

DENOUNCES STRIKE

Premier Briand of France, Says It Is An Insurrection

Telegraph Wires Cut and Air Brakes Disabled—Food Supply for Paris By Water.

Paris, Oct. 13.—The strike of the railroad men, which threatens to spread throughout France, was denounced today by Premier Briand as "an insurrection, purely, built upon criminal foundations."

The premier declared that the strike was called while negotiations were going on for an adjustment of grievances and he promised that the instigators of the strike would be prosecuted.

The river Seine, which in January threatened to destroy Paris, looms up in the role of savior. The government has made arrangements to rush food supplies to Paris from the sea, requisitioning all boats to meet the crisis and ease the food market, which is already hard hit.

The employees of the Eastern and the Paris, Lyons & Mediterranean railroads have not to any appreciable extent responded to the strike call and the government's weapon of mobilization has induced some of those employed on the Northern road to return to their posts. Nevertheless, the Northern and Western railroads are prostrated. The call to the colors has been ignored by the large majority and at mass meetings today the strikers reiterated their determination not to respond to the call.

Much destruction has been wrought on the Western system, on which the strikers and their supporters have held up and derailed trains, blocked tracks, destroyed signals, ripped up rails and cut telephone and telegraph wires. The government has ordered the arrest of a score of strike leaders and instructions have been issued to the troops to use severe measures wherever occasion requires.

Thousands of persons living in the suburbs and employed in Paris massed this evening around the depots. These they found closed and silent, with military camps in front. Then, with true Parisian gaiety, they laughingly set out to walk home, perhaps a distance of five or ten miles, or stormed the tramways, cars, automobiles and other conveyances.

The losses to commerce already are tremendous. Scores of trains have been stalled along the roads, many of these carrying food supplies, which have become unfit for use. The passengers on the steamship Oceanic, who took the train at Cherbourg for Paris, are blocked at Mante-Sur-Seine, about 36 miles from Paris.

Many Americans have been compelled to remain in this city or pay fabulous sums to reach the coast, so that they might embark for England. M. Jaure, leader of the Socialists in the chamber of deputies, today answered Premier Briand, charging that the railroads of the government were responsible for the present crisis. He declared that the scheme of militarization was dangerous, as it was certain to weaken military discipline and increase anti-militarism.

The Southwest express had a narrow escape from being wrecked on its arrival here today. The brakes failed to work and subsequent investigation showed that the air pipes had been cut. The train dashed into the Austerlitz station at a speed of 60 miles an hour. It was stopped just before reaching the Dorsant terminus.

At Bois Colombes the strikers held up a freight train and, smashing in the doors of the cars, freed a cargo of cattle. Heavy consignments of fruit and vegetables destined for Belgium and Northern France are stalled and ruined. Prices of fish, eggs, butter and milk have jumped 25 per cent. The merchants are arranging for the transportation of vegetables from the suburbs by automobiles.

Search for Gold Ended. Los Angeles—Two associates, Fuller and Steward, hardly less known in the world of adventure than himself, reached this city with the personal effects of Dr. Charles P. Holt, of Santa Ana, the distinguished journalist, scientist and explorer, who died of fever, alone in a far-off port of Colombia, South America, with wealth within his grasp. The lure of gold had drawn Dr. Holt to the precious metal is found. He was among the first that invaded Alaska.

Car Upturns, Racer Dies. Amarillo, Texas—T. H. Skaggs, of Decatur, Ala., was killed instantly here when the 90-horse-power Simplex car he was driving in a 200-mile automobile race turned turtle. As his car swept around a curve of the course, one of the inner wheels was crushed. The car turned completely over, pinning Skaggs under it. Skaggs had lost two laps because of tire trouble and was driving desperately to regain the lost ground.

Argentine Heads Sworn. Buenos Ayres—Senator Roque Senza Pena and Dr. Victorino de la Plaza were inaugurated respectively as president and vice president of the Argentine Republic. President Pena declared in his message that his international policy would be directed with friendship toward Europe and fraternity for America.

FAMINE THREATENS PARIS.

Railroad Employees Strike and Serious Trouble Follows.

Paris, Oct. 12.—The French government is again facing a serious strike. Employees of the Northern railroad went on strike early today, and tonight the strike spread to the Western railroad, which is owned by the state.

Indications are that tomorrow will see a complete tie-up in Northern and Western France.

The strike involved about 80,000 men. The strike on the Western road was voted this evening by 8,000 men employed in Paris and suburbs. They count upon the national unions to tie up the province.

The movement may possibly extend to the Eastern and the Paris, Lyons & Mediterranean railroads. Paris is threatened with a scarcity of food. Transportation is partly prostrated, and the vast army of working people in the Northwest quarter are unable to reach their places of business.

Military engineers are taking the places of the strikers, and the troops are guarding various stations and important sections of the roads. Large military forces were distributed when the strike was declared and additional troops were ordered out tonight.

The government has decided upon an important step in an attempt to break the strike on the Northern road. The Official Journal publishes a decree calling to the colors about 30,000 employees of the Northern railroad. This immediately subjects the men to military discipline, under which they may be ordered to operate the trains. Officials of the Northern railroad have issued a statement that wages on the Northern railroad were increased 3,500,000 francs during the year of 1909-10, and that the increased cost of operations and the burdens put upon them by parliament made it impossible to meet the demands of the men.

ROOSEVELT TRIES FLYING.

Quickly Accepts Invitation of Aviator for Trip.

St. Louis, Mo.—Theodore Roosevelt made an airplane flight here and said it was the finest experience he had ever had. He traveled twelve miles the aviation field at Kinloch, 18 miles west of St. Louis, in 3:20. He waved his hand at the crowd of thousands on the field below, most of whom were too dumbfounded and frightened to move. When the machine alighted easily, a few feet from the starting place a mighty shout of applause and relief went up.

Arch Hoxsey, a Wright aviator, with whom Colonel Roosevelt made the flight, said that the colonel made a good fellow-voyager for the trip, but, instead of being afraid, he was having such a good time that Hoxsey was afraid he would fall out or interfere with the engine, which was roaring at his side.

The colonel, waved his hands at the crowd below so vigorously that Hoxsey called out to him: "Keep your hands on the rail, Colonel." Colonel Roosevelt, who had forgotten to hold himself in, waved his hands once more and then obeyed orders.

Death Takes Wreck Hero.

Seattle—Michael J. Heney, the millionaire railroad contractor, is dead in San Francisco, after an illness of several months. Heney built the White Pass & Yukon railroad and the Copper Valley railroad in Alaska. He almost perished in the wreck of the steamship Ohio in Northern British Columbia waters in August, 1909, and had not been entirely well since that time. He was carried overboard when the ship went down and after swimming ashore he neglected himself to care for the shipwrecked women and children.

Authoress Sues Hearst.

San Francisco—A \$10,000 damage suit was filed here in the United States Circuit court against William Randolph Hearst by Miss Cicely Hamilton, of London, for an alleged infringement of copyright. The complaint recites that "The American Weekly," a weekly paper published here by William Randolph Hearst, has been running a serial credited to Joseph O'Brien, but which was written by Miss Hamilton.

Suspect Arrested.

Sacramento, Oct. 12.—Sacramento police today arrested George Wallace, suspected of having been concerned in the Los Angeles Times dynamite explosion. Wallace's attempt at the time of his arrest to destroy a letter which, when pieced together, contained veiled reference to the explosion, and the fact that he almost collapsed when taken into custody, confirm the belief of the detectives that they have made an important capture.

Homesick, Men Mutiny

San Francisco—Homesick in the Arctic, several of the crew of the whaler Letitia threw the harpoon guns overboard and though placed in irons, succeeded in terminating the vessel's cruise. The Letitia arrived here with 350 barrels of oil and 4,700 pounds of whalebone, all of which were taken within 16 days.

Record in Air is Broken.

St. Louis—A. L. Welsh, in a Wright biplane, created a new endurance record for America of 3 hours, 11 minutes and 35 seconds. The previous record was made by Ralph Johnson in the Harvard meet at Atlantic, Mass., September 12, in 3 hours, 5 minutes, 40 seconds.

