

STEAMER LOST ON COOS BAY BAR

Czarina, Beaten by Fierce Gale, Goes to the Bottom.

Men Fall Unconscious From Ice-Covered Rigging to Death in Waves—Only Two Men Reach Land—Balance of Crew of 30 Men Believed to Be Lost in Icy Waters.

Marshfield, Ore., Jan. 13.—(3 A. M.)—C. J. Mills has just returned from the jetty with the news that second Assistant Engineer J. Robinson drifted ashore at an early hour this morning. Robinson reports that the captain, first officer and Harold Mills are still in the rigging alive.

A light was flashed by the men in the rigging early this morning.

Marshfield, Ore., Jan. 13.—(2 A. M.)—Assistant Engineer Harry Kentzell, just able to talk and weak with delirium, declares Captain Dugan and Harold Mills were washed to the last remaining mast on the Czarina, and are still on board the vessel. The captain was bound much against his will.

A furious gale is raging, and bonfires have been kindled on the beach to protect the watchers from the bitter cold. Only one dead body has come ashore so far.

Marshfield, Ore., Jan. 13.—Plying between Coos Bay and San Francisco, with coal and oil, the Czarina, shortly after leaving Marshfield yesterday afternoon, went ashore on the north spit of Coos Bay bar, about a mile north of the jetty.

The steamer started to sea shortly after noon, just as the tide began to ebb. The sea was rough outside, but the bar was apparently smooth, the lumber steamer Redondo having just crossed out ahead of the Czarina.

Midway out a tremendous sea struck the Czarina, and, according to eye witnesses, swept away the bridge. Captain Dugan is thought to have been carried overboard with the bridge and possibly others. Apparently the southwest storm that had been approaching the coast had just struck her and the Czarina shipped 20 or 30 heavy seas in rapid succession, but kept ahead.

Just as she passed beyond the end of North Jetty, she appeared to stop and was swung around toward the north spit and soon was in the breakers. The crew made a valiant struggle, and succeeded in working out to the last row of breakers, where they either cast anchor or the struck and went aground.

When darkness came, only a part of one man appeared standing, and half a dozen men clinging to it, appeared to be all left aboard.

The Czarina's lifeboats were swept away by the first seas that struck her and the men aboard had no means of trying for the shore except to swim and the sea around the vessel was too rough for even the most daring to try. From all that can be gathered, the men at the life-saving station think the first seas that struck the vessel shifted her cargo and probably damaged the steering gear, eliminating all chances of getting to sea after she was swung around by the waves and washed ashore.

Out of reach of the life-saving crew and clinging desperately to the ice-covered and scant rigging of the parting hull of the steamer Czarina, three men were visible with the aid of glasses as darkness settled tonight over the scene of the wreck.

In all, 31 lives are believed to have been taken as toll by the turbulent sea, which raged off Coos Bay late this afternoon and tonight.

For an hour or more as the heavy seas broke over the vessel men were seen to drop exhausted from the rigging into the angry water.

Shortly after 9 o'clock one man, Harry Kentzell, second assistant engineer, drifted near enough in the surf to be picked up by the life-saving boat. He was unconscious when found, and too weak to speak.

Among the anxious throng which lines the shore near the jetty is C. J. Mills, whose son, Harold, was among those aboard the ill-fated steamer as she left out the harbor this afternoon. Pitiful was the plight of the father as the life-savers time and again shot a line to the sinking vessel only to have it fall short. Late tonight all hope that young Mills and Captain Dugan will be seen again was abandoned.

Shortly after dark a man drifted near the shore, but before he could be reached he threw up his arms and disappeared. A life preserver, which had been used by one of the victims, floated on to the sand.

Scores of people are wading into the surf in the hope that survivors may yet come ashore. Captain Boyce, of the life-saving crew, has not abandoned efforts to reach the wreck, and the barging Astoria is making an effort to reach the scene, but against the heavy breakers is helpless.

AVIATORS HOLD HIGH CARNIVAL

Frenchman Astounds Multitude and American Outdoes Him.

Los Angeles, Jan. 12.—Broken records, thrilling flights with and without passengers and four aeroplanes in the air at the same time, breathing a semi-gale that sported dangerously with the delicate contrivances, made a thrilling finale for the 30,000 spectators at Aviation field yesterday afternoon that had promised only tame little feats of flight.

