

STARS IN BUTTE

Judge Clancy Postpones Hunting Trip.

WILL EXPEDITE APPEAL

Four Policemen Guard His Home Saturday Night.

J. J. HILL ANSWERS APPEAL

Promises to Do Everything in His Power to Alleviate the Strained Situation—Senator Clark Will Act With Committee.

BUTTE, Mont., Oct. 25.—The most important development in the copper war situation today was the fact that Judge William Clancy decided to forego his intention of shooting elk while thousands of idle miners are looking to him for whatever relief is possible. Judge Clancy today stated that he will not leave the city, and will do all he can to expedite the appeal from his decision to the Supreme Court.

A local committee of the miners' union called upon the judge this afternoon and had a long consultation with him on the subject of his postponing his hunting trip. The judge had already informed Mayor Mullins that he had decided to give up his trip.

The fact that a number of armed men were around the depot Saturday night, when it was reported the judge intended leaving the city, caused the mayor to take extra precautions looking to the personal protection of Judge Clancy.

City Well Guarded.

Every corner of the city is being guarded closely, and a number of special policemen have already been pressed into service. All Saturday night four policemen guarded the home of Judge Clancy, and two the home of Judge Harney. Mayor Mullins said tonight that he would employ 50 special policemen if he found the situation warranted it. While there has been no unusual demonstration, the mayor said he would take every precaution against anything that might lead to riot or disorder.

Smoke is still issuing from the Colorado and Washburn smelters, but it is stated that the fire would probably be withdrawn in both plants tonight or tomorrow. Two engineers and pumpmen at all the properties of the Amalgamated Company are still being employed in keeping the mines drained of water.

Clancy's Act is Soothing.

The city tonight, though thronged with idle men, is quiet, the announcement of Judge Clancy's abandonment of the hunting trip apparently having exercised a soothing influence on the miners.

Indignation is still rife over the flight of Judge Clancy. Late last night an effigy of Judge Clancy was discovered hanging in the street. The effigy was made of straw and was dressed in the judge's usual attire. The effigy was found by a patrolman of the Great Falls, where the big electrolytic smelters of the Boston & Montana Company are located. The perpetrators of the deed are unknown.

Last evening telegrams were sent from Great Falls to Senator W. A. Clark in this city, Governor J. K. Toole, at Helena, Representative Joseph Dixon, at Washington, and J. J. Hill, president of the Great Northern, asking each of them if they would act with the other gentlemen named and Senator Gibson in an effort to mediate between the warring copper interests, with a view to keeping open the mines and smelters of the Amalgamated Company. These telegrams were the outcome of the consultations of the Business Men's Association of Great Falls, and are as follows:

Mediation Committee Proposed.

"Senator W. A. Clark, Butte.—Would you act as member of mediation committee between the copper companies of this state, other members to be Senator Gibson, Governor Toole, Congressman Dixon and President Hill, of the Great Northern Company, in an endeavor to open mines and smelters of the Amalgamated Company in Montana?"

Before taking any steps in the matter, Senator Gibson was consulted. He approved the plan, and said he would be only too happy to do anything that he could in the matter. Late last night Senator Clark was heard from by the following telegram:

"Butte, Oct. 24.—Herbert Strain, President of the Business Men's Association, Great Falls: Will be glad to act with the gentlemen named and see what may be done."

The thought of the citizens who initiated this plan was that this committee could act as a mediator between the copper war and the courts in any way that they might think best as soon as they could consult with each other. From President J. J. Hill, of the Great Northern, the following message was received tonight:

"St. Paul, Oct. 25.—To Herbert Strain, President of the Business Men's Association, Great Falls: Would be very much pleased to assist, but there must be some indication of willingness on part of disputants, or efforts in the direction proposed will accomplish nothing."

"St. Paul, Oct. 25.—To the Honorable Senator Paris Gibson, Great Falls: Message received. Have received message from Herbert Strain, and can only say that if I can be of any assistance whatever, I shall be too glad to do everything in my power to relieve situation."

A telegram was also received from Governor J. K. Toole signifying his intention of joining in efforts to effect peace between warring copper interests.

Heinz Says the Price is Low.

F. Augustus Heinz, in a statement to the public today, says that the offer of the Butte Miners' Union of \$500 a share for the MacGinnis stock in the Boston & Montana Company is just half of what Mr. MacGinnis was offered for his stock about a year ago. Mr. Heinz's statement has caused a mild sensation, as the best price of Boston & Montana stock command at the present time, according to indisputable authority in Butte, is \$25.

A report received in this city tonight says that John MacGinnis has been seen in Salt Lake.

Tonight a meeting of the executive committee of the Butte Miners' Union is being held behind closed doors.