GENERAL NEWS OF NATIONAL HAPPENINGS

SUPREME BENCH FILLED.

Corporation Tax Litigation to Come Up Three Months Hence.

Washington—Because of failure to have a full bench in the Supreme court of the United States a general readjustment of important cases set last spring for consideration this autumn was made by the court.

The Standard Oil and Tobacco suits under the Sherman anti-trust law were postponed for rehearing from November 14 to January 3. The corporation tax cases were also signed for argument on January 3. So were the cases involving the question of the correct penalty to be imposed on violators of the 28-hour law, regulating the shipment of livestock.

It is expected that successors to Chief Justice Fuller and Justice Moody will have taken their places by that time.

The importance of the questions involved also led the court to postpone until January a number of cases set for argument today. The boycott and contempt appeals arising out of the injunction proceedings in the District of Columbia brought against the American Federation of Labor by the Buck Stove & Range company, of St. Louis, were reassigned for January 16.

The Kissel case, involving the question whether the American Sugar Refining company and others conspired to prevent the Pennsylvania Sugar Refining company from doing business, was postponed until November 10, on account of illness of counsel. The cases involving the constitutionality of the employers' liability law were reassigned for argument on November 28. Attempts to postpone consideration of the cases involving the peonage prosecutions from Florida and the Missouri 2-cent fare law was unsuccessful.

Motions to advance a large number of cases were submitted to the court. Among these were cases involving the constitutionality of the Carmack amendment to the Hepburn rate law, making the initial carriers responsible for goods throughout the route, and the cases involving the constitutionality of the bank deposits guarantee laws of Oklahoma, Nebraska and Kansas.

WEST CHARGES CONSPIRACY

Grain Shippers Are Discriminated Against on Part of Railroads.

Washington—A conspiracy on the part of the railroads to deprive Middle West grain shippers of the advantages of cheap water transportation and to drive the grain transportation business from the Great Lakes is charged in a petition filed with the Interstate Commerce commission by the Chicago board of trade.

The complaint is directed against the Pennsylvania railroad, the Baltimore & Ohio railroad, the New York Central and 74 other railroad lines operating east of Chicago and other Lake Michigan and Lake Superior points.

It is reported that "by reason of conspiracy on the part of the defendant carriers, substantially all means of all-rail through transportation from Chicago to New York and other Atlantic seaboard points, and also all parallel and competing through lines of transportation via the Great Lakes from Chicago and other lake points to Buffalo, and from Buffalo to New York, and other Atlantic seaboard points, are owned and controlled by the defendant carriers."

The commission is urged to protect the lake traffic in grain by restoring the lower ex-grain rates from Buffalo to Eastern points.

DECISION TO BE APPEALED.

Interstate Commission Not Satisfied in Lumber Rate Case.

Washington—Luther R. Walters, attorney for the Interstate Commerce commission, announced that the commission would appeal to the United States Supreme court from the decision of the United States Circuit court at St. Paul sustaining the railroads' contention in the Pacific Coast lumber rate case. The lower court held reasonable a 50-cent rate fixed by the railroads. The commission is not content to abide by this decision, and next week Attorney Walters will go to St. Paul to file an appeal to bring the case before the Supreme court.

This is a privileged case and when the Supreme bench is filled in January the commission will enter a motion to advance it in the hope of getting a decision at this term of court.

Peary to Get Captaincy.

Washington—Commander Robert E. Peary, the Arctic explorer, will be promoted to the rank of captain in the corps of naval civil engineers on October 20, as the result of the retirement of Captain U. S. G. White on account of age. Naval orders to this effect were issued at the navy department. Captain Peary will command an annual salary of \$4,000 after his promotion takes effect. As commander his pay has been \$3,500.

1000 Are Dead or Missing.

Washington—Forester Graves received the following telegraphic report from Supervisor Marshall, of the forest service, at Cass Lake, concerning the forest fire situation in Minnesota: "Reports give 1,000 burned and missing. The area burned is estimated to be 2,500 square miles. Fire still burning."

