

WRIGHTS' GLIDER GREAT SUCCESS

Aeroplane Inventor Is Satisfied With Experiments.

Most Efficient Machine Yet Made— Addition of Motor Will Ren- der Flying Safe.

Dayton, O.—The Wright Brothers, aeroplane inventors and aviators, are highly gratified with the results of their recent experiments with their glider at Kitty Hawk, N. C. They believe that the experiments conducted there will have a vital influence on the future of aerial transportation. The climax of the plodding, painstaking tests occurred when Orville Wright caused his motorless biplane to hover over a spot only 15 feet in diameter for more than 10 minutes. "Our experiments have been very satisfactory," said Orville Wright, discussing his flight. "They have gone far beyond my expectations. I went to Kitty Hawk simply to carry out some ideas I had worked out here at home concerning gliding machines. It is a matter of fact I was not very optimistic about extensive success. After I had rearranged a number of details, I succeeded in keeping the glider in the air for such a long period. My success is due to the fact that the glider is exceptionally efficient. By scientific means, I mean that all its parts are balanced so as to make a perfect flying vehicle.

"When an aviator speaks of efficiency, he means the capability of an aeroplane to fly with the least amount of motive power. He has in mind the saving qualities of an aeroplane. I truly say that our craft is enormously efficient. I don't mean to say that we can fly without power, but I do mean that our machine can fly with less power than any other. Under certain conditions I am certain that the ideas we have developed during the past few weeks would enable us to build a machine which would fly even with less horse power. I know that we could fly for an hour without power, given proper atmospheric conditions, and I see no reason why we cannot fly for 10 hours if we have down one minute. It is simply a question of the time, the place, the fuel and the machine.

"In order to make extensive power flights, however, the craft would have to be built more strongly. At the present time such construction is not economical. Owing to the state of the skill of aviators it would cost too much to pay for the frequent wreckage of an expensive craft. "But I don't wish to give the impression that I think the present machine in use is defective. It is my opinion that our late type of biplanes are about as good as any craft will be for many years to come. It flies with less power than any craft in existence; it is strong and durable, and it is susceptible of almost perfect control. When some of the things I have covered here are incorporated in the new craft, I don't think it will easily be surpassed.

"I do think that the future of the aeroplane depends to a certain extent on the future of the motor. Not that I want to say that the present motor is lacking in any serious manner. I think the motor of the present type is just as perfect as the machine. I do believe that, with natural evolution, motors will be made to deliver more power and will be built more compactly."

Canal Food Vindicated.

Washington, D. C.—A careful investigation made by a board of physicians on the Isthmus of Panama has demonstrated that the food furnished the hotels, messes and employes in the canal zone is of such quantity, quality and variety as to meet, and even exceed, the highest standards set by experts in tropical diet. The board was appointed to determine whether the present ration is suitable for workmen. One physician maintained that the food furnished caused stomach and liver diseases.

German Spy Convicted.

London, England—Lieutenant Philip Schultz, of the Thirteenth Hussars, stationed at Frankfort-on-the-Main, was convicted at the Devonshire House on the charge of spying, and sentenced to 21 months' imprisonment. It was alleged by the prosecution that Lieutenant Schultz was commissioned by the German authorities to discover how far the British government was supporting France in the dispute over Morocco.

Sympathy Strike Called.

Kansas City—Orders have been issued from the headquarters of the International Boilermakers' union in Kansas City, Kan., for 400 boilermakers on four New York Central lines to quit work. The strike is in sympathy with that of 1,600 other boilermakers who laid down their tools February 20, then piecework was installed on four eastern roads.

Kaiser Gets Congo.

Paris—The contents of the Franco-German accord, officially given out, show that Germany recognizes the right of France to establish a protectorate in Morocco, while both nations agree to obtain the adherence to this accord of the other signatories to the Locarno agreement.

REBELS OUTLINE POLICIES.

Molesting Foreigners Among Offenses Punishable by Death.

San Francisco—Translations of Chinese papers received here on the liner Mongolia tell of the issuance of revolutionary proclamations at Hankow. The paper is dated October 13, and says that three offenses which would permit capital punishment were provided by the terms of the proclamation. These were aiding the government or betraying revolutionaries, molesting foreigners and attacking the property of "commercial houses." The paper adds that on the date of publication revolutionary emissaries were being sent to every part of the empire.