Glenn H. Curtiss, the silent American, defeated his mercurial French rival, Paulhan, in the keen race for honors, and shattered the speed record for passenger-carrying aeroplanes.

Rising into the high wind that held the ponderous dirigibles of Knabenshue and Beachy helpless, the American flew a wide circle in front of the grandstand at the rate of 55 miles an hour, with his friend, Jerome S. Fanchulli, beside him.

Not to be outdone, Paulhan took one of his mechanicians into his machine and flew twice around the mile and a half course. He failed to equal the speed Curtiss had developed, though he covered more ground than his opponent.

In the beginning the intrepid little Frenchman seemed to have again monopolized all the honors of the day. Thrice he drove one of his big Farman biplanes around the course, disregarding the stiff wind blowing in from the sea. Then, in a tiny Bleriot monoplane, that looked like a huge horsefly, he gave the immense throng in the stands and boxes the first thrill of the day with an exhibition of nerve and daring that surpassed anything he has heretofore attempted.

Several times sighs of apprehension and shrieks of nervous women rose from the crowd as the tiny machine, tossed by fierce gusts of wind, rolled and careened in the air. Every moment was fraught with danger so great that when the flight was safely over and the monoplane had landed, far across the field, the throng applauded wildly.

Apparently secure in his renewed role of star of the meeting and delighted by the applause, Paulhan brought out his Farman and flew twice more, once going probably two miles north of the immense aviation field, out over the trees of a contiguous ranch.

Curtiss remained silent. Garbed in oil-spotted working clothes, an old cap and shoes that had seen duty, he spent his time tuning up the eight-cylinder motor on the biplane with which he won the international cup at Rheims. Never once did he look at Paulhan.

When the fourth flight of the Farman ended, the American's machine was trundled to the starting point and without hesitation Curtiss motioned to Fanchulli to get in.

Climbing in beside his passenger, the aviator gave the word to his assistant. A pop and rattle like automatic artillery followed and the most remarkable flight of the day had begun.

Describing a wide circle in front of the grandstand, Curtiss flew at all angles of the wind, giving his manager a thrilling flight. He landed almost at the spot from which he started.

Lieutenant Paul Beck, of the army signal corps, one of the judges, announced that he figured the speed at 55 miles an hour. When the record-breaking figures were posted to the crowd went wild. Shouts and cheers rose from the seats, automobile sirens shrieked and hats were thrown up in the air to be blown away by the wind.

Paulhan, standing beside his biplane on the side of the field, saw the performance through binoculars. He dropped them suddenly, gesticulating wildly as he rattled off instructions to his crew, sending them racing to start his motor. Then he mounted his seat and rose majestically. At the same time Willard and Hamilton brought their machines to the start in front of the grandstand. As they rose, Curtiss beckoned to Clifford Harmon, the New York sportsman and balloonist, and swept upward again. The four aeroplanes circled the course and the crowd cheered with renewed frenzy.

Paulhan landed in a few minutes, determined to regain some of his lost laurels. He ordered one of his assistants into the seat with him. Then he arose and twice circled the circuit, his great biplane soaring as gracefully with the extra man as it had done with Paulhan alone.

In quick succession, Curtiss tried for a starting record and a record for landing. He succeeded in establishing both, but Willard, coming next to the trial at landing, beat the best his chief could do. Curtiss, however, set a new record for getting away, rising from the ground 98 feet from the start in 6.25 seconds from the time his engine started.

Paulhan tried to beat both marks, but the best he could do was to rise in 12 1/2 seconds from the time his engine started, and his machine ran more than 100 feet along the ground before it rose.

Herders Die in Storm.

Casper, Wyo., Jan. 12.—Belated reports from the snow-bound range country indicate that a number of sheep herders met death with their flocks in the extremely cold weather of December. Antonio Galorize, who stuck to his sheep through a blizzard lasting 24 hours, succumbed to an attack of pneumonia after reaching camp. Tom Mahoney, who drifted before a storm of three days and nights, had both hands and feet frozen.

Canon Is No Quitter.

Washington, Jan. 12.—Speaker Cannon, when asked about a report he would not be a candidate for the speakership of the next congress, declared today that he would quit public life when his constituents failed to elect him and not before, and that he had not the slightest intention of retiring from the speakership.