RAISING OF MAINE APPROVED.

Taft Gives O. K. and Work Will Be Completed in February.

Beverly, Mass.—President Taft finally approved plans for raising the wreck of the battleship Maine, which call for the completion of the work on or before the 13th anniversary of the destruction of the war vessel, February 15, next.

The work is to be done according to plans made by army engineers and to be under the direction of an engineer officer.

President Taft believes that the paramount question is the determining for all time the cause of the explosion. He has invited Spain to send a representative to be present during the work of exposing and removing the wreck.

The disposition of the old hulk remains to be settled.

Army engineers believe that it will be possible to float the after two-thirds of the vessel. The forward third, where the explosion wrought the greatest havoc, is believed to be too far gone to be taken out as a whole, and the wreckage will be removed piecemeal.

If congress approves the recommendation of the engineers the wreck will be taken out to sea and given a ceremonial burial in deep water.

No portion of the wreck is to be disturbed until a full opportunity has been given to view and study it. To this end the first work will be the construction of a cofferdam of interlocking steel pilings, large enough to give a clearance of 50 feet on all sides of the wreck.

The pumping out of the water, when the dam is completed, unquestionably will be an impressive event.

The bodies of sailors who lost their lives in the disaster and were never recovered will be taken to the Arlington National cemetery at Washington for burial.

A naval board of inquiry, which was convened in Havana and made such an examination of the wreck as was possible with divers and the testimony of survivors, reported that the explosion came from the outside, probably a mine.

The wreck is now in 25 feet of water. It has sunk but one foot in the 12 years since it went down. The dam to be constructed about the wreck will be 415 feet in length and 275 feet at the widest place.

HIGH RATES ARE NEEDED.

Railroads Say No Funds Available for Improvements.

Washington—President James McCrea, of the Pennsylvania Railway company, was a witness before the Interstate Commerce commission on the proposed advances in freight rates by railroads out of Chicago.

Mr. McCrea urged the necessity of the proposed increases on account of the increased expenditures in wages incurred by roads during the last ten years—aggregating 33 per cent in the case of the Pennsylvania, and the increased cost of maintenance of service. The witness said that the results of the constant increases in the business of the Pennsylvania, through a long period of years, had been distributed either through reduction in rates, increases in wages and amounts paid for material, or by reinvestments in the property not capitalized.

He expressed the belief that a property of the magnitude of the Pennsylvania Railroad rendering a service satisfactory to its patrons, "deriving, as it did derive in 1909, net earnings to the amount of only 5.01 per cent of the amount actually invested in the property," was entitled to fair consideration by the people, and he could not understand how rates that secured such results could be regarded as too high.

The hearing was conducted before the full commission, Chairman Martin Knapp presiding.

Missouri Case is Argued.

Washington—Stubbornly contesting every point, attorneys for the State of Missouri and the railroads therein, began argument before the Supreme court as to the validity of a 2-cent passenger rate and maximum freight rate laws of the commonwealth. It is asserted that the issues in controversy will affect railway legislation in nearly every state in the Union.

The case includes questions of jurisdiction of Federal courts over state legislation and the proper basis of arriving at the remuneration guaranteed the railroads under the Federal constitution.

Eastern Cities Growing.

Washington—Population statistics, enumerated in the 13th census, were issued by the census bureau for the following cities: New Britain, Conn., 43,916, an increase of 17,918, or 68.9 per cent over 25,998 in 1900.

Stamford, Conn., 25,183, an increase of 9,141, or 57.1 per cent over 15,997 in 1900.

New Brunswick, N. J., 23,388, compared with 20,006 in 1900.

Southern Railway Gains.

Atlanta, Ga.—A gain of \$1,921,663 in net revenues for the fiscal year ended June 30, 1910, is shown by the 16th annual report of the Southern Railway. The operating income went to \$16,698,020, a gain of \$1,858,631 for the year. The increase in wage scale recently announced, it is said, will add nearly \$2,000,000 to the annual payroll.

