

## FRENCH STRIKE CALLED CRIMINAL

### Employees Destroy Tracks and Wreck Trains.

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 saviour. 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, cable 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 Dorant 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 every part of the globe where 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—Senor 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.

## GALE HITS GULF.

West Indian Hurricane Headed for Florida Coast.

Key West, Oct. 15.—At 6 o'clock tonight the wireless station here reported a West Indian hurricane centered west of Havana and moving with great intensity toward Progresso, Yucatan.

The storm will extend from Florida to Mexico. All wireless stations with the exception of the local government station are disabled. There is an unconfirmed rumor that a liner is ashore near Key West.

The weather bureau station at Sand Key was awash and the men there sought refuge at the lighthouse. The United wireless station was temporarily disabled and the operator secured the instruments and abandoned his quarters when heavy seas began to come in. The government wireless alone was in operation.

#### English Coast Feels Storm.

London.—The English coast is strewn with wreckage as the result of a storm that has continued for two days. The casualty list is a long one. Bodies of five seamen from the coasting steamer Cranford were picked up off Hartlepool. It is believed the vessel, which carried a crew of 20, foundered, and that the men were attempting to reach shore in a small boat when they were lost.

Some of the wreckage coming ashore indicates that a sailing ship met a like fate. Lifeboats from many points were out and in some instances effected rescues. In other cases they were unable to reach distressed craft.

#### Steamer Cannot Make Port.

Tampa, Fla.—A message from the wireless station at Key West at 7:20 p. m. reported the steamship Olivet just outside the bar unable to make port on account of heavy seas. The wind is blowing 50 to 60 miles an hour. The steamship Comus, spoken 40 miles west of Tortugas, is proceeding. Indications are that the storm is swinging eastward and will strike the Florida coast in the vicinity of Tampa, slightly to the northwest. The barometer is reading 29.94.

#### GALLERIES MAY BE INVADED

Wealthy Art Patrons May Have to Turn Over Treasures.

New York.—An anonymous note sent to William Loeb Jr., collector of the port of New York, precipitated a sensational raid on the Fifth avenue establishment of Duveen Brothers' art galleries and the arrest of two members of the firm, Benjamin J. and Henry J. Duveen, charged with conspiracy to defraud the government of more than \$1,000,000 by undervaluation of imports.

In the event of fines being imposed or duties recovered from the firm or its members, the informant will be in line for the reward offered by the government for evidence resulting in such conviction.

If the alleged frauds prove as extensive as customs officials have stated, this reward will probably be between \$100,000 and \$500,000.

The United States government has warrants out for the remaining members of the firm, who have art galleries in the leading capitals of Europe.

Millions of dollars' worth of paintings and art work have been sold to millionaire art patrons in this country, and it was suggested that the customs officials may invade these art collections and temporarily hold the masterpieces pending an adjudication of the alleged frauds.

District Attorney Wise said he believed that fraudulent valuations have been carried on systematically for years.

#### Hurricane Rages in Cuba.

Havana.—The provinces of Havana, Matanzas and Pinar del Rio have been in the grip of the severest storm of recent years since Thursday. The highest velocity of wind was 80 miles an hour. The rain probably was unprecedented, and has wrought great damage to sugar cane and tobacco. Exit from and entrance to the port have been closed. Dredges and barges working about the battleship Maine were compelled to seek refuge. All but one dredge got away safely. The crew of the dredge was rescued.

#### Makes Call in Aeroplane.

Washington—Claude Graham White, the English aviator, stopped at the White House door in his aeroplane, after a flight of about six miles. He landed where the slightest deviation from the course would have impaled him on the spikes of an iron fence at his right, or smashed him against granite walls at his left. Admiral Dewey was on the spot to extend congratulations. An hour later White ascended from the spot where he had landed and returned to his starting point, the Benning race track.

#### Negro Kills Two, Hurts Five.

Huntington, W. Va.—In a fight between George Johnson, a negro, and a posse here two persons, including Johnson, were killed and five were seriously injured. George Tobias, a member of the posse was killed by Johnson, and Detective Lentz and Charles Hake were fatally wounded. In the course of the battle, Chief of Police Clingenpeel climbed to the top of a cliff where the negro was barricaded, and shot him dead.