Translations of three proclamations issued by the revolutionary government, one to the imperial soldiers, one to the Chinese as a people and the third to the powers, also were received by the Mongolia. The declaration to the powers is an appeal "in the name of humanity and of the peace of the world," and continues with the assurance that the revolutionary government, if successful, binds itself to respect all obligations of the Chinese government entered into prior to the issuance of the proclamation. Agreements with the Manchus of later date would be repudiated, it is stated, with the warning that "if the powers assist the Manchu government against the people the latter will be forced to regard them as enemies."

The proclamation to the people described the form of the new government, outlining the three periods of change to follow "victory over the Manchus." The first, or military period, it is said, will see the new government "transform China from top to bottom, suppress all unjust laws and taxes, sweep away all unnecessary forms and ceremonies, abolish the torture chamber and obtain the liberation of slaves or serfs; construct new roads and organize the sanitary service." The second period, styled that of contract between the military and the people, will be of two years' duration and provides for the putting in force of the constitution. The third, or constitutional period, is designed as the dawn of the China of the future as the "middle republic" when military rule will be dissolved.

MAY RETAKE TRIPOLI.

Italians Reported to Have Suffered Enormously in Fighting.

Washington, D. C.—The recapture of Tripoli by the Turks seems imminent to officials of the Turkish embassy here, in the light of official dispatches from Constantinople. The dispatch says that an attack was made on Fort Seye-Misri-ep-Henni and that the Italians had evacuated the place, leaving behind a great quantity of ammunition and other supplies. The losses of the Italians are reported to be enormous, while the Turks are said to have lost 40 killed and about 100 wounded. The Turkish forces, reinforced by volunteers, first advanced upon Tripoli on the night of October 25, breaking the lines of the Italians at different points. This attack lasted until 4 o'clock the next morning, when the Italians retreated to a remote corner of the town.

TAFT TOUR ENDED.

Pittsburg Scene of Noisiest Demonstration of Entire Trip.

Pittsburg—President Taft's second swing around the circuit came to an end here in the most enthusiastic and by far the noisiest demonstration experienced in the 12,000 miles he has traveled. Pittsburg celebrated the centennial of steam navigation on Western rivers and Mr. Taft was the star attraction. The police estimate that there were 150,000 persons at the wharf on the Monongahela river when the president was taken aboard the steamboat Virginia to review the "fleet" anchored there.

Bryce Friend of Canada.

London—In response to a question from Rowland Hunt, Unionist member of parliament from the South division of Shropshire, Sir Edward Grey denied that President Taft had expressed a desire to break up the British empire and that Ambassador Bryce had given assistance. Mr. Hunt asked whether Mr. Bryce would be instructed not to assist in negotiation of another reciprocity treaty. The secretary replied that Bryce had been instructed to give Canada assistance and would never act contrary to the policy of Canada.

Dragon Flag Down at Canton.

Canton—Guns have been posted at the admiralty building and the Chinese gunboats are cleared for action. Armed guards patrol the waterfront and guard all the landing places. All the shops are closed. The dragon flag no longer floats over the Chinese imperial customs building, the craft of the China Merchants Steam Navigation company or the Hankow & Canton railway. The customs officials have removed their imperial badges.

Rebel Victories Reported.

San Francisco—A dispatch reporting the recapture of Hankow by the rebels was received here from Shanghai by the Chinese Free Press. According to the message, the rebel army from Han-yang moved against the imperial forces and surrounded the city. Royalists were compelled to withdraw after two or three regiments had been captured. Four field cannons were among the spoils of the fight.

EIGHT GIRLS DIE IN POWDER FIRE

Chehalis Mill Scene of Disaster and Death.

Penned Behind Counter in Packing Room Employes Have no Chance to Escape Burst of Flame.

Chehalis, Wash.—Perishing as they stood at their workbench which penned them in behind a long counter with not a chance for escape, seven young women were burned to death Wednesday, and an eighth, still breathing when she was removed by rescuers, died a few hours later in agony, as the result of a sudden flash of uncovered powder in the mixing rooms of the Imperial Powder company.