POWERFUL RIVAL OF CUPID

The Shadchen is Professional Match-maker of the Yiddish Colonies in the Big Cities.

Cupid, the winged little archer who makes the world whirl merrily round, does not reign supreme down in the Yiddish colonies of our great cities. He has a strong and bitter rival in the person of the shadchen, or professional matchmaker.

The shadchen is usually tall and scrawny, with stooping shoulders, a protruding neck and a short, thin beard. He invariably wears a Prince Albert coat, which is greenish from long usage.

He is not tidy or engaging, but his methods are more practical than those of Aphrodite's son. His philosophy is simple and exoteric: Why deal with fickle children who know not their own minds, when one can rather do business with their parents? If only they agree upon the match, the ever-obedient children will do their bidding.

Instead of a quiver of love-poisoned arrows, the shadchen carries about him a memorandum book, in which he jots down with a pencil stub the necessary data and remarks concerning possible "customers."

The shadchen is a remnant of Jewish life in the past centuries. In those days children were married very young. Because of their youth and inexperience, the parents would arrange the match and the children invariably obeyed their parents' will. In this country, where early marriages are not in vogue, the Jewish young folk follow the dictates of their affections and despite the professional marriage broker. Were it not for the constant influx of immigrants from Russia, Roumania and Galicia, where early marriages still prevail to some extent, the shadchen would have disappeared long ago and would have remained a recollection of a bygone age, like the professional knight or the feudal self.

King Manuel and the Goatherd.

During a recent motor car excursion in the neighborhood of Busaco, where he is taking the waters, King Manuel met a youthful goatherd tending his flock.

His majesty chatted with the boy, questioning him about his native village. The goatherd answered, quite unaware of the identity of the questioner.

The king asked if he knew how to read, and the boy replied "No," but said, "At night when I go to bed my mother tells me to say two Ave Marias, one for the soul of my father and the other for the soul of our king, who was killed in Lisbon."

His majesty, greatly moved, tore a page from his notebook and wrote some words on it. "Give your mother this paper," he said, "and tell her to take it to the priest and ask him to read it to her."

The boy did so, and the priest read the following words: "May happiness fall on those who thus bring up their children.—Manuel Rex." To add to the poor woman's astonishment and delight, the priest handed to her a sum of money sent to him for her by the king.

Ju-Jitsu No Use.

A cricket club formed a gymnasium for the use of its members during the winter months, and an instructor was engaged to teach ju-jitsu. Recently one of the cricketers turned up with a bandaged head, and said some youth had inflicted the injury.

"What!" exclaimed the ju-jitsu instructor. "You mean to say you let a youth knock you about like that? Why didn't you try ju-jitsu?"

"I couldn't." "Nonsense! There's no conceivable situation to which ju-jitsu cannot be successfully applied. Show me where he gripped you."

"I'm sorry to say he didn't grip me anywhere. He dropped a brick on my head from a third-floor window."

—London Tit-Bits.

World's Healthiest Spot.

There is a terrestrial paradise not far from Madrid where death and disease are unknown. It is the village of Cobena, where figuratively the sword has been beaten into the ploughshare. The local chemist gave up the sale of drugs in despair two years ago, and now he is a purveyor of sweetmeats and confectionery. Half the cemetery has been turned into a pleasure garden—there has not been a single death for eight years—and the undertaker has fled from a spot where death refuses to give him a living. The doctor who has lived for years in the village on his capital, hoping against hope, has now decided to emigrate.

Judged by His Company.

"Yes, sir," said old DeSadda, "I judge a man by the company he keeps."

"Thank you," rejoined young Wold-bee.

"Thank me!" exclaimed the old man. "Why should you thank me?" "Excuse me," said the young man, "but I thought you had in mind the fact that I have been keeping company with your daughter for nearly a year."

—Boston Sunday Post.

Speaking of Lives.

Miles—It is said that a cat has nine lives.

Giles—That's nothing. Time has more lives than a cat.

Miles—How do you figure that?

Giles—Why, you can stand an indefinite amount of killing.

CHARM IS A HOODOO

BRINGS BAD LUCK TO PAIR INSTEAD OF GOOD.

Dug "Charm" Out of Ground Every Night, as Told by Spiritualist—Missing, and Fight Follows.

Milwaukee.—Every night at the hour of 12, Milton Wilson and his wife, Claredone (colored), would steal out into the back yard, dig up the two "charms" they had buried, breathe on them with a breath first made pregnant by a swallow of brandy, and then plant them again.

These "charms," which consisted of two small bags filled with sand, they had purchased from a spiritualist at one dollar apiece, and under favorable conditions were guaranteed to ward off evil spirits, take the kinks out of woolly hair, bring good luck and prevent the police from arresting the possessor.

To such wondrous heights did the imagination of Wilson and his wife soar over these "charms," that the intoning and exhuming of them became part of their religion and was conducted with great solemnity every night.

But the other night trouble started at the power plant where the "charm" is sent from. When Wilson went to dig up his bag, it had disappeared. He returned to the house in a rage and there sat Mrs. Wilson admiring her "charm" with consuming fascination.

That made Wilson so angry that he gave her a kick in the face, and sent her sprawling on the floor. Then the hoodoo busted. In rushed a patrolman and placed both under arrest. In police court Wilson begged to explain. His story was such a good one the judge and court attaches could hardly keep from roaring with laughter.

"Dat man what sold me dese here bags was surely some spiritualist," Wilson said. "Why, judge, you jes ought to see him make dem things dance around and move furniture and stuff without never touching it."

Wilson became so excited in his explanation that he dropped his precious "charm" and it went rolling across the judge's desk and onto the floor. Wilson became almost desperate in his effort to get possession of it again.

"I sure am going to open that bag and see what am in it," he said to the judge, in a manner of one volunteering to undergo some gigantic and dangerous task.

Wilson had taken away his wife's "charm" and brought it into court with him.

"You are fined ten dollars and costs," Judge Neelan said. Then he added: "You see, the charm didn't bring you much luck."

"Now I sure will open that charm," said Wilson, partially convinced that its wondrous spell had been destroyed.

Sentence was suspended on Mrs. Wilson, who went immediately to the Clerk's office and paid her husband's fine.

BOY OF 8 WORST IN STATE

Tied Dog to Post and Drove Nails Into Flesh—Strangled Chickens for Amusement.

Hackensack, N. J.—Ernest Diers is said to be the worst boy that ever lived in New Jersey. He is only eight years old. His father is Ernest Max Hermann Diers of Fairview. The boy is now at the Bergen County Children's Home in this city, pending his removal to the reform school.

"This Diers boy is the worst I ever heard of," said Justice Phillips. "In the first place, Ernest is a moral degenerate, and for a boy of his tender age some of his immoral acts are really astounding. He is incorrigible and defies his parents. He is brutal beyond all comprehension. He slowly strangled two chickens, and his face beamed with fiendish delight as he watched the chickens struggle. He threw their bodies over a fence."

"Ernest next tied a dog to a post and after fastening the legs proceeded to drive a nail into the dog's body. The yells of the dog only increased the power behind the blows, and not until the flesh was penetrated and blood came did the child stop his work."

"Two days ago the lad slashed his brother's head with a scythe because he had more apples than Ernest did. This boy will have to be carefully watched."

Deputy Supt. W. H. Bratt of the children's home looked Ernest up for the safety of the other inmates.

LARGE HATS AND RELIGION

London Rector Classes Wearing of Them in Church as Positively "Indecent."

London.—Pointed remarks on the large hats worn in church are made by the vicar of Walsall, Rev. A. Palco, in a letter in his parish magazine.

He quotes the apostolic injunction that "all things should be done decently and in order," and continues: "Any habit or fashion which is liable to cause great irreverence or inconvenience to our fellow worshippers is a direct infringement of this injunction."

"Such a habit or fashion as the wearing of large hats by so many women and girls in the congregation. Complaints are frequently made by sufferers that they can see neither the altar nor the preacher; nothing but eccentric hat brims, crowns and trimmings."