#### [Two Fall Into Boiling Dye.

Provo, Utah—Two employees of the Knights Woolen Mills fell into a vat of boiling dye while scuffling on its brink. H. D. Johnson died soon after being taken out and his companion, John H. Nebaker, cannot live.

## NATIONAL GOVERNMENT NEWS NOTES OF GENERAL INTEREST

### 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 re-adjustment 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 reargued 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 reargued 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 2 1/2 cents 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.

## For the Hostess

Chat on Interesting Topics of Many Kinds, by a Recognized Authority

#### For a Bride-Elect.

So many of my letters are from just the dearest girls in the world who count themselves among the bread winners; and every once and a while some one of them is married, and then all her good friends want to do all they can in way of showers and wedding gifts. When such an occasion comes I have many queries as to how and what should be done. Now this is the way ten girls in an office did when one of their number was to marry a young doctor with very little money but a splendid fellow for all that. They called a meeting and decided that at the most three dollars apiece was all they could spare for both wedding gift and a shower, so it resolved itself into this admirable plan. They invited the bride-to-be to spend a Saturday afternoon with them at the home of one of the girls and, when the tea was served, they presented the honored guest with a half dozen teaspoons, a half dozen forks and a half dozen pearl-handled knives and told her this was her wedding present from the ten. They selected a stock pattern, so that at any time more silver could be added, and they left the marking to be done as the bride wished. I think this was a most sensible and satisfactory thing all around; and the combination of funds made a fine showing, much more practical than if each girl had tried to put her three dollars into a separate gift.

#### A Whittier Contest.

For those who are keen after literary games this Whittier stunt may be acceptable. It may be used in connection with school work, especially when studying our American classics:

1. Guess the name of the poem shut in by the storm. Snow bound.
2. The poem where volumes abound. The Library.
3. The poem devoid both of shoes and stockings. The Barefoot Boy.
4. The poem that flows from the ground. The Fountain.
5. The poem whose mother in Salem was hanged. The Witch's Daughter.
6. The poem of sunshine and rain. April.
7. The poem which gathered the hay in the field. Maud Muller.
8. The poem that's hard to explain. A Mystery.
9. The poem which shared in the games of my youth. My Playmate.
10. The poem when lessons were learned. In School Days.
11. The poem which guarded the flag from disgrace. Barbara Frietchie.
12. The poem in fire places burned. Burning Driftwood.

#### A Dutch Chocolate.

Now that the cooler days have come hot drinks are very acceptable at afternoon affairs. On quaint Dutch post cards the hostess asked twenty guests to spend the afternoon with her from "three to five." The first stunt afforded great amusement, the girls sat four at a table and the hostess passed a square of Delft blue card board to

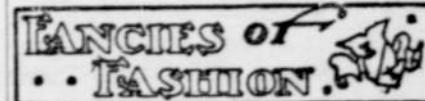
each with a tube of library paste and an envelope containing a Dutch figure cut into a puzzle, the bits were to be pasted upon the blue background when the picture was completed. The one who first accomplished this was presented with a Dutch brand of chocolate for a prize.

Then the hostess showed us a fine collection of postcards all representing Holland scenes. The refreshments consisted of nut bread sandwiches with porcelain mugs of piping hot chocolate topped with whipped cream, and delicious creamed spinach huddle in ramkins. There were charming place cards in shape of wind mills and the table centerpiece was a large wooden shoe filled with golden glow. The doilies were of blue denim, fringed all around with the hostess' monogram done in white in the center of each.

#### An Autumn Luncheon.

At a country house, just before being closed for the season, there was a delightful luncheon given for eight city guests. Every thing was suggestive of the fall; the flowers were asters and the centerpiece was a brown basket filled with all sorts of fruit. After the repast there was a game of bridge with grape juice served from a punch bowl with bunches of purple and white grapes hanging over the edge. The effect was lovely and all exclaimed "How pretty!" For prizes the hostess had arranged baskets of vegetables and fruit all grown on the place, and put up daintily with flowers on top.

MADAME MERRI



Light old rose tints are genuinely girlish colors for millinery purposes. Children's silk socks are embroidered in small detached flowers in self tones.

Foulard veiled with chiffon make up simple little afternoon or visiting gowns.