As the death shrieks of the girls rang through the building, 12 men who had been working in other parts of the plant escaped with hardly a scorch. Several of them were blown through the exits to safety. The dead: Miss Vera Milford, Miss Sadie Westfall, only daughter of Samuel Westfall; Miss Eva Gilmore, Miss Bertha Hagie, whose mother, Mrs. Mary White, is a widow; Miss Ethel Tharp, Miss Tillie Rasback, Mrs. Henry Ethel, Miss Bertha Crown, who was so terribly burned that she died in the hospital.

Only one of the bodies, that of Miss Ethel Tharp, has been identified. Her father, H. F. Tharp, identified it by means of a ring discolored and half melted by the terrible heat, which she wore on her finger.

Of the others, none will probably ever be identified for certain.

The disaster befell with appalling suddenness. An early report, which has since been denied, was to the effect that a careless workman in the mixing-room let a pot of paraffine boil over, and that part of ran into some powder material near by, igniting it. There is no evidence to support this theory, and the real origin of the fire may never be known.

Whatever the cause, there was a sudden flash, and in an instant the whole interior of the factory was in a blaze.

Besides causing the terrible loss of life, the fire destroyed four of the buildings owned by the company, and equipment, powder that was ready for shipment, and other property valued at fully \$20,000. Two of the buildings were saved.

WILL HAVE BIGGER FLEET.

Naval Review Off Los Angeles Calls Attention to Pacific.

Los Angeles Harbor, Cal.—In perfect trim, the Pacific fleet underwent, off this port, the first naval review in Southern California waters and passed it to the satisfaction of Rear-Admiral Thomas, who was in command, and to the pleasure of National lawmakers, who intimated that mobilization might result in increasing the number of American men-of-war on the Pacific Ocean.

After arriving here the vessels immediately assumed the formation charted out for them—a solid rectangle with four columns and six rows, making 24 vessels, while the other two in the fleet served as reviewing ship and tender, respectively.

United States Senator Smith, of Michigan, a member of the senate committee on naval affairs, described the naval review as a "happy thought."

"Such an event," said Senator Smith, "is of special interest to the Pacific Coast, which is favored with visits from naval ships altogether too seldom. It should prove a valuable lesson to the Navy department. I hope the time is not remote when the government will conclude it is to its advantage to maintain a formidable fleet on this coast."

Clothing 'Graft' to Stop.

San Francisco—The effort of the government to end the illegal traffic in army supplies by second-hand dealers at the gates of the Presidio military reservation has resulted in the arrest of August Heymann, on a secret grand jury indictment, charging the purchase of army clothing from the soldiers. The army officers say the practice of buying supplies and equipment from soldiers who are either drunk or hard pressed for money results in the annual loss of a fortune to the government.

Wolves Prowl in City.

Anaconda, Mont.—Driven from the hills by deep snows and desperate with hunger, bands of timber wolves are prowling on the outskirts of the city. A band of five wolves pursued a deer into the heart of the city Thursday morning, but were put to flight by a night watchman. The deer escaped. The wolves apparently have taken shelter in the abandoned stables of the racetrack on the outskirts of the town.

24 Are Drowned at Sea.

Las Palmas, Canary Islands—Twenty-four persons were drowned when the French steamer Diolibah sank at sea. The Diolibah was towing the French steamer Liberia, for Marneilles, when the Liberia fouled her. The Liberia was picked up by the German steamer Elmshorn and towed in here in a damaged condition.

FARMER HAD HIM SIZED UP

Decided That Tramp Who Wouldn't Work Was "One of New Investi- gating Commissions."

A tramp slept in the barn of a farm near Baritan a few nights ago, and in the morning presented himself at the house for breakfast. The family gazed at him in astonishment, for such hair as he had never been seen in that farming community. It was as thick as it was long, and it came to his shoulders. It stood out aggressively, as did his untrimmed whiskers.

On top of his head was a small derby hat, incongruous in size and shape. After he had eaten heartily of oatmeal and cream and ham and eggs, the farmer got up courage to ask him if he would work, as he was short-handed for the threshing that day.

"I am forbidden," loftily replied he of the redundant locks.

"Who forbade you?" demanded the farmer.

"The government," solemnly affirmed the tramp.

"The government's a darned sight too paternal," roared the farmer after the retreating figure. "And I'd like to know where reciprocity comes in," he added. "There goes my food and I get nothing for it."

Later in the day, when he learned that the tramp had gone to the next farm and claimed a second breakfast, he was still more enraged. "I suppose the government told him to eat at every farm—threshing time, too—and never do a lick of work. Say, I bet he's one of them investigatin' commissions. They never do any real work. That's what he is!"—New York Herald.

Donjon de Vincennes Restored.

The famous Donjon de Vincennes, which has played no small part in the history of Paris, is shortly to be opened to the public. This wonder of mediæval architecture—it is a stone edifice, dating almost entirely from the early fourteenth century—has for many years been little better than a military barracks, but, thanks to the society which calls itself "Amis de Vincennes," the military authorities have consented to give up the chateau, with its chapel, towers, and remarkable walls. The five floors of the donjon are now being freed of the old military fittings, harnesses, and old arms which encumbered them, and the magnificent stairway, the prisons, council chamber, inquisition chamber, and apartment of Charles V. are being restored to their former condition. It is not proposed to turn the donjon into any sort of museum, but simply to leave it free to public inspection as one of the most remarkable architectural monuments to be found near Paris.—Paris Correspondent London Globe.

Salt on French Roads.

As a general rule the roads in and around French towns are tarred at the commencement of the summer in order to abate the dust nuisance. It has, however, been found that tar, although excellent in the case of macadamized roads, is of little or no value where car lines exist and paved street crossings intersect the roads in every direction, as tarring cannot be carried out on stones. The authorities, basing their action on the well-known hygro-metrical properties of common salt, have made a test of its value in laying the dust. Twenty yards of roadway have been sprinkled liberally with salt and then watered freely. If the results are satisfactory, salt will be used throughout the town of Havre, it being impossible to tar the majority of the streets as they are paved with rough stone blocks.—From Consular and Trade Reports.

Cook Book Photography.

"Buying meat with the help of pictures is the latest fad," said a butcher. "I'd give a dollar to know who started it. I'd like to send him to jail. Every cook book prints pictures showing just how the different cuts of meat ought to look, and the housekeepers who are green at buying bring them along to go by. "Such people are enough to drive you crazy. They look first at the pictures, then at the meat. They say I must be trying to cheat them because the piece of beef I call sirloin looks more like the picture of a rump steak. Just as if I cut up meat every time according to cookbook photographs. My only consolation is that the women seem to have as much trouble over it as I do, so I am hoping they will soon get tired."

Defaulter Builds Railroad.

"For romantic careers of our own citizens in South America contemplate Henry Meiggs," writes Judson C. Weliver in Munsey's Magazine for October. "Meiggs fled from San Francisco to Chile, a defaulter; built the railroads of that country and Peru, made and lost four huge fortunes and died in his exile, almost poor, because, though he had long since repaid his defalcation, the indictment was always held over his head. On one of the railroads he built, the Central of Peru, you may be whirled through a tunnel a thousand feet higher than the summit of Pike's Peak."

Get Your Present Ready.

"I see the young lady next door has a beau." "She assures me that it is purely a platonic affection." "In that case, you had better look over something cheap in clocks, or something of that kind."

FROM JULIUS CAESAR TO GEORGIUS V



THE MODERN ENGINEER AS SRAVEDIGGER

A RELIC, marvelously old, and strangely moving to the imagination of men who remember history, was taken through London a few days ago, and now lies in a back yard of the palace of Kensington. It was the wreck of an old boat, with timbers blackened and rotted in the deep mud where so many secrets of the past lie buried beneath this modern London of ours. Other relics of the past have been found there, including a skull and some bones, and in the illustration the modern civil engineer is thus shown as grave digger.

Digging down for the foundations of the new county hall at Westminster, workmen had struck their spades against the ribs of that old boat skeleton, and then had revealed its shape and size. It was a Roman galley, built of oak that grew in Gaul when Pan was worshipped in the woods, two thousand years ago. The timbers were hoisted on to a trolley, and working men who had escaped, or recovered, from the strike fever drove their load through the streets of London, and then through Kensington Gardens. "What have you got there, mates?" was shouted by a soldier encamped in the gardens after strike duty, and the answer came back, "A Roman barge, Bill. Friends, Romans, countrymen—what's that we used to learn?"

A Roman boat! A queer kind of craft to be dragged through London—so queer that if we may believe the reporters, a soldier of the Army Service corps had a strange thrill down his spine as though the ghost of some old general were passing. Perhaps he had read something about the Roman legions. He pulled himself up and saluted the old timbers as they were drawn past.

