was a crowd roasting the unpopular Minister of Instruction outside his departmental office and demanding his resignation. Not the least noteworthy feature of the day was the enthusiastic exchange of congratulations between foreigners and Turks.

Saturday's demonstrations, however, were eclipsed to-day, when an enormous number of people marched in procession to the Yildiz Kiosk. It was a sober manifestation of popular gratitude. No police, no troops regulated the passage of the many thousands of persons, who kept the most decorous order, both on the way and when they reached the palace.

Arrived at the Sultan's residence they waved flags, chanted prayers invoking the blessings of Allah upon his Majesty and acclaiming the Sultan's name. The Grand Vizier and other Ministers appeared on the palace terrace and the Minister of War, on behalf of the Sultan, thanked the people for their loyalty and devotion.

The speech was received with renewed enthusiasm. Those nearest the Minister sang to him the hymn which the Sultan sang, which was posted on the terrace, played the national anthem. The whole spectacle was very strange to Europeans here, who never before witnessed such a demonstration in Constantinople.

The Sultan has proclaimed general amnesty to political prisoners, and many of them already have been released. Another irado abolishes espionage.

Special editions of the afternoon papers contain a reprint from the *Yildiz Kiosk* declaring the pleasure the Sultan experiences in being able to apply a constitution, which circumstances render so prevailing. He appeals to the people to cooperate with Parliament to help the Government and himself and adds his thanks for the popular expressions of loyalty.

The newspapers, which are delighted with their newly conferred freedom, eulogize the Sultan in every edition and print articles explaining the Constitution.

LONDON, July 26.—Reports from various Moslem centres outside of Constantinople indicate that there is much scepticism among the Young Turks regarding the Sultan's sincerity. In Macedonia, now the headquarters of Ottoman liberalism, the army, it is declared, intends to maintain pressure on the Sultan until it is convinced of the genuineness of the concessions. It is determined to accept nothing short of full amnesty and the Constitution of 1876 in its entirety.

The priests support the revolution, and their influence is greatly strengthening the movement. The Young Turks committee declares that unless the Yildiz Kiosk confirms all the claims of Albanians and the three villages they will withdraw their independence. The committee has ordered the branch of the Ottoman Bank at Salonika not to remit any more taxes to Constantinople.

Prince Salah-ed-Din, the Sultan's nephew, one of the leaders of Young Turkism, who has been for years a voluntary exile in Paris, declares that he and his comrades utterly distrust the Sultan's promises and proclamations, which have only resulted from his fear of losing the throne.

The Young Turks will not disarm. Their organizations are working satisfactorily in Macedonia and Asia Minor and are spreading through the whole empire. The movement, however, is monarchical. The Young Turks only demand respect for the laws of the empire under a worthy sovereign. So long as Abdul Hamid remains Sultan the Young Turks will oppose him. His dethronement is absolutely essential, they say.

\$2 A DAY TO BE HIT BY A CAR.

Enthusiastic Fender Maker Says Plenty of Men Are Ready.

Some of the manufacturers of car fenders and wheel guards who are preparing to take part in the tests which the Public Service Commission will hold at Schenectady and Pittsburgh will use human beings to demonstrate the safety of their devices. When the commission invited the manufacturers of this country and Europe to take part in the competition it was explained that on the stretches of railroad to be built at Schenectady and Pittsburgh dummy figures would be used to test the effectiveness of the fenders and guards. One manufacturer of an automatic fender, who is designed to drop to the rails at the instant of contact and take a human body into a hammocklike embrace writes that he will have no difficulty in obtaining at \$2 a day all the men needed to be run down by a car fitted with his fender. Other manufacturers who have communicated with the commission have similar confidence in their inventions.

Already about forty firms doing business not only in this country but also in Europe have asked for permission to enter the competition. About a hundred other manufacturers here and abroad have shown sufficient interest in the matter to write for particulars.

The purpose of the tests is to enable the board to select a fender and guard which will not only be an absolute protection to persons crossing the streets but which will also be applicable to the traffic conditions in this city. The first test will be held in Schenectady in the early part of September on the grounds of the General Electric Company. The second series of tests will

FORHANCED COP SAVES FIVE.

Knew Boys' Boat Would Turn Over in Hell Gate and Was Ready.

Five Manhattan boys were thrown from a rowboat near the Astoria shore in the most dangerous part of Hell Gate yesterday afternoon and were saved by the prompt action of Patrolman John S. Smith of the 27th precinct, who got life rings from the Astoria landing of the Ninety-second street ferry and threw them to the boys.

Schreiner saw the danger the boys were in before they realized it themselves. Their boat was heavily weighted, and the policeman, seeing a steamboat approaching, knew the boat could be kept right side up in the swell only by skillful handling. When he saw the boys swing the boat so as to take the swell on the side he did not wait for them to turn over, but bolted for the ferry landing to get the rings. The rings were soon supporting the five.

They gave their names as Thomas Hahn of 870 Avenue A, George Hoffman of 430 East Fifty-seventh street, Walter Williams of 520 East Fifty-fifth street, Frank Hughes of 823 East Eighty-ninth street and James Flanagan of 1541 Avenue A.

KIDNAPPED DEPUTY SURVEYOR.

Admiral Conely Falls Among Pirates on His Customs Cruise.

The John J. Timmins, chartered by the city for the customs service, sailed out for Sunday boat inspection yesterday on what proved to be a record day. Admiral Matthew Conely, Deputy Surveyor of the Port, boarded seventy-two boats during the day, but none was stopped. Most of the day was spent around Rockaway Inlet, and there the first boat boarded was the auxiliary Lester, owned by Dr. Hodgson of 34 Hayward street, Brooklyn.

Admiral Conely went aboard he was rushed into the cabin by ladies aboard, and when he emerged his once blue uniform was shot of most of its buttons, which had been taken for souvenirs.

"I didn't even notice them going," he said afterward. Sculpin II, an auxiliary schooner yacht, was hailed, and again the ladies kidnapped the Deputy Surveyor. While he was below in the cabin one of the ladies cut the yacht loose from the Timmins, another started the engine and a third headed her toward Atlantic Highlands.

Admiral Conely was carried half a mile before the Timmins was able to rescue him. He was inclined to be angry, but the yacht people apologized and the incident was passed over.

Special Deputy Surveyor George Smythe went along and helped boss the harbor as Vice-Admiral. The excursion boats were all found to be keeping well within the law and not one was reported as overcrowded.

BATTLE WITH TRAIN BANDITS.

Two Killed in Fight Between Band of Negroes and posse of Citizens and Police.

SPARTA, Ill., July 26.—The second attempt within a week by negro bandits to stop a train resulted in a battle here at 4:15 this afternoon, in which the bandit leader was killed and a citizen was mortally wounded. Two negroes, all armed with revolvers, boarded a Mobile and Ohio south-bound freight train at Red Bud, Ill., this afternoon and after the train left there demanded that the train be stopped when it reached here. Conductor D. M. Anderson refused to do so, whereupon John Morrison, the negro leader, threatened to kill him.

The train crew held the desperadoes until the train reached Baldwin, where Constable reached and wired the sheriff and operator here to notify Sparta's police force to be prepared to arrest the men when the train stopped.

Scouting trouble the negroes attempted to flee when the train slowed up, but Police Chief J. M. Meyer, his assistant, Archie Stewart, and a posse, headed them off. A battle ensued in which Morrison shot Clarence Beauford, a posseman, and attempted to escape when Policeman Stewart shot and mortally wounded Morrison. Morrison died refusing to divulge his comrades' names. The train crew held in bay two other negroes here. When Morrison jumped from the train he flourished his revolver and exclaimed: "I have killed one man and intend killing more."

AUTO OVERTURNS A STAGE.

Chauffeur Disappears After a Collision Near Galilee, N. J.

