

LAHM CUP IS WON BY SIGNAL CORPS

Balloon Beats Record and Still Sails.

HAS CROSSED THREE STATES

McCoy and Chandler Are Now Over West Virginia.

NEAR THE ALLEGHENIES

Test Flight From St. Louis Develops Into a Prize-Winner—Balloon Dodges Mishap at Start. Other Ascents Are Made.

STILL SAILING EASTWARD.
PITTSBURG, Pa., Oct. 18.—A message received by the Associated Press from Fairmont, W. Va., says: A blue light, far above town, was distinguished shortly after 1 o'clock this morning. The light is rapidly moving eastward. It is believed here to be that of the Army balloon which started from St. Louis Wednesday evening.

ST. LOUIS, Mo., Oct. 18.—Swinging through the atmosphere at an average speed of 22 miles an hour, the United States Signal Corps balloon No. 10, in which J. C. McCoy and Captain Charles Chandler, of the United States Signal Corps, ascended last evening, passed over Illinois and Indiana last night and across Ohio today, and at nightfall was apparently about to land in the vicinity of Point Pleasant, West Virginia, when last heard from.

Cup Which Lahm Won.

The Lahm cup was instituted by the Aero Club of America soon after the international races in Paris in 1906, at which Lieutenant Frank Lahm won the James Gordon Bennett cup for the Aero Club of America. So joyful were the members of the club at the victory that the cup was named for the pilot of the balloon "United States," and it was put up by the club to be won by the aeronaut who traveled more than 400 miles, the distance traveled by the "United States" in the Paris race, provided the start was made from American soil. Lieutenant Lahm never held the cup, and this was the first time it was ever won.

Narrow Escape From Disaster.

When the ascension was made here last evening, it was the intention of the aeronauts to remain in the air all night as a test of the gas to be used by the balloons in the international aeronautic contests, which begin here next week. However, considering the likelihood that they might be carried a long distance, they went away prepared for a long flight. Provisions in tin cans, self-heating by a lime-slacking device, were stored in the basket, and a number of different instruments for testing purposes were carried. The balloon, with a capacity of 75,000 cubic feet of gas, was filled yesterday afternoon from the gas plant at Second and Rutgers streets.

A number of members of the Aero Club of St. Louis and visiting aeronauts were present when the ascent was made at 4:10 P. M. The balloon rose gracefully and suddenly veered at a sharp wind struck suddenly, colliding with the timbers that supported a high coal-piled gasplant yard. The basket scraped a moment threateningly, but prompt work by the aeronauts in throwing out some sand ballast caused the balloon to shake itself free from the coal pile unscathed and shoot straight up several hundred feet. Then it swept toward the northeast and was soon lost to view in the gloom of evening.

Across Ohio to West Virginia.

The first report received from the aeronauts was a message dropped near Leesburg, O., and telegraphed by a finder to the Associated Press in Chicago. The message the balloonists had dropped at 6 A. M. said they were then travelling southeast rapidly. Later they were seen passing over Gallipolis, O., and by the middle of the afternoon they were in West Virginia in the vicinity of Point Pleasant. There the balloon started up the Kanawha Valley, according to a long-distance telephone message to St. Louis, and no further tidings has been received up to 9:30 o'clock tonight.

Members of the International Balloon Contest

Members of the international balloon contest committee and other aeronauts here tonight spoke of the flight with great enthusiasm, saying that it will establish a memorable epoch in balloon sailing.

APPROACH ALLEGHENY SUMMIT

Balloon Expected to Descend Soon in West Virginia.

NEGROES IN RIOT WITH POLICEMEN

Trouble Starts by New Orleans Church.

ONE KILLED ON EACH SIDE

Negroes Barricade Themselves in Nearby House.

ARE FINALLY SMOKED OUT

Police in Attempting Arrest Receives Deadly Knife Thrust—First Negro Running From House Is Shot—Several Injured.

NEW ORLEANS, La., Oct. 18.—A party of negroes barricaded themselves in a downtown house tonight and started a riot. One policeman was killed, several were wounded, and one negro was wounded and five were arrested.

The trouble started in front of the Second German Presbyterian Church at Clayborne and Annette streets during services tonight, when several negroes became boisterous. Patrolman Cambions, who attempted to arrest them, was killed. The negroes ran to a nearby house, which they barricaded. With shotguns, revolvers and razors, they waited for the police, a few of whom gathered quickly and stormed the house. Assisting Policemen Injured. Sergeant Whentley was mortally wounded and Patrolman Wenck and Corporal J. W. Dunn received serious wounds. The negroes were captured after the house had been set on fire. Patrolman Cambions was killed by a knife thrust and his body lay for a considerable time in front of the house, no one daring to move toward it. About half an hour after his death a small detail of policemen made a rush upon the house, more than half a dozen of them falling to the pavement, shot by the negroes behind the windows. The police were driven to shelter, carrying the wounded men with them.

Smoke Drives Them Out.

For more than a quarter of an hour the negroes were the masters of the neighborhood, while the police collected a force of 25 men to renew the attack. This larger squad surrounded the house and no one could escape, and after finding that threats and shooting were of no avail, set fire to a fence behind the house. The smoke drove the negroes from cover. They broke for safety singly, the first one out falling mortally wounded, while the next two rushing out with empty hands held over their heads and begged for mercy.

STILL FIGHT OVER PROXIES

Illinois Central Stockholders Adjourn Meeting, Awaiting Report.

CHICAGO, Oct. 18.—The meeting of the

GOUGH PARTIES WOEFULLY MIXED

New Ones Spring Up From All Sides.

ADVERTISES FOR CANDIDATES

Municipal Ownership League Hard Pushed.

SMALL SHOW FOR FUSION

Neither Republicans Nor Hearst Democrats Will Support Nominations of Mixture—Republicans Refusing Even to Register.

NEW YORK, Oct. 18.—(Special.)—The political situation in this state is so mixed up, it is positively funny. Here it is at a glance:

In the state—Two Justices of the Court of Appeals agreed upon by the Republicans and Democrats. They are attacked by the Independence League which is running candidates of its own. In New York County—The Democrats are running a lone hand, opposed by a fusion ticket made up by the Republicans and the Independence League. In Rochester—The Republican city candidates are opposed by a union of Democrats and Independence Leaguers. In Brooklyn—Each of the three parties have a ticket of its very own. The same involved situation prevails in other sections of the state, so you can very easily see that it really does not matter who is elected: all three parties are certain to get their bumps. As usual the most remarkable conditions prevail in Brooklyn. The Republicans, Democrats and Independence Leaguers opened the game by each one nominating a ticket. Ownership League Comes Forth. An organization known by the high-sounding name of the Non-Partisan Municipal Ownership League next butted into prominence. It is principally composed of former Democrats who were swept into office by the Hearst wave two years ago. Prominent among them are Sheriff Michael J. Flaherty, Deputy County Clerk Bela Tokaji, and Henry Clay Peters, up to the time of his indictment, the leader of the Hearst men in the Board of Aldermen. As they were all Democrats when Hearst ran for Mayor they naturally endorsed the entire Republican county ticket. Then the Civic Federation took a part in the game. It had a "committee of 50," 25 of whom claimed to be Democrats, and the other 25 Republicans. The other factions stopped fighting long enough to say that the entire 50 were dodos, whereupon the Civic Federation very properly denounced all the other tickets and named one of its own. The Flaherty-Tokaji organization, not content with naming a county ticket, decided to take the fight into every Assembly and Aldermanic district, and to

HILL'S SON-IN-LAW CHOSEN

Slade Succeeds Horn as General Manager of Great Northern.

ST. PAUL, Minn., Oct. 18.—(Special.)—George T. Slade, son-in-law of Chairman James J. Hill of the Great Northern, was today appointed general manager of the Northern Pacific lines east of Trout Creek, Mont. He takes the place of Henry J. Horn who has resigned. It is officially announced, to take advantage of a long-earned rest. The change becomes effective immediately. Mr. Slade until last March was general superintendent of the Great Northern.

Roosevelt Kills a Bear

CHASES BIG BLACK BRUIN INTO DENSE THICKET.

After Several Vain Chases, He Changes Dogs and Runs Down Prey in Canebrake.

NEW ORLEANS, Oct. 18.—News of the killing of a big black bear by President Roosevelt in the canebrake near Bear Lake, La., reached New Orleans this morning in a telegram to John M. Parker, one of the gentlemen who invited the President to hunt in this state, who himself was a member of the hunting party until business required his return to New Orleans.

The telegram was signed by Leo Shields, another member of the party, and read as follows: "President Roosevelt killed a great big bear. Went into thicket after him."

Two days ago, several trails were struck, but only once did the dogs come up on the bears, and then it became necessary for a regular hunter in the party to kill the bear immediately, in order to save the dogs.

The President started out yesterday with two dogs, but they were killed. STAMBOUL, La., Oct. 18.—Few details of the President's bear killing are known except that it took place late yesterday afternoon after other hunters with him had followed the dogs in the chase through the jungles for four hours. The bear was a female of the black variety and was beyond the average size. The fact that she was secured at all is attributed to the staying qualities of the dogs.

ASK ROOSEVELT TO KILL BEARS

Pennsylvania Farmers Want Relief From Pests Destroying Corn.

WILLIAMSPORT, Pa., Oct. 18.—Farmers residing in the vicinity of Buerton Mountain, 15 miles from here, have sent an invitation to President Roosevelt to hunt for bear in Lycoming County and assist them in exterminating the pest that is destroying corn. Many of the farmers are obliged to guard their fields each night.

The farmers have issued public invitations for the hunting of bear on their lands. Was in Gettysburg Storm of Fire. HARRISBURG, Pa., Oct. 18.—Mrs. Elizabeth G. Thorne, of Gettysburg, died here yesterday in her 73rd year. When the battle of Gettysburg was fought, Mrs. Thorne, who was superintendent of the cemetery during her husband's absence in the army, occupied the lodge on Cemetery Ridge, with her little family, and was under fierce fire, but she stuck to her post.

STEAMER TARTAR RAMMED IN FOG

Oriental Liner Collides With Ferry.

GREAT HOLE RIPPED IN SIDE

Boat Drifts All Night Trying to Find the Shore.

PERHAPS A TOTAL LOSS

Vessel Is Outward Bound From Vancouver—Panic Among Hindu Passengers Suppressed With Much Difficulty by Officers.

VANCOUVER, B. C., Oct. 18.—(Special.)—The Canadian Pacific Oriental liner Tartar, outward bound for Yokohama, narrowly escaped being sunk last night in a dense fog 20 miles off Vancouver harbor in the Gulf of Georgia. She was struck in collision by the steamer Charnier, the ferryboat operated between Vancouver and Victoria. Twenty thousand dollars' damage was done by the crumpling of the bows of the steamer Charnier. Damage to vessel and cargo in the case of the Tartar will probably be not less than \$100,000, even if the big steamer is not a total loss.

Aboard the Tartar the fog signals of the Charnier were not heard until suddenly the ferry steamer, running 15 miles an hour, rammed the liner out from a wall of fog. A hole seven feet long at the water line was stove into the forecastle of the Tartar.

Immediately the Charnier backed away and was lost in the fog. Water rushed into the Tartar at a great speed. Lifeboats were launched, but the bulkheads held tight, and though the vessel sank by the bows, she was able to start back for Vancouver.

When the crash came 100 Hindus, who were being deported, became panic-stricken, and the officers had an exciting time restoring order. The Chinese crew behaved well. In the meantime the Charnier passengers had been put off in lifeboats and they were soon picked up by the Tartar. By 10 o'clock Captain Reid decided that he must beach the Tartar to save her from going to the bottom, and he started for land.

Lost All Night in Fog. All night long the big vessel nosed her way through the fog, her officers completely lost and unable to find shore. Early this morning she bumped on the rocks, and when the fog cleared she was lying on the English Bay bathing beach at the western side of the city. This evening there is 20 feet of water in her hold. Her bow is away down and her propeller sticks high in the air. All her passengers were taken off and brought to the city. Her hull may be punctured with rocks in a dozen places. She is badly exposed in case of a storm and altogether the chances of getting her off are slender.

Boat May Be Total Loss.

The Charnier was unable to find the entrance to the harbor in the darkness and fog and it was not until noon today that she appeared. Her captain, Whitley, declared that he heard the Tartar 15 minutes before the collision and whistled a signal that he was turning to port to pass. He did so, but evidently did not go far enough.

The Tartar is worth \$250,000 and had been sold recently to a Japanese firm. This was to have been her last trip for the Canadian Pacific Railway Company. Her cargo consisted of cotton, flour, machinery and canned salmon, all told worth \$150,000.

BUILDER OF BRIDGES PROVES EXPERT IN LOVE.

Going to See Him Off on Train, She Accompanies Him to Become Wife in the East.

SAN FRANCISCO, Cal., Oct. 18.—(Special.)—Pleading his cause in a streetcar today, on his way to the ferry to board an overland train for the East, G. W. Wepper, a well-known civil engineer, conquered by his eloquence and was accompanied eastward by Miss Lillian Bell Mosebach, daughter of H. H. Mosebach, a capitalist, of 670 Army street. Word came to the parents of the young lady today that she and Mr. Wepper were married in New York this morning. On their journey eastward the two were chaperoned by a sister of the civil engineer.

When Mr. Wepper started for the ferry on the day in question to go East with his sister, Miss Flora Wepper, neither he, his sweetheart nor any of the friends who went along to give the Weppers a farewell on the train expected the romantic event that the day was to bring. When they reached the train, Mr. Wepper persuaded Miss Mosebach to go along. After some hesitation she consented and the first information her parents had of her act was from a letter sent by the young lady on the way, telling of the romance.

Mr. Wepper is a graduate of Yale and studied engineering at several German universities. He designed the warship California, and has designed some of the largest railroad bridges in the West.

A BIG BEAR THAT THE PRESIDENT HAS NOT YET KILLED.