That is a good story. I should like to have seen that British soldier saluting the wreck of the Roman galley. It was a salute across the ages, from imperial London to imperial Rome, from a soldier of King George to Caesar's legions. It would not have been ridiculous if the last voyage of that boat had been made into a pageant, with soldiers guarding the line of route, presenting arms, and playing solemn march music, as the relic went by, for here in those blackened timbers is the cradle of English history, and each plank of them is a bridge across which we may pass from London of this twentieth century to Londinium which was built upon the Thames bank by the men who came in this old craft, not only with swords to kill, but with the wisdom and the virtues of an imperial race, and with the law which they gave to their conquered peoples.

Who shall sing the song of that boat? Who shall tell her tale? Our imagination only may go voyaging in her upon the sea of adventure since that day when strong brown hands ran her down upon the beach below a cliff of Gaul, and Roman soldiers, leaping in, rowed her across the dancing waves or through the thick gray mist to this island, "almost all the world away," as Virgil wrote. Who shall say that these very timbers did not form part of that fleet of eighty galleys in which Julius Caesar came to Britain forty-five years before the birth of Christ? Perhaps Caesar himself sat in the stern of his boat, staring in his grim, silent way, with hawk's eyes, at the unknown land whose white cliffs rose up before him as the long oars swept the water. Upon the shore that day the British chieftains stood with their warriors and priests, ready to defend their land against these strange invaders, who raised their flashing swords. The Roman soldiers rested on their oars, afraid to land in the face of such a strong foe. In one of the boats—was this the boat?—a standard bearer

raised the Eagle of his legion, and then jumped into the water. "Follow me, my comrades," he cried, "if you would not see your Eagle taken by the enemy. If I die I shall have done my duty to Rome, and to my general." So the old story goes, familiar to every schoolboy, and remembered, perhaps, by that soldier who stood at the salute in Kensington Gardens. But whatever stories we may weave about the boat that has been dug up from the London mud after nineteen hundred years or so, at least it has come to us as a reminder of the civilization which was enthroned upon the Thames at London, which carved great roads through the forest lands, which built temples and palaces, baths and terraced gardens, fortified camps and strong walls, north and south, east and west, in this island of ours, before "England" had a name in history. They did their work well, those Romans, and though fifteen hundred years have passed since the last of them went away into the ghost world, leaving Britain a prey to savage hordes, leaving their temples and their terraces to be the hiding places of wolves until the stones fell among the tangled weeds, England has still many memorials of their rule. Our motor cars speed upon the highways down which the Roman legions marched. Straight from London to Chester goes Watling street, and the Fosse way from Bath to Lincoln. Ermine street is still a high road from London to York, and the "Via Maritima" (the seaside road) still winds its way along the sea coast of Wales to Pembrokeshire. Hardly a year passes but a plow turns up a pot full of coins which bear the image and the superscription of Claudius or Constantine, or some great emperor whose edicts carried as far as this misty isle. The peasant's spade unearths a tessellated pavement which formed the floor of a Roman gentleman's villa, or a stone rudely carved by a Roman soldier who inscribed his homage to Mars or Diana, and the old gods in whose worship he found courage and beauty. Britain was no mere outpost of empire held precariously by a little garrison among hostile tribes. It was a Roman province, where for nearly four hundred years the Roman law ruled, and a civilization noble and strong and beautiful in its well-ordered system was raised among a conquered people, who yielded, after the first struggle, gladly to their conquerors. It is not difficult to reconstruct that Roman civilization in Britain, to conjure up the picture of that civil life in such cities as Bath, and York, St. Albans and Lincoln, where stones of Roman buildings are found in the walls of Norman churches and English battlements. The officers of Vespasian and Severus, Titus and Constantine, were gentlemen of Roman dignity and valor, and their life in Britain reflected the splendor, the luxury and the beauty that they had known in the imperial city. Most of us have forgotten those things. Yet they have a moral for a race which has founded an empire greater than that of Rome, and, like the Romans, has given its law to many far colonies. The Roman empire has perished, for after strength came weakness, and the seeds of vice and luxury were reaped in a harvest of destruction. How is it with us in imperial London? There are some who hear the distant rumbling of new world forces beating against the fabric of our imperial system. The world changes, and no man may foretell the things that are to come. But always we may look back and learn the moral of the past, and listen to the voices that speak from old graves.

PHILIP GIBBS.