The officials of the miners' union refused to divulge the proceedings of the executive session held tonight. It was announced that Judge Clancy had promised the committee of miners to remain in Butte six days, or longer if necessary, in order that appeals to the Supreme Court might be perfected.

Indorse Offer to Buy.

By practically a unanimous vote the Silver Bow Trades and Labor Assembly tonight indorsed the action of the Miners' Union last Saturday afternoon, both as to

the offer to buy the MacGinnis stock in the Boston & Montana Company and the resolutions adopted. The assembly meeting was largely attended, and every union in the city being represented.

The assembly also decided to hold a public mass meeting some time this week, if in the meantime a settlement of the controversy between the Amalgamated Company and the Heinz people is not effected. A committee was appointed to arrange for the meeting consisting of a representative of each of the Butte unions.

MacGinnis is in Salt Lake.

SALT LAKE, Oct. 25.—John MacGinnis, of Butte, vice-president of the United Copper Company, arrived from the north today and was taken once to the home of a friend in this city. Mr. MacGinnis refused to discuss the condition of affairs at Butte.

MOST FOR RIVER.

(Continued from First Page.)

Chief of Engineers, U. S. A., for the past year, made public today, refers to the work of constructing the fortifications that have been going on under the general scheme of the Endicott board. It adds:

"The degree of defense to be provided for coaling and other naval stations, scattered all over the world, for the larger naval bases which must be promptly established, for which appropriations are asked of Congress by the Navy Department; for the ports of Manila, Pearl Harbor and Honolulu, and for the lake ports and the St. Lawrence River, should be determined by a tribunal similar to the Endicott board, as recommended in my last annual report.

In the absence of legislation on the subject of insular defense, a mixed board of engineers and artillery officers, organized by authority of the Secretary of War, has already been practically considering and reported upon plans for the emergency defense of several of the most important harbors in the insular possessions.

Before these preliminary plans are actually entered upon, it might be well to invite the co-operation of the Navy by the assignment of a certain number of naval officers upon a new joint board of Army and Navy officers, appointed to revise or enlarge the preliminary plans of defense heretofore prepared."

General Gillespie says that the projects for defense of the localities have been approved. He adds:

"Projects for the defense of San Juan, Porto Rico; Pearl Harbor and Honolulu Harbor, Hawaii; San Luis, Apia, Guam, Manila, Bay and Subic Bay, have been approved by the Secretary of War and actual construction should begin thereupon at an early date. It is believed that the time will come when it will no longer be possible to ignore the question of insular defenses. The Navy Department is properly insistent that all its important coaling stations should receive proper defensive protection to keep off attacks from possible hostile fleets.

"The sea coast defenses of the United States are now somewhat more than 50 per cent complete. The principal harbors of the United States have a sufficient number of heavy guns and mortars mounted to permit an effective defense against naval attack. During the past three years considerable progress has been made in the installation of an adequate rapid-fire armament, now the matter of first importance."

At present the coast defenses of the United States 105 12-inch guns, 133 10-inch guns, 96 8-inch guns, 607 rapid-fire guns and 375 12-inch mortars. Estimated cost of the armament is \$100,000,000 for the fiscal year ending June 30, 1935, as follows:

Construction of gun and mortar batteries, \$1,500,000; range and position finders, \$4,575,000; sites for fortifications and sea coast defenses, \$2,000,000; searchlights for harbor defense, \$500,000; protective armor for fortifications, \$300,000; preparation of plans for fortifications, \$5,000,000; supplies for sea coast defenses, \$5,000,000; sea walls and embankments, \$200,000; torpedo harbor defenses, \$250,000; defense of islands, \$1,000,000; procurement of land sites for defenses of the Hawaiian Islands, \$335,150.

THE DAY'S DEATH ROLL.

Robert Henry Thurston.

ITHACA, N. Y., Oct. 25.—Professor Robert H. Thurston, director of the Sibley College of Engineering, Cornell University, died suddenly tonight at his home on the campus. He was sitting in his study shortly before 6 o'clock, awaiting the arrival of Professor Hewitt and others who were to be his guests at dinner, today being his 69th birthday.

He seemed to fall asleep, but when his wife made efforts to arouse him she found him unconscious, and he was dead before a physician could be summoned. Heart trouble was the cause of the death, it has been in apparent good health and spirits and had just returned from a brisk walk.

Dr. Thurston was one of the best-known members of the university faculty and ranked very high in his profession. He was born at Providence, R. I.

Robert Henry Thurston was born at Providence, R. I., October 25, 1863. He graduated from Brown University (C. E., Ph. D.) in 1889, and worked in his father's shops until 1901. From 1901 to 1905 he was assistant and engineer in charge in the United States Navy. He was a professor at the Annapolis Naval Academy and Stevens Institute of Technology. Mr. Thurston was the author of several books on engine governors and other devices. He served on numerous United States and state commissions, and was a member and officer of a number of societies, home and foreign. As an author, he had written a number of standard works on engineering. He had been director of Sibley College, Cornell University, since 1933.

Funeral of General Pike.

WASHINGTON, Oct. 25.—Impressive services were held today at the grave of General Albert Pike, formerly sovereign commander in chief of the Supreme Council of Scottish Rite Masons of the Southern Jurisdiction, by the members of that council. Tributes to his memory were paid by Grand Commander James D. Richardson, General Robert W. Hall, and by General E. B. Hussey.

Lieutenant-Commander Beavington.

MANFIELD, O., Oct. 25.—Lieutenant-Commander Martin Beavington, from New York, chief engineer on the battleship Kentucky, of the Atlantic squadron, died today of Bright's disease, aged 48. During the Spanish-American war, he was injured in the Bureau of Navigation at Washington.

Johann Fadruess.

BUDAPEST, Oct. 25.—Johann Fadruess, the sculptor, is dead.

BRIG TANNER ASHORE.

Crew Escape From Vessel a Few Miles South of Port Angeles.

SAN FRANCISCO, Oct. 25.—A telegram from the Merchants' Telegraph Exchange from Seattle says that the brig Tanner went ashore last night six miles below Port Angeles. The sea was breaking over her and she will probably be a total loss. The crew got ashore. The Tanner came from San Diego for Port Angeles and was on the regular trip.

Best Remedy for Croup.

M. P. C. L. Thompson, a druggist of Danville, Ind., gives the following wholesome advice to his customers: "If you should ever need a remedy for croup get Chamberlain's Cough Remedy. It absolutely cures croup, whooping cough, and all other croup." For sale by all druggists.

GREAT PROPS YIELD

Crushed by Loose Mass of Rock in Subway.

TWO MEN ARE UNDER ARREST

New York Coroner Believes Criminal Negligence Caused the Death of Ten Workmen in the Underground Disaster.

NEW YORK, Oct. 25.—Ten lives were lost by the crash of the roof and walls of the subway tunnel at 145th street last night and four persons were badly injured. All of the dead and injured were workmen and most of them Italians. Following is a list of their names: Dead—Timothy Sullivan, foreman; William Schutte, electrician; Giuseppe Ba-

excitated. Then were found the bodies of several unidentified Italians, some of them crushed beyond recognition.

Boys' Sorrowful Wait.

Later the body of William Schutte was found, within ten feet of the face of the tunnel. He had been killed instantly. A pathetic incident was the finding of the body of Foreman Sullivan, wedged and jammed far beneath the stone. It was not recovered until long after daylight. From about 5 o'clock in the morning his 10-year-old son, Samuel, had stood close by and could not be induced to leave until the body of his father had been extricated.

Many Italian women congregated about the exit weeping, lamenting and rushing to the tramcar every time it brought forth a body.

The bodies of Stanzone Bruno, Louis Tipplio, Giuseppe Barone and three other unidentified Italians, were found flattened on the floor of the tunnel where the body of Sullivan was recovered. The heads of the men in most cases were toward the exit, indicating that they had plunged to the north in an effort to escape. Each body was removed only by the lifting of tons upon tons of rock.

Superintendent Arrested.

Rufus C. Hunt, superintendent, and Richard Beyers, general foreman for John McDonald, the contractor, who is building the tunnel, were arrested as soon as light reached the scene of the disaster, but being experts in tunnel work and blasting, were permitted to direct the

work of rescue. Later, a magistrate remanded them to the coroner, who held them in \$10,000 bail each.

Coroner Jackson said he believed the accident was caused by criminal negligence. The seams that appeared Saturday night have been about the center of the excavation. As soon as this boulder, acting as a keystone, was released, the roof of the tunnel collapsed.

From men who worked in the tunnel it was learned that props had been used to hold up the roof. The heavy timbers had been crushed and the roof had fallen in, crushing the workmen beneath the great weight of the cave-in.

Warning Cables Unheeded.

Rufus C. Hunt, general superintendent of the tunnel work, said today that two converging seams had appeared in the tunnel during the day, Saturday. The presence of these seams, however, was not believed to indicate any more dangerous character of the rock than had previously been ascertained, although it was thought necessary to protect the roof with a number of upright timbers.

The boulder, which was being bored by a perpendicular embankment in the face of the bore, and blasting the sides to the right and left of these embankments. Three blasts were arranged by the drillers, the holes being charged with dynamite. The drillers then withdrew and the blasts were set off in rapid succession by electricity, loosening large quantities of earth and rock.