LONG BRANCH, N. J., July 26.—An auto driven by Wilborn Long, chauffeur for E. I. Horsman of New York, who has a summer home at Monmouth Beach, ran down a stage near Galilee this morning. There were half a dozen persons in the stage. All were shaken up, but none was badly hurt.

The driver, Morris Stein, had left Long Branch soon after 1 o'clock with a party for Galilee. Among them were Charles Brower, John Quinn and Harry McDonald. The others were strangers. When the big auto hit the stage was overturned and wrecked and the occupants scattered. The hood of the machine was torn off.

Long, who had been out riding with a servant girl, lost no time in getting his machine to the garage. Before an officer could be summoned he had left and has not been seen since. If he can be found he will be arrested.

A MAYFLOWER PARTY.

Younger Persons at Sagamore Hill Sail in the President's Yacht.

OSTER BAY, July 26.—The President used one of the Government automobiles again to-day for his trip to church. He was accompanied by Mrs. Roosevelt, Mrs. Beekman Winthrop, wife of the Assistant Secretary of the Treasury, who with her husband, is a house guest at Sagamore Hill, and Capt. Edmund L. Butte, one of the President's military aides at the White House.

This evening the younger persons at the Hill have gone on board the Mayflower for dinner and a sail on the Sound. After a trip to the shore of Whiteport, the Mayflower returned to her berth at Sagamore Hill. The dented plates on her bow, which were damaged when the Mayflower ran down a Bar schooner while taking the President to Newport last Tuesday, have been repaired, but the broken bowprit still bears witness to the accident.

Woman Doctor Thrown From a Car.

Dr. Julia McNutt, 60 years old, a physician of 267 Lexington avenue, was thrown from a car last night while getting near her home. She and the police say the car was driven by a motorist who

WOMAN AS THE PURSER'S AIDE

Success Suggests That an Assistant Purser of Her Sex Might Be a Desirable Permanency on the Big Liners—But Suppose She Was Too Beautiful?

Just before a big liner sails there is always a lot of work for the purser in attending to the wants of passengers who have deferred getting passage until the last moment, assigning rooms suddenly given up to folks who have had the promise of them at that event, and in answering questions about everything relating to transportation and hotel accommodations. The Carmania of the Cunard Line, which sailed on Saturday, introduced an innovation in the purser's office because of the crush of questions by calling in Miss Catherine Leith, who is described on the passenger list as "typist and stenographer."

Miss Leith has taken dictation from dukes, duchesses, counts, countesses, barons and baronesses, captains of industry, plain ship captains and all other sorts of people that go first cabin, and has acquired a patience that some pursers never will be able to achieve. Purser Clarke decided to call on her for help on Saturday and the rapid and smiling and altogether charming way she disposed of the questions without ruffling the questioners has prompted the Cunard Line to look into the project of having a woman as assistant purser, particularly for the women, although Miss Leith's chief questioners on Saturday were men. She certainly did make a hit with them and they had a lot of questions to ask. What is the difference in time between London and New York? About five hours. Will the ship reach Liverpool in the morning or the evening and if so at what hour? Half past 8. Are you sure? Well, she may be five minutes behind schedule. Thank you very much.

A stenographer and typist on a big liner has got to have information at her fingers' ends while typing and stenographing and what she does not know is usually also not known by the duke or duchess who dictates to her. This applies often to what she does know too, and she has her own will at other things than spelling and punctuation. All this talent goes to waste while the ship is in port and on the day of sailing, so hereafter there may be another opening at sea for women's labor.

Mr. Justice, who talks and writes sometimes for the North German Lloyd Line, said he had not consulted Gustav Schwab on the subject of women pursers, but that personally he was in favor of anything that gave the girls another show. The line employs typists and stenographers in English and German, and taking dictation in German is no joke when it comes to sea words as compared with land words. Mr. Justice said there were other words longer than that which were cultivated mostly by literary Germans writing on space, but being a mere Plattdeutscher himself he could not remember them. But anything that any other line would do that was good the North German Lloyd would do also.

James C. Horton of the Savannah Line and Arthur W. Pye of the Mallory Line, who dropped into the ship news office while the ultramarines were talking of the innovation of women pursers or assistant pursers, were in favor of giving women a try if it facilitated business. Mr. Horton was inclined to think that if the purser were very attractive trouble might result. Passengers might recall questions that they had forgotten to ask after leaving the head of the line and then fall in at the end again. Then some susceptible passenger might finally ask, "Will you be mine?" and there would be a vacancy in the ship's list of officers, though maybe there wouldn't.

LOCKED UP FOR CONVENIENCE.

Woman Spoke to the Stranger Within Our Gates, Wherefore We Jail Him.

Peter Young hasn't been in this country long enough to learn to speak English, but that did not prevent a woman speaking to him in English yesterday afternoon. Because Peter couldn't understand the woman kept on talking, and then Detective Daniel J. Reynolds of the West Thirty-seventh street station arrested her because he could understand what she had said.

Reynolds didn't know Young or where he lived, so in order to be on the safe side he arrested Young too, and as long as it was only a matter of five or six hours before court met Young was locked up in a cell so that Reynolds would be sure of a witness.

Magistrate Breen in the West Side court was angry when he learned that Young was a police witness and couldn't speak English or understand it, had been locked up for the convenience of a policeman.

"It amounts to nothing less than tyranny," said the Magistrate. "You wouldn't have locked up a young millionaire if a woman had spoken to him on the street?"

"No," admitted Reynolds. "He would have known his rights and refused to go to a cell."

"Then why did you lock up this man who couldn't understand English?"

"Because he didn't protest. I simply told him to come along, and he came."

"Yes, I know how you said it to him. I know how you policemen talk to persons who do not know their rights. Of course you said 'Come along,' and of course he went. You are all the same."

"No," replied Reynolds. "I don't talk that way—I am a gentleman cop."

There was a roar of laughter from court when Reynolds said that. He was told by a woman who was a prisoner and even the Magistrate grinned.

The woman was fined \$5 for causing all the trouble, and an interpreter told Peter Young to "beat it," which he did, thankful to have escaped the electric chair.

RALLIES THE SMITHS TO HIS AID.

Candidate of That Name Asks All the Others to Stand Together.

CHICAGO, July 26.—Col. Frank L. Smith of Dwight has adopted a novel plan in the canvass he is making for the Republican nomination for Lieutenant-Governor. He is sending out an appeal to every Smith in Illinois. They are legion, but each Smith is to get a portrait of the Colonel and the following letter:

"DEAR SMITH: This is the time when I hope that the Smiths will stand together. Are you with me? Yours truly, Frank L. Smith."

CRIPPLED GIRL SAVES A MAN.

Hanna Seligson to the Rescue When Other Bathers Hang Back at Bath Beach.

Hanna Seligson of 191 Bay Twentieth street, Bath Beach, is only a mile of a girl and a cripple, but she rescued a grown man from drowning yesterday.

Among the bathers near Captain's Pier, Bath Beach, was a man who swam with seeming ease out into deep water and then suddenly groaned an appeal for help and sank.

Miss Seligson, who was swimming not far away, started rapidly toward him. Not one man or boy on the raft offered to give any aid. The girl finally grabbed the man as he sank a second time and held him above water. The weight of the man bore her down, but even under water she held and got him up again and held him until the lifeboat arrived and both were lifted aboard. The other bathers cheered when the girl arrived at the raft and, refusing aid, continued her swimming. Her crippled foot doesn't hamper her when she is in the water.

TWO ARRESTS IN EAST ORANGE.

Druggist Deliberately Violates Sunday Law to Make a Test Case.

EAST ORANGE, N. J., July 26.—The East Orange Sunday observance law got two more offenders to-day. One was Gustav Lind, who drove up to the door of Gustav Koopmann's restaurant this morning and left a basket of new bread and fresh rolls. Lind telephoned to his firm, who sent the manager up from Newark with \$5 to bail the driver out. The delayed Sunday delivery of bread was then continued outside of East Orange.

Offering himself as a martyr to the Business Men's Association, Charles E. Menagh, a druggist of Dood and North Park street, deliberately broke the Sunday law. Chief of Police Bell, who was told yesterday about what Menagh was going to do, was on hand to see it done. Menagh personally sold a glass of soda water to a customer, who then recollected that he wanted a cigar for himself and a box of candy for the children. After the sale had been made and paid for the chief arrested Menagh. At the police station Menagh gave \$25 bail. The two cases will come up to-morrow. Menagh's will be appealed in an effort to get a judicial stay as the caters have done.

TWO KILLED IN AUTO ACCIDENT.

The Driver in the Darkness Missed a Bridge and Drove the Car Down an Embankment.

PORT HENRY, N. Y., July 26.—James Dodge of Baldwin, Mass., and Lockwood Reid of Vermont were killed at Black Brook, fourteen miles from here, to-night in an automobile accident. Mr. Dodge drove into Port Henry this afternoon to take two guests with him on an automobile drive. A man of the name of Titus from Syracuse was the third man in the party.

They left here and drove out toward Black Brook. Two hours later Titus got to a telephone and called up Port Henry for help. There is a bridge at Black Brook and as Mr. Dodge drove his car through the darkness he missed the bridge and ran down an embankment. The car turned over and crushed Dodge and Reid to death. Titus was only slightly injured and managed to walk to a farmhouse, three miles from the scene of the accident, where he found a telephone.

TWO LIFE SAVERS DROWNED.

Both Succeeded in Rescuing Girls, but Lost Their Own Lives.

NORFOLK, Va., July 26.—S. C. Martin of Athens, Ga., a clerk in the office of the Seaboard Air Line Railway at Portsmouth, was drowned to-day at Ocean View while attempting to save the life of a girl who had gone beyond her depth in the surf. Rescuers brought the girl ashore, but failed to reach Martin before he went down.

Oliver W. Loveley was also drowned to-day while rescuing his two sisters, aged 15 and 18, from the waters of Link-Bay. Loveley went to their rescue, holding their heads above water until help was at hand. Then he went down. The rescuers brought the girls safely to the shore, but were unable to help the young man.

APPRAISE JEWELS FOR BAIL.

Walter Lewishson and J. E. Stricker, Nabbed for Speeding, Both Set of Cash.

Walter Lewishson, a partner in the firm of Lewishson Bros., bankers at 11 Broadway, was arrested last night for running his automobile at what was alleged to be twenty miles an hour on Broadway between Eighteenth and Twentieth streets. Policeman John Shields of the traffic squad, who made the arrest, took Lewishson and a companion to the West Twentieth street station. There Lewishson confessed to being short of the \$100 necessary to bail him out, but he offered a pearl pin which he said was worth \$200. Lieut. O'Neill set the price of the pin down at \$1,000 and accepted it as surety.

Policeman Shields gathered in Joseph E. Stricker, a lawyer of Perth Amboy, for running his machine at twenty-one miles an hour over the same stretch of Broadway. Stricker likewise did not have the cash for bail, so Lieut. O'Neill appraised

EXECUTIVE COMMITTEE NAMED.

Chairman Hitchcock Selects All Members From the National Committee.

CHICAGO, July 26.—Announcement was made to-night by Frank H. Hitchcock, chairman of the Republican committee, that the following men will constitute the executive committee:

Charles F. Brooker of Connecticut, T. Coleman du Pont of Delaware, William E. Borah of Idaho, Frank O. Lowden of Illinois, Charles Nagel of Missouri, Victor Roosevelt of Nebraska, Edward C. Duncan of North Carolina, William L. Ward of New York and Boies Penrose of Pennsylvania.

Chairman Hitchcock decided to adopt the plan of having the executive committee made up solely from the membership of the national committee. Before the selection of the gentlemen named Mr. Hitchcock consulted with party leaders throughout the country, that being one of the objects of his recent conferences. The distribution of the members of the executive committee as between the Eastern and Western headquarters and other details of organization will be announced later.

PREPARED TO FLY IN PUBLIC AS THE BIRDS DO.

Promises to Challenge the Wright Brothers for a Match Race at \$10,000 a Side—Aeroplane the Sky Flier of the Future, He Says—Welcomed by Aero Club.

Henri Farman, who holds the record as an aeroplane navigator, arrived yesterday from Havre by the French liner La Touraine and was met at Quarantine by representatives of the Aero Club of America in the tug Moran, which took him aboard and brought him up the bay to the pier of the French Line.

Among the welcome were Allan R. Hawley, president of the Aero Club; Thomas R. McMechan, editor of the *American Aeronaut*; Simon Lake, the submarine boat inventor; Charles J. Glidden, William R. Kimball, A. Holland Webb and Paul Leconte. Mr. Farman is classed by the Englishman as one of that breed, but he looks more like a Frenchman and authorized the reporters to spell his first name as it is here. His father is a Scotchman and he was brought up and educated in France, where his parents have lived for the last forty years.

Mr. Farman was induced to come here by the Aero Club under contract to give fifteen ascensions at the Brighton Beach racetrack for \$24,600. He is confident that he will not disappoint the club and hopes also to make fifteen other flights in most of the big cities of the country at the rate of \$200 each. After a series of various public performances will challenge the Wright brothers, wagering \$10,000 to a similar sum put up by them or in their behalf that his aeroplane will stay in the air the longer.

Mr. Farman said that he had fashioned his machine, strictly a heavier than air machine, somewhat after the fashion of a huge bird and that he believed a study of bird flight was the best means of accomplishing man flight. He said: "I have made no secret of my methods. My machine is a combination of the ideas of other inventors who have striven to fly without the aid of gas bags, including Langley and the Wright brothers. The machine of Delagrange, in which he claims to have covered 18,000 yards in 10½ minutes, is similar to my own. I disagree with the policy of the Wright brothers in keeping their experiments a secret. I am willing that other aviators shall have a chance to see how I make my flights and how I manage my machine and what sort of a machine I use. What we do should be for the general improvement of the art of aerial navigation. We are constantly discovering something new about the aeroplane."

He will use the same aeroplane at Brighton Beach that I have used in France, and with a larger and more powerful motor. The whole apparatus weighs about a ton and a half. I shall fly about fifteen feet above the ground, as I have mostly in France. I never have sailed as high as your sky-scraper. I look upon the navigation of the air as a certainty and I believe that finally it will be attended with no more danger than a trip in an automobile; in some instances I should say with less danger. The aeroplane has a future that is close upon us. The greatest pause I have ever made in a flight has been ten seconds, but I believe the time is not distant when we may see aeroplanes motionless in the sky and perhaps as numerous as automobiles on the land."

Mr. Farman has gone in for money prizes from the start and has won more than any other aviator. He captured in January last the Deutsch-Archdeacon prize of \$10,000 by making a circular flight of nearly three-quarters of a mile in Paris. Two months later he captured another prize by a flight in a circle of one mile and a half, which he completed in two minutes and a quarter. In the early part of this year he did his greatest stunt, which he hopes to eclipse here, staying in the air 20 minutes and 19 seconds, covering eleven miles and winning a prize of \$3,000.

Mr. Farman met William Wright in Paris and talked with him in English about aeroplanes. He says that Mr. Wright knows a lot about the subject and doubtless has a good machine, but he is willing to try conclusions with Mr. Wright for the love of the sport and the promotion of knowledge on the subject of air navigation. Mr. Farman does not believe in the combination aeroplanes and gas bags as the sky flier of the future. Something on the plan of the great birds that do the trick so easily and gracefully will be, he thinks, the solution of the problem that is well on the way toward becoming no problem at all.

SPOTTED FOR BURGLARS.

Mr. Gilford Chooses to Take His Friend Into His Home