140 Crews Near Strike.

St. Malo, France, Jan. 13.—Four thousand members of the crews of 140 schooners which fish annually on the Newfoundland banks are at loggerheads with the masters and today were preparing to strike.

A BRIEF DAILY REPORT ON THE WORK OF CONGRESS

Washington, Jan. 15.—President Taft today had an extended conference with Senator Beveridge, chairman of the senate committee on territories, and Senators Keen and Nelson, of that committee, relative to separate statehood for New Mexico and Arizona.

The President is anxious that the senate shall concur in the recommendations of the Hamilton bill. This bill provides for separate elections for the selection of state officers and on the adoption of the constitution. The President does not believe the adoption of a state constitution should be mixed up with a party fight for office.

The question whether periodicals and magazines are paying a sufficient postal rate as second-class matter will be elucidated at a public hearing of the house committee on postoffices and post roads on January 26, announced Chairman Weeks today.

It is expected that several publishers will appear to state their reasons for opposition to the proposed increase. The present rate for such matter has been declared to be responsible to a large degree for the deficit in the postal service.

To put all corporations squarely on the footing of national banks, so far as assurance of solvency to the stockholders and bondholders is concerned, Representative Mann, of Illinois, today introduced a bill authorizing corporations engaged in interstate and foreign commerce to be registered in the bureau of corporations. The measure makes the government's certificate of registration an earnest of the government's examination.

The fight between two committees over the jurisdiction of a constitutional amendment to change the presidential inauguration ceremony from March 4 to the last Thursday in April resulted in the house today committing the report back to the judiciary committee.

Washington, Jan. 14.—Republicans, and some Democrats, applauded the views of President Taft when his message was read in the house today, but immediately thereafter it was discovered that the President's bills, designed to carry into effect his views upon questions affecting the public lands, had struck a snag.

Mondell today introduced bills of his own as follows:

Permitting the assignment of homestead entries on government reclamation projects, after five years residence.

Authorizing the survey of all railroad land grants, so lands can be taxed.

Appropriating \$100,000 for surveys of agricultural and grazing lands in Alaska.

An unexpected early adjournment of the house today probably saved from defeat the Henry resolution proposing an amendment to the constitution changing the date of presidential inaugurations.

Arraigning the express companies for making enormous profits on an infringement of the government's right to monopoly of transporting mail, and criticizing the Postoffice department for surrendering that right, Representative Murdock, of Kansas, today introduced a long resolution calling on the postmaster-general for information.

The question whether witnesses in the Ballinger-Pinchot investigation shall be permitted to be represented by counsel and, if so, what limitation shall be placed upon their activities, is proving a serious problem to the conferees of the senate and house who met today.

It was practically decided that, when a witness found himself accused of wrongdoing, he could not be denied an attorney. It follows, therefore, that ex-Forester Pinchot would be entitled to have his lawyer present throughout the congressional investigation. Secretary of the Interior Ballinger, likewise, will be entitled to have his attorney present at all times.

Washington, Jan. 13.—Following President Taft's advice to Republicans in congress yesterday to "stop quarreling and get down to the party legislative programme quickly as possible," there were evidence today of a definite attempt to bring the warring factions together upon some basis of at least a temporary understanding. There seemed for the first time this session to be a spirit of conciliation in the air and decidedly less bitterness of the last few weeks. President Taft let it be known that he still considers all of the insurgents as Republicans. Speaker Cannon announced that all Republicans would be invited to the caucus in naming the Ballinger-Pinchot committee next week and that it is hoped all will attend.

Politics, including Democratic references to ex-President Roosevelt as the "late lamented" and the "absent one," was injected into the debate in the house today on a resolution which was adopted providing for the destruction of a thousand tons of "worthless public documents."

The house passed the fortifications appropriation bill, carrying more than \$5,000,000.

The senate, while it spent no money, Senator Elkins for Probe.

Washington, Jan. 12.—"The cost of living is outstripping wages and incomes. That brings want and misery to large numbers of families. It means that women and children are not getting proper food and clothing and that children cannot be sent to school and get either an education nor the foundation of an education and that means our civilization is being injured." These views are from multi-millionaire Senator S. B. Elkins.

put in more than two hours in discussing whether it should allow \$4,000,000 worth of claims for additional salaries to certain postmasters who served from 1864 to 1874. The whole subject was referred to the committee on post-offices, with the understanding that a report should be made by February 1.

Secretary Ballinger today recommended the appropriation of \$100,000 to survey agricultural and grazing lands in Alaska.

Senator Piles today introduced a bill appropriating \$70,000 to build two new launches for the revenue cutter service on Puget Sound; also a bill permitting Indians of the Hoh, Quillayute and Ozette tribes in Washington to take allotments on the Quinault reservation.

Washington, Jan. 12.—By a viva voce vote the house today passed the Bennett-Sabath "white slave" bill.

A strenuous fight against the enactment of such a law is being made by several Democrats on the ground that it is an attempt to interfere with states' rights.

The "white slave" bill is the result of an investigation of traffic in alien women, made by the National Immigration commission. Provision is made for the deportation and exclusion of immoral aliens and for the exclusion and punishment of their procurers. Traffic in immoral women becomes subject to the restrictions of the commerce laws.

The bill providing separate statehood for the territories of New Mexico and Arizona was considered by the house committee on territories today and will be reported to the house tomorrow.

President Taft's special message dealing with the conservation of natural resources has been completed and will be sent to congress Friday noon.

President Taft today appointed Henry S. Graves, director of the Yale Forest school, as forester of the United States, to succeed Gifford Pinchot. He also appointed Albert F. Potter, at present acting forester, as assistant forester.

The new forester and his assistant are both known as Pinchot men. Both have served under Pinchot and both are in sympathy with his policy of administration. It was largely through Mr. Pinchot's efforts that the Yale Forest school was established, and Mr. Graves went from the post of assistant chief of the division of forestry under Pinchot to become director of the forestry division for two years.

Baron Uchida, the new Japanese Ambassador, it is believed, has expressed the views of his government on the open door question in an interview recently published in Tokio, in the course of which he is reported to have said:

"America's stand with regard to the preservation of peace and integrity of China has been and will be exactly identical with ours. We must understand that America's policy toward Japan and the Orient as a whole always has been on the same peaceful route."

Washington, Jan. 11.—An ancient custom of the house of representatives, in use 50 years, was overturned today by Representative Dwight of New York, republican, when he instructed the pair clerks at the speaker's desk to cease pairing Republican members except under prescribed conditions. The move is declared by democrats and insurgents to be directed against the latter and intended to give the organization additional leverage when close votes occur.

Representative Hawley urged the appropriations committee to include in the general deficiency bill an item of \$193,000 in payment of Oregon's Civil War claim. He finds that 23 similar state claims were paid in this manner, and, in view of the fact that this much of Oregon's claim has been approved by court of claims, he insists this item should go in for the coming deficiency bill. He received some assurance that his wish might be met.

The agricultural committee of the house has concluded consideration of the agricultural bill and will report it at the earliest opportunity. It carries a total appropriation of \$17,050,269. About \$4,000,000 of this is for permanent appropriations, including \$3,000,000 for meat inspection. Included in the bill is about \$4,000,000 for the forestry bureau.

Forestry Men Against Leavitt.

Washington, Jan. 13.—The somewhat disorganized forest service is considering a telegram from the supervisors of the national forests in the Ogden, Utah district, urging the removal of Assistant Forester Clyde Leavitt, who is in charge of that division. The message suggests the appointment of F. W. Reed to succeed Leavitt. The grounds upon which Leavitt's removal was asked were not made public by the forestry officials.

Kahn's Transport Bill Passed.

Washington, Jan. 14.—The amendment to the army appropriation bill proposed by Representative Kahn, of California, authorizing army transport to carry passengers and freight between Guam and San Francisco, was passed unanimously by the house yesterday afternoon.

Senate Anxious About Living.

Washington, Jan. 14.—A resolution calling on the department of commerce and labor for figures showing the percentage of increase in the cost of living in the United States since 1900, was adopted by the senate yesterday.

LAST SIX PLUNGE TO DEATH

Captain of Ill-Fated Steamer Czarina Last to Go.

Marshfield, Ore., Jan. 14.—One by one six men, who had clung all night to the frozen rigging and shrouds of the doomed Czarina, jumped to their death in the foamy breakers, a thousand persons who had kept vigil, setting bonfires to cheer the wreck victims, witnessing each desperate leap.

In the throng that lined the beach was C. J. Mills, father of Harold Mills, who at dawn this morning was described gripping the rigging. Near him Captain Duggan clung, his face turned toward shore.

Every leap of the doomed half-dozen men was deliberate, all stripping to rid themselves of weight if, perchance, the breakers swept them toward shore. When Harold Mills' turn came he waved his coat in farewell and dived into the turbulent sea. His father in agonizing suspense, would wait for another glimpse of his son. He was led away.

Captain Duggan was the last to make the mortal dive. Stripping himself, he rubbed his limbs to force circulation, straightened at full length and buried himself far into the breakers.

Mills was the last to leave the ship—the last seen. Preceding him young Mills, Mate McNichols, Assistant Engineer Robinson and two seamen had leaped into the sea. None rose to the surface.

Then the waves dashed higher and higher over what was left of the wreck. Nothing could be seen but the remains of the mainmast and even that, at times, was covered from view by the combers, which piled one upon another with death-dealing force. The wreck was over. Those who stood for 24 hours watching and working in an attempt to save the lives of the unfortunate men turned away. There was nothing left to do but to leave the Czarina to the sea, the crew and young Mills to their ocean graves.

Only one escaped from death's grip on the Czarina—Harry Kentzell, first assistant engineer. Twenty-four dead was the toll of the Coos Bay disaster.

PINCHOT FIGHT UP TO PEOPLE

Loss of Waterpower to Special Interests Is Greatest Danger.

Washington, Jan. 14.—"The conservation of natural resources and the conservation of popular government are both at stake. The one needs conservation no less than the other."

This statement epitomizes the formal announcement made public tonight by Gifford Pinchot, recently removed as chief of the forest service. The ex-official declares that the great moral issue which now faces the country is not the loss of natural resources so much as whether special interests or the people shall rule. The statement, in part, is as follows:

"At this time I have no comment to make on recent events. Whether in or out of the government service, I propose to stay in the fight for conservation and equal opportunity. Every movement and measure, from whatever source, that tends to advance conservation and promote government by men for human welfare I shall try to help. Every movement and measure, from whatever source, that hinders conservation and promotes government by money for profit I shall endeavor to oppose. The supreme test of movements and measures is the welfare of the plain people. I am as ready to support the administration when it moves toward this paramount end as I am to oppose it when it moves away."

JAPAN WILL OPPOSE.

Will Not Willingly Yield Manchurian Interests Dearly Bought.

Tokio, Jan. 11.—No doubt may be entertained concerning Japan's attitude toward the American plan to neutralize the Manchurian railways. Secretary Knox's proposition has not called forth a word of favor from any source in Japan. The diplomats here, while disinclined to express opinions, certainly do not support the project.

The Kokumin, a semi-official organ, representing the view of Premier Katsura, says the Japanese reply to the American note will be couched in friendly terms because the suggestion comes from a friendly power, but at the same time inquires whether Germany and France would be willing to neutralize Shantung and Yunnan provinces.

Steamship Lane Threatened.

New York, Jan. 14.—Wireless reports received here today indicate that the Atlantic steamship Lane is swept by severe storms. The worst suffer from the wild weather, so far as reported, is the Hamburg-American liner Kaiserin Auguste Victoria, which, according to the dispatches, put into Plymouth with 50 feet of her port rail torn away by a wave that threw down a score of passengers on deck. The giant comber also threw the ship on her beam ends, but she rose to the attack of the seas and rode out the storm.

Zelayan Army Falls Back.

Washington, Jan. 14.—News of a battle at Atoyaca has leaked through the strict censorship at San Juan del Sur, Nicaragua, and reached Washington tonight. Details are lacking, but representatives of the Estrada government are of the belief that Chamorro engaged Vasquez some time between midnight and daybreak today and that the remnant of the Zelayan army has fallen back toward Managua, where a final battle will be fought, probably at the gates of the city.

Morgan Gives Yale Gift.

New Haven, Conn., Jan. 14.—A gift of \$100,000 from J. Pierpont Morgan for the establishment of the William M. Laffan professorship of Assyriology and Babylonian literature at Yale was received by the Yale corporation today and accepted. The gift is a memorial to Mr. Laffan, late editor of the New York Sun.

Tail Is Following Comet.

Cambridge, Mass., Jan. 11.—A straight and slender tail has been discovered trailing behind the nucleus of Halley's comet, according to a dispatch received at the Harvard observatory yesterday from Professor E. B. Frost of the Yerkes observatory. The tail is a faint one, about 10 minutes in length, and has an angle of 69 degrees.

CURTISS OPENS AVIATION MEET

Knabenshue and Beachy in Dirigibles Make Successful Flights.

Paulhan, the Frenchman, Disregards all Rules and Makes Three Splendid Flights in Bi-Plane—Great Aviation Park at Los Angeles Scene of Wild Enthusiasm.

Los Angeles, Jan. 11.—Making a sudden and dramatic appearance while 20,000 people were watching the slow flight of two dirigible balloons at Aviation park yesterday afternoon, Louis Paulhan, the noted French aviator, threw the great throng into a frenzy of enthusiasm and excitement by a spectacular flight in a Farman biplane.

Rising, now dipping, now veering and turning with the grace of a bird, then suddenly dashing for the ground and scattering a group of officials like a hawk about to alight on a brood of chickens, Paulhan gave a remarkable exhibition and was accorded a tremendous ovation.

Again and again the French aviator thrilled the immense crowd with his daring flights, giving little heed to the rules and regulations of the official course, racing with a dirigible, swooping down upon the grandstand and clearing it by but a few feet, until his aeroplane seemed like a thing of life.

This, the first day of the big aviation meet, was given over to preliminary trial flights to give the aviators a chance to shake down their machines. Curtiss had given an exhibition in a new, untried machine, in which later Clifford Harmon made some short flights. Charles E. Willard, in the Curtiss No. 1, had made a flight and several times Roy Knabenshue and Lincoln Beachy had ascended in two small dirigibles and maneuvered their craft, but nothing to thrill the spectators happened until Paulhan unexpectedly sailed into the game.

Beachy and Knabenshue were piloting their dirigibles around the course when the daring Frenchman appeared suddenly out of a gully hidden from the view of the grandstand, circled the course three times, shot out across the country, came back over the grandstand and alighted in the center of the field.

In two later flights he gave an exhibition of remarkable control over his machine, gracefully making sharp turns, now dipping almost to the ground to scatter in flight a group of officials gathered in the field, again skimming the grandstand only a few feet above the heads of the spectators, ascending, descending, and finally approaching from the rear the tent that housed his aeroplane, just before clearing the top he alighted within 100 feet of its entrance.

Promptly at 1 o'clock Glenn H. Curtiss was out on the starting stretch to open the international meet with a christening flight for a new monoplane that he had never before used. Leaving the ground in front of the grandstand, the air craft rose gracefully, with a rise from the ground to the west, made a short flight up the course, returned and alighted at the starting point. The distance, estimated by the judges at five-eighths of a mile, was covered in 23.03 seconds. The greatest height reached was 50 feet. The machine was under perfect control and the great American aviator was accorded a thunder of cheers for his feat.

Next Charles F. Willard appeared upon the course in his Curtiss aeroplane No. 1, and after a short preliminary flight, attempted to circle the official course, which is a trifle more than a mile and a half in length. Rising to a height of 70 feet, he maintained this altitude until half the distance had been traversed, when his motor gave out and the aeroplane descended. He was in the air 1 minute and 23 seconds, the longest flight ever made by a heavier-than-air machine on the Pacific coast up to that time. After a readjustment of the motor, Willard arose again and completed the course.

Curtiss, using the machine with which he had made the previous flight, then circled the field, an estimated distance of one and one-eighth miles, in 1:51. His maximum altitude was 200 feet, the highest flight on this coast, up to that time.

Single Porker at \$61.20.

That there is big money in hog-raising in the Pacific northwest at the present livestock prices was shown by the sale of a single porker at the Portland Union stockyards yesterday. The particular animal that attracted the attention of everybody at the yards was a monster that tipped the scales at 650 pounds. He sold for 9 cents a pound live weight, which meant \$61.20, the highest price that a single hog ever brought at the stockyards.

Monorail Car Is Success.

New York, Jan. 11.—The first exhibition in this country of the gyrostatic monorail car, which has been ranked among the wonders of the present century, was given today in Brooklyn by Richard Scherl, the inventor, who is the son of a Berlin newspaper man. The model, which seats four passengers and two operators, worked perfectly. Mr. Scherl believes a speed of 120 miles an hour can be maintained by a train of regulation size.

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