

CURRENT EVENTS OF THE WEEK

Doings of the World at Large Told in Brief.

General Resume of Important Events Presented in Condensed Form for Our Busy Readers.

A world-wide steel trust may soon be a reality.

Taft will urge the development of the Alaskan coal fields.

Senator Dolliver, of Iowa, died suddenly of heart failure.

The San Francisco moral wave is driving many crooks out of the city.

Immense census frauds are alleged in the count of Coast cities, and a complete investigation will be made.

Walter Wellman, with five assistants, started in his great dirigible balloon America, to cross the Atlantic ocean.

New York society women are adopting the latest Parisian fad of carrying dolls. They often spend \$25 to \$100 for the doll costumes.

Adolph Busch, the millionaire brewer, has finished the expenditure of \$500,000 in improving and extending his famous sunken gardens at Pasadena, Cal.

The French dirigible balloon, the Clement-Bayard, flew from Compeigne, France, to London in six hours, crossing the English channel and outdistancing all express trains.

Many arrests have dampened the ardor of the French railroad strikers.

New York art dealers are accused of customs frauds aggregating a million dollars.

Thomas S. Baldwin was injured and his biplane wrecked in a flight at Iowa City, Ia.

Presidents of two big railroads argued before the Interstate commerce commission for higher freight rates.

Extensive frauds have been discovered in the Japanese navy, and several prominent commanders have been arrested.

Over half the children in the public schools of Kansas City have been recommended for treatment for mental or physical defects.

President Taft has placed his O. K. on the plans for raising the battleship Maine in Havana harbor, and work will begin next February.

Twenty-two men were discharged by a California mining company for stealing high grade ore. It is believed \$80,000 worth has been stolen during the past few months.

A government engineer at work on the Alaskan boundary has discovered a mountain which he believes is fully 22,000 feet high, which is nearly 2,000 feet higher than Mt. McKinley.

President Taft will sail for an inspection trip to the Isthmus of Panama on November 10, leaving Charleston, S. C., on the cruