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FARMAN GETS RECORD IN AVIATION CONTEST

The English Aviator Breaks World's Records for Duration of Flight and the Longest Distance.

BETHANY, AVIATION FIELD, RHODES, Aug. 27.—Henry Farman, the English aviator, a dark horse in the aviation contests in a bi-plane of his own design today broke the world's records for duration of flight and distance in a heavier-than-air machine and won the Grand Prix de la Champagne—the endurance test—by a remarkable flight officially recorded as 190 kilometers (117.5 miles) in three hours, 4 minutes, 56.2 seconds, although he actually covered an extra ten kilometers and remained in the air ten minutes after 7:30 o'clock this evening, the hour that the timekeepers under the rules ceased to keep a record of the flight.

The other contestants finished in the order named: Hubert Latham in monoplane No. 29, 154 kilometers, 500 meters, time 2 hours, 15 minutes, 2.3 seconds; Louis Paulhan in a Voisin bi-plane, 121 kilometers; Count de Lambert, bi-plane, 116 kilometers; Hubert Latham in monoplane No. 11, 111 kilometers; M. Tissandier, bi-plane, 107 kilometers; M. Delagrè, bi-plane, 107 kilometers; M. Bleriot, monoplane, 107 kilometers; M. Curtiss, bi-plane, 98 kilometers; M. Lefebvre, bi-plane.

Although Hubert Latham with a different machine took second and fifth positions, the aviation committee held that he was ineligible for two prizes and awarded the fifth to M. Tissandier and the sixth to M. Sommer.

Came as a Surprise.

Farman's victory came as a complete surprise. He had been preparing his machine secretly and had not appeared upon the field until to-day except for a few practice flights and had been almost forgotten. Indeed, after he started about 4:30 p. m., keeping close to the ground while Latham and others were soaring in spectacular fashion high in the air, Farman attracted no attention until he had flown 20 kilometers. Then suddenly the watchers discovered he had gone out carrying petrol enough for a five-hour flight and equipped with a self-cooling revolving motor built by the Gnome Company after his own design. All eyes had been riveted on the

monoplane of Latham who after Tissandier's foul of Paulhan in the morning, had ended Paulhan's chances, had become the favorite for the Grand Prix de la Champagne. They also had watched the enchanting changing pictures unfolding above the sunlit plain of Bethany—white-winged men-birds, circling and wheeling, a genuine race for five miles between two bi-planes and Latham's soaring monoplane and finally the arrival of two huge dirigibles which evolved like great giants of the air above the fleet nimble machines in the lower strata.

Trouble with his ignition plug forced Latham to descend after he had covered 111 kilometers and Tissandier came down after accomplishing identically the same distance. The others had ended their efforts earlier.

Farman continued. Round and round he went as regularly as clock-work, always hugging the ground. Record after record fell before his mechanical flight. Darkness fell and lanterns were hung on the towers marking the limits of the course. The searchlight from the grand stand could not pierce the gloom. A dozen automobiles raced to strategic points to make sure that Farman still was in the air. Finally at 7:30 o'clock the announcement was made that the timing of the aeroplanist had ended under the rules. Ten minutes more and suddenly out of the darkness a ghostly thing appeared in front of the tribune and came to earth on the starting line.

A great cheer arose. Millard in the name of the French government congratulated Mr. Farman.

"I do so," said the minister, "not only for the wonderful achievement you have accomplished but as a brave man and for the example you have set for others."

Curtiss just before dark made the fastest lap he has yet accomplished, his time being 3 minutes, 1.5 seconds. M. Bleriot, with a big engine in his repaired machine, also made a fast trial, showing that the contest for the international cup to-morrow lies between them.

A Steamer Hits Rock and Sinks

SEATTLE, Wash., Aug. 27.—The steamer Ohio, which left Seattle for Valdez, Alaska, August 14, with 133 passengers, struck a rock off Steep Point, Alaska, at 1 o'clock this morning and sank with a loss of five lives. The dead are the Ohio's wireless operator, three of the crew and one passenger.

The steamer Humboldt and Rupert City, which were in the neighborhood, took off the Ohio's surviving passengers.

M. J. Henri, the Alaska railroad contractor, was on board the lost steamer, but was not injured.

The Ohio belonged to the Alaska Steamship Company, was valued at \$200,000, and is a total loss.

News of the disaster was received by wireless from the company's agent at Ketchikan, who is in communication with the wireless operator on board the Humboldt.

The Ohio's wireless operator, who perished, was George C. Eccles, of Winnipeg, Man.

The passenger drowned was named Stevens and he lived in Seattle.

NEW YORK, Aug. 27.—The United Wireless Company, one of whose operators, G. E. Eccles, of Winnipeg, Man., perished in the sinking of the steamer Ohio off the Alaska coast to-day, received an account of the disaster from Operator Booth at Ketchikan, Alaska, late to-day. Booth says: "About 1 a. m. I was sitting with my receivers clapped to my ears, having just finished working with Operator Eccles on board the Ohio, when I was startled by hearing him call 'C. Q. D. C. Q. D.' I immediately answered: 'The steamships Humboldt and Rupert City of the McKean Brothers Steamship Company, happened to be near at the time and both called the Ohio, asking for her latitude. Eccles gave it immediately and soon sent another message: 'Ohio sinking fast—cannot hold out.'"

"The Humboldt and Rupert both replied they were headed for the Ohio. Then came the final message: it was never finished. Passengers all off and drift in small boats, captain and crew going off in the last boat, waiting for me—good-bye."

"I was unable to get him again," concludes Booth, "and I knew he had gone down with his ship."

2 Deaths in Speed Carnival

Fatal Accident in the Automobile Races at Brighton Beach Motordrome.

BRIGHTON BEACH MOTORDROME, NEW YORK, Aug. 27.—Louis Cole, mechanic of the Stearns car in the 24-hour automobile race, was killed here to-night and the driver, Laurent Cross, was fatally injured in a collision with the Acme car shortly before midnight. Patehoke and Maynard, the crew of the Acme car, were only slightly injured. Both cars were wrecked.

Cole was almost instantly killed; Cross's spine was broken and he cannot recover.

The race was resumed in ten minutes. Less than 15 minutes later, in order to avoid another collision at the same point Vanline, driving the other Acme car, risked death by steering his car through the heavy infield fence. Both he and his mechanic escaped injury and his car was damaged only slightly.

A short time before the accident in which Cole was killed, Driver Hughes of the Allen-Kingston, was seriously burned when his clothes caught fire from a flame which started near his gasoline tank. The blaze was put out by one of the other drivers.

15,000 Spectators, on hand.

The 24-hour automobile race with ten drivers of national reputation competing began here to-night. Fifteen thousand spectators witnessed the start.

The preliminary events of the day included a one-hour motor cycle race, won easily by Walter Goerke, who covered 54 1/2 miles and a six-hour race for low-priced cars won by Hupmobile, after the S. P. O. No. 1 had been disqualified.

The contestants in the 24-hour race who expect to break the present record of 1,177 miles got away at 10:01 o'clock in the following order:

No. 1, Renault, Basle and Raffalovich.
No. 2, Palmer-Singer, Leclerc and Howard.
No. 3, Acme, Patehoke and Maynard.
No. 4, Acme, Vanline and Kayouh.
No. 5, Lozier, Helms and Cobb.
No. 6, Stearns, Cross and Mulford.
No. 7, Hup, Robertson and Poole.
No. 8, Allen-Kingston, Hughes and Eschell.
No. 9, Fiat, DePalma and Parker.
No. 10, Rainier, Blahour and Lund.

Shortly after 11:00 o'clock on a far turn of the track nearly half a mile from the stands the Stearns and Acme No. 1 collided. There was an explosion and the wreckage of the broken machines was scattered for a hundred yards or more. The gasoline tank of the Stearns car had exploded, and Cole, the mechanic, it was found, had been almost instantly killed and Cross fatally hurt.

The race after being halted for a few minutes was resumed. The score at the end of the second hour stood as follows:

Rainier, No. 10, 160 miles; Lozier, No. 6, 92; Renault, No. 1, 57; Acme, No. 4, 50; Palmer-Singer, No. 2, 45; Hup, No. 7, 41; Fiat, No. 9, 34; Acme, No. 3, 28; Allen-Kingston, No. 8, 24.

Lozier Car Turns Over.

The Lozier car turned upside down on the far turn shortly before one o'clock but no one was hurt and apparently the damage to the car was slight.

Both Acme cars, after extensive repairs, were brought back on the track, and the Allen-Kingston also reappeared. The Fiat entry was withdrawn.

Third hour score: Rainier, No. 10, 151; Renault, No. 1, 146; Palmer-Singer, No. 2, 137; Lozier, No. 6, 133; Acme, No. 4, 113; Acme, No. 3, 93; Hup, No. 7, 71; Allen-Kingston, No. 8, 58.

LYNCHING FOLLOWS A CHASE BY POSSE

ROBERTSON, Ga., Aug. 27.—Following the shooting and burning of Ben Clark, an escaped negro convict, by a posse early to-day, and the killing of James Durden, a prominent planter who was a member of the posse, to the fight with Clark, John Sweeney, another negro, who had harbored Clark, was taken from a passenger train near Turfway to-night and lynched by the posse.

The posse then set out in search of Sweeney's wife. Intense excitement prevails in this section and it is feared that more lynchings may follow.

Four other members of the posse were wounded in the battle with Clark to-day and one, Sheriff James Lester, of Montgomery County, probably will die.

A Novel Welcome to Hughes

SILVER BAY, N. Y., Aug. 27.—Governor Hughes's praises were sung literally to-day when hundreds of Y. M. C. A. workers, who were here attending the summer training institute and delegates to the laymen's conference voiced their welcome in catchy parodies of popular songs accompanied by lusty yells of the college variety. The physical department workers, the secretarial institute, the boys' work institute, the railroad men's institute, the laymen and the county workers each had their song of praise as a prelude to the address of the Governor who remarked that it was difficult to speak on the topic assigned to him: "Our Centuries Opportunities," after the novel experience of being set to the music of Tammany.

"I wish I were a singer," said the Governor, "and I'd sing of you, but I couldn't get lonesome enough to show you how much I think of this wealth of vigorous young manhood and of the promise it affords."

The railroad men's song about the Governor, to the tune of "Marching Through Georgia," caught the fancy of the assembly and was interrupted by the real thing. That's one way of SONG.

"Some time in the future he will go to Washington, for the hearts of all good people he has surely won, and for President he will make a grand and winning run, 'Cause he's the kind of man we stand for."

"Hooray, hooray, gambling he drove away, hooray, hooray, the gamblers must And we know his principles must triumph some glad day."

Count on the Y. M. C. A.

George Foster Peabody introduced Governor Hughes as "The man whose name stands for the rights of the people."

The Governor's address was full of helpful advice to the young men present who he declared were allied with an organization full of vitality and of earnestness.

"We have to-day," said he, "a golden period of freedom, of opportunity for expression, of individuality of tolerance, of wide charity for different beliefs and of intense earnestness in trying to bring out the best that is in life. That is the mission of the Y. M. C. A."

"But how often does the young man go into the political game," said the Governor, "and play it hard with the idea that he will get a little place for himself," he continued. "He should remember that the party exists for the purpose of giving good administration and not for the purpose of maintaining itself at the public expense. The first duty of a young man in politics is to have his standards and his honorable purposes exercise their proper influence upon those with whom he is brought into contact in public activity."

"Never mind if you are called a politician. The word isn't dishonorable, applause when this verse was reached: not what you think you can get out of it."

"To be an American citizen, with honest purpose and high resolve to be have the richest privilege on earth."

YOUNG LAD KILLED IN A FIST FIGHT

PHILADELPHIA, Aug. 27.—During a fist fight in the northeastern section of this city to-day Frank Walsh, aged 18 years, fell backward to the ground and when picked up was dead. His opponent, Eugene Rahill, 16 years old, thinking the fall was due to weakness, was about to administer more punishment when the boys were separated. Both were employed in industrial establishments in the vicinity of the quarrel which was due to a trivial difference.

ITALIAN ASSAILANTS PUT UNDER ARREST

PITTSBURGH, Pa., Aug. 27.—Two Italians were arrested late last night at Crowsburg, charged with being two of the men who took a black and white assault on a black man at Crowsburg, after they were driven away by a crowd.

Last night a crowd of armed Italians attempted to rescue the prisoners, but were prevented by a gathering of Americans armed with shotguns and revolvers.

A BATHER STRUCK BY

OCEAN GROVE, N. J., Aug. 27.—Miss Eleanor Kennedy, aged 22 years, was stricken with heart disease while bathing here to-day and died in the night. Physicians worked three hours in an endeavor to revive her. It was thought that she had been seized with cramps. She was a Philadelphia school teacher.

HARRIMAN'S ILLNESS REMAINS A MYSTERY

Requisites to an Operation and Two Arrive from New York—Judge Lovett and Doctor Are Silent.

ARDEEN, N. Y., Aug. 27.—Whatever be E. H. Harriman's ailment, whatever his true condition, the public is not to know until he and his family decide that such an announcement is opportune. He is an isolated invalid held a mystery to those outside his mountain retreat. At the top of Tower Hill where the funicular railway stops with roads picked by guards and all but one telephone wire—and that a private one covered, he spends his days and nights in a seclusion that is almost absolute.

Scrapes of news dropped from the lips of a relative, an associate and an employee indicate that he spends a quiet day, part of it out of doors, but there were other incidents which led those who are draining the meager channels of information to believe that all was not so well. There was the arrival at the station at Turner of two tanks recorded on bill of lading as oxygen and shortly afterward there came a small collapsible cot such as is used in hospitals to move patients between wards. Both were placed in automobiles and later sent up the incline railway to the estate.

Humors of an Operation.

Coincident with the arrival of these requisites to an operation came two men from New York, one of them carrying what appeared to be the black bag of a surgeon. They were taken up the incline to the house and remained that Mr. Harriman was to be operated upon quickly spread broadcast. One of the men, according to popular rumor, is Dr. George W. Crile, of Cleveland, Ohio, an eminent specialist in abdominal surgery who, according to report, was summoned from Bretton Woods, N. H., to assist Dr. W. G. Lyle, of New York, who has been Mr. Harriman's physician throughout his illness.

All this gave strong color to the assumption that there was to be an operation at Tower Hill, but of this no confirmation is to be had to-night.

Dr. Lyle declined to make any comment whatever as did former Judge R. S. Lovett, general counsel for the Harriman lines, who has been with his chief daily, but when Robert L. Gerry, of New York, Mr. Harriman's son-in-law, descended the incline railway on a flat car this afternoon he talked at some length.

"I have just left Mr. Harriman sitting on the porch," he said, "talking to some of his workmen. He has spent a good part of the day out there in a chair."

Mr. Gerry denied that an operation was to be performed and said that Dr. Lyle was the only specialist in the land.

C. T. Ford, superintendent of the estate, confirmed Mr. Gerry's statement. At intervals throughout the day he had appeared on the porch, and had talked with many of the workmen on an upper part of the estate.

"The correct answer to the question, 'What day and night?' No one or leaves the estate without a ticket to inquiry."

To-night the great estate had a party on the porch of the great house, a brilliant moonlight shone on the water, and the estate was a picture of peace and quiet.

About 2 o'clock this afternoon a small party of men arrived on a combination baggage and passenger car, and it was not until they had reached the estate that it was known that they were the two men from New York.

These three strangers in a late car arrived earlier in the day and were brought to the estate by a car with every of the estate's motor cars and were not toward Goshen. In about an hour they returned with three men. The machine descended the incline road to the estate without stopping and the Harriman family was not aware of their arrival.

NO SPECIAL RULES FOR HARRY K. THAW

ALBANY, N. Y., Aug. 27.—Harry K. Thaw, who is protesting against his treatment in the Maitland State Hospital for Insane Criminals, will receive no different treatment there from that accorded other patients of the same sort, according to Superintendent C. V. Collins, of the state prisons department.

The changed conditions prescribed for Thaw by Judge Miller, it was pointed out by the Maitland officers, were contrary to their rules of discipline. Superintendent Collins, who returned to Albany to-day from a vacation, stated that Thaw will be under exactly the same regulations in Maitland as those provided for the other patients held there.

"If new rules of conduct are to be prescribed for Thaw, they will be applied equally to every other patient of his class at Maitland," said Mr. Collins. "I see no reason for a change in the methods adopted for the discipline of the institution because they are objectionable to Thaw."

HELD RESPONSIBLE FOR DRIVERS' DEATHS

INDIANAPOLIS, Ind., Aug. 27.—The Indianapolis Motor Speedway Company's officers are held responsible by Coroner Blackwell for the deaths of William Bourque and Harry Holcomb, driver and mechanic of a Knox car that was wrecked during the automobile race on August 15. Coroner Blackwell's report was made public to-night. It recommended an investigation by a grand jury.

"It is clear to my mind," concludes the coroner, "that the Indianapolis Motor Speedway Company have been negligent in the loss of life and limb. They prepared every convenience to take care of the dead and dying."

It is generally reported, but unconfirmed, that Coroner Blackwell created a price by himself, who arrived in Berlin to be present at the landing of dirigible to-morrow.

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Riots Are Expected Sunday

PITTSBURGH, Pa., Aug. 27.—At sunset to-night sixty state troopers mounted guard at the plant of the Pressed Steel Car Company in Schencksville, where 3,500 employees of that concern are striking, anticipating before another 24 hours a repetition of the "bloody corner" riots of last Sunday night.

All during to-day, imported workmen have been deserting the Pressed Steel Car Plant in droves of from two to two hundred. The men declare unequivocally that they have been misused, subjected to indignities and forced to work whether they chose or not. As quickly as the men reached the outside of the car plant stockade they were welcomed in open arms by the striking employees and within half an hour the imported workmen had entered into a strike spirit.

The strikers declare that before morning the Pressed Steel Car Company will be forced to suspend operations.

Leutenant Smith in charge of the trooper guards declares that trouble outside of the car company property is now up to the Stone township police and out of his jurisdiction.

Conditions according to the deserting workmen were practically unbearable. Soup prepared from rotting vegetables was served them, they declare, by thirty negro waiters. Car company houses, they said, threatened "to blow heads off with revolvers." Reds filled with vermin were given them to sleep on they declared, while they were charged exorbitant prices for clothing, even two cent stamps selling at four for ten cents in the car company commissary. These stories were made the subject of affidavits late to-day in the government probe into alleged poeage conditions at the plant.

KILLED BY EXPLOSION.

BALTIMORE, Md., Aug. 27.—By the explosion of an input mould filled with molten steel at the Maryland Steel Works at Sparrows Point to-day, Thomas Smith, colored, was killed and three or four others, all negroes, were badly injured.

A POSSE AFTER THE ROCHESTER MURDERER

ROCHESTER, Aug. 27.—Sheriff Gillette this morning ordered out a posse of four deputies and 25 farmers to go to the town of Webster, about ten miles from this city, to try and round up a suspect in the mysterious murder of Anna Schumacher near Holy Sepulchre Cemetery on August 7.

Several witnesses at the coroner's inquest stated that the girl was last seen decorating her family graves in the cemetery and that soon after in a gray suit was seen climbing over the cemetery wall. Yesterday a man in gray applied for food at the home of Albert Stephens, a tenant on the Shomacher farm between West Webster and Forest Lawn, Monroe County. This man is described as about 35 years old, with scratched and plastered face, wearing gray clothing and a gray felt hat. He paid for his food. He is said to have refused to go next door on the ground that there was a telephone there and he was afraid. He is said to have asked for a paper containing the account of the Schumacher murder and for two sheets of note paper. After going from the house to a cornfield, it is reported, the man came back to the house and thrust a note, unobserved, into a bedroom window. This note is said to have been signed "John W. W., New York City," and to have stated the writer's intention of making away with himself before he was arrested for the murder of the Schumacher girl. While fearing the man is demented and not responsible, Sheriff Gillette is determined to run him down with his posse.

No trace of the suspect had been found late to-night.

FATAL ACCIDENTS ON RAILROAD CROSSING

ELMIRA, N. Y., Aug. 27.—The Henry Street crossing of the Erie Railroad was the scene of two accidents, two hours apart, this morning. The first, at eight o'clock, resulted in serious injury to Luigi Centeno, an Italian track laborer. He was taken to St. Joseph's Hospital where he has a slight chance for recovery.

At 10 o'clock on almost the same spot, Raymond Freedman, a well known aged resident, was struck by a west bound train and killed.

Coroner Weirick arrived on the scene to investigate the first accident when he found a crowd of people gathered about the remains of the second victim.

CHAUFFEUR CHARGED WITH MANSLAUGHTER

HINOHAM, Mass., Aug. 27.—Charged with manslaughter, as the result of the death of Robert Brown, a 17-year-old Brookline boy, who was struck yesterday by an automobile while the defendant was operating, J. D. Corcoran, of Lowell, a chauffeur, appeared in the District Court here to-day and was held in bonds of \$100 for a hearing of October 19. Corcoran was employed by George M. Harriman, president of the Lowell Trust Company, and a well known summer resident of North Scituate, where yesterday's accident occurred.

SCIENTISTS HEAR OF PANAMA CANAL WORK

WINNIPEG, Man., Aug. 27.—To-day was quite distinctly American day at the sessions of the British Association for the Advancement of Science. Dr. Percival Lowell, Professor Lyman of Harvard University, and Colonel Goethals, whose paper on the Panama Canal was read by his son, Lieutenant Goethals, occupied a large part of the day. Dr. Lowell read a paper on "Photographs of Mars, Jupiter and Saturn. Taken at Lowell Observatory."

Professor Lyman dealt with "Some Properties of Light and Very Short Wave Lengths."

Colonel Goethals's paper was illustrated with slides, showing the work on the Panama Canal. It asserted that 45 per cent of the work is already done and that rapid progress is being made on the rest.

Professor Brigham, chairman of the Association of American Geographers, read an extended paper on the evolution of wheat culture in the United States. Professor Brigham differed radically from recent prophecies by James J. Hill regarding the increase of population in the United States and the wheat production. So far from having 200,000,000 in 1950 Professor Brigham thought it would not have exceeded 150,000,000 and he believed that for years to come the United States would continue to be a factor as a world-exporter of wheat.

Some other papers read to-day were by Professor Alway, of Lincoln, Neb.; Professor Archibald, of Syracuse University; Professor Joyce, of the University of Illinois; Professor Burton of Washington; Professor Hobbs, of the University of Michigan, and Richard Dodge.

LYNCHING FOLLOWS A CHASE BY POSSE

ROBERTSON, Ga., Aug. 27.—Following the shooting and burning of Ben Clark, an escaped negro convict, by a posse early to-day, and the killing of James Durden, a prominent planter who was a member of the posse, to the fight with Clark, John Sweeney, another negro, who had harbored Clark, was taken from a passenger train near Turfway to-night and lynched by the posse.

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