About ten minutes elapsed to allow the smoke to clear away before Timothy Sullivan, the foreman, and Electrician Schutte, advanced to the face of the tunnel. They were followed by 16 workmen.

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When the roof had ceased, the cries of the injured workmen re-echoed through the tunnel. An alarm was telephoned quickly to police headquarters and ambulances and ambulances were immediately sent to the scene.

A policeman and two ambulance surgeons were the first to enter the tunnel. They ran along the track, which was lit by incandescent lamps, until they reached the great pile of boulders and crushed rock. The first victim found, an Italian boy, was pinned on a shelf of the excavation by one leg, a boulder of about ten tons in weight having fallen on it.

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In addition he recommended the erection and equipment of a new saw mill, blacksmith shop and extension of the present boiler shop.

ADDITION TO THE NAVY.

Strikes and Other Causes Have Delayed the Work.

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One battleship, four monitors, 12 torpedo boat destroyers, one torpedo boat and seven submarine torpedo-boats. The list should have been increased by two battleships and three monitors, the report states, but owing to strikes and other causes their completion was delayed.

The report states that the rate of progress of vessels under construction at the present time presents some very encouraging indications for completion of many of the most important contracts made during the last fiscal year has been very unsatisfactory.

Speaking of the battleship Connecticut, which is being built at a government yard, he says: "The ship of the Louisiana class, being built by a private company, the report says that although slightly behind the Louisiana the progress made has been up to the best previous average of contract-built ships, and that the completion of the hull and machinery will not delay these vessels beyond the contract period."

"During the past year delay in the delivery of vessels and much armor is now on hand in shipyards in advance of the needs of the builders."

Insufficient capacity for the production of steel armor plates, which has been the cause of inadequate deliveries to the shipbuilders and has embarrassed and delayed their work to a considerable extent in the past year and is still operative."

In connection with the improvements recommended for Mare Island navy-yard Admiral Bowles says: "It is desired in order that the yard may be prepared for the building of the largest vessels that preparations be made to that end."

For the Puget Sound yard it is pointed out that another drydock is required, also a marine railway and a number of buildings.

Concerning the navy-yard at Norfolk, Admiral Bowles says:

"Being located on Hampton Roads, where large fleets must of necessity rendezvous, this yard should unquestionably be equipped as one of the foremost yards of the country. Recently the first-class battleship Illinois came to and left the yard without difficulty. This would appear to settle the question of sufficient depth of channel."

It is stated that the bureau's work continues to be embarrassed by lack of sufficient drydocks of capacity suited to the dimensions of battleships and first-class cruisers.

Appended to the report is a summary which shows there are 352 vessels in the navy fit for service, 45 building and 23 units for sea service.

The following are under construction:

First-class battleships, 14; armored cruisers, eight; protected cruisers, nine; gunboats for Great Lakes, (not begun), one; complete gunboats, two; steel torpedo-boats, six; training ships, two; training brig, one; tugs, two.

BULLET PASSED NEAR HEART

Mysterious Shooting, in Which an Actress Is the Victim.

NEW YORK, Oct. 25.—Guarded so closely that not even the police knew of the case, Corona Ricardo, an actress, with a bullet-wound an inch above the heart, lies critically ill at her home in this city. She was shot late Friday afternoon, and the explanation was made late tonight that the bullet must have been fired by a mysterious stranger, who had followed her home from the theater recently, that she was hit by a bullet shot from a street brawl. All she knows, it was declared, was that she had approached an open window and was peering out through the dusk and rain, when from one of two men talking at a fence had come the flash of a pistol, followed by unconsciousness.

There are no symptoms of poisoning or other complications, though Miss Ricardo is suffering greatly from the shock.

Chinaman Dead Who Told.

NEW YORK, Oct. 25.—The police, aided by United States Inspector A. E. McLaughlin, of Philadelphia, are investigating the death of Sam Jim, a Chinaman, who died yesterday in a Chinese store on the Bowery.

Jim, according to the inspector, was indicted with 19 other Chinamen at Philadelphia for smuggling opium, and in order to escape punishment furnished the master mechanic of the same road. The result was the discovery of a vast smuggling plot. It is now supposed that Sam Jim was murdered in revenge by his henchmen.

As a result of Inspector McLaughlin's story, the police tonight arrested Tuck Lee, Sam Kee and Quong Jon, all living in Pell street.

Railroaders' Fatal Quarrel.

MOUNT VERNON, Ky., Oct. 25.—At Livingston today, P. N. Roller, master of trains on the Livingston division of the Louisville & Nashville Railroad, was shot and instantly killed by A. N. Bentley, master mechanic of the same road. Bentley surrendered and claims self-defense. Bad feeling had existed between the

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