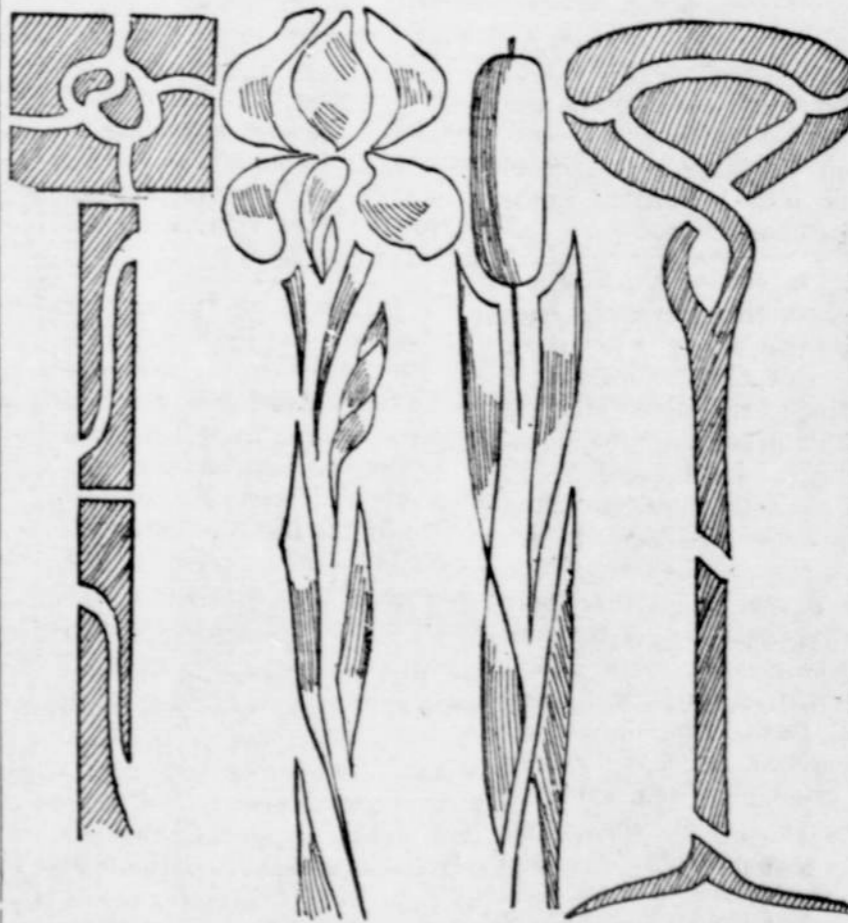
The summer stockings are embroidered in vivid colors on instep and ankle.

Dull silver slippers will be worn quite as much as the white on summer evenings.

The bandana handkerchief cap is in good repute this year, and is seen accompanying many of the smartest bathing suits.

In suede shoes one sees taupe, old natter, wood rose, all dark browns and blues, and, of course, black. Fashionable women have a pair for each handsome gown.

## Embroidery Motifs



SEPARATE motifs for embroidery and stenciling usually are presented in running designs, in small or large squares or in single flowers that necessarily vary in shape, but tend toward general roundness as a whole. Now there are articles for the house beautiful that demand an upright or tall, slender motif, such as are shown in these illustrations. They belong to all who care to trace or transfer them and to the more experienced, who can enlarge them. They will be found applicable to lampshade panels, to such small articles as the fancy-work bag, and sash curtain and table runner and to many small crash hangings for the library and the boudoir. Also it will be possible to use these on various beaten brass articles and as pyrographic outlines for wood, leather or velvet.

The square outlines of the conventional rose and the more rounded tree design are especially planned for those

who stencil, and it will be seen at a glance that they can be carried out in one color or in two. The rose itself may be a dull pink, with the stem reproduced in dull leaf green. All of the tree is green except the central portion of the upper head.

More suggestive of embroidery are the cattail and iris, both of which are intended for quick work in long flat stitches after the Japanese. Very frequently, when the outlines have been done in black to produce an effect quickly, just such stitches as are here shown are hastily placed within leaves and petals; just a few to produce the color, for instance, or the purple iris or the rich brown of the cattail, as is desired.

All of these designs will serve also as models from which to paint upon Japanese burlap paper for lampshades, or upon parchment, and their outlines will suggest the similar treatment of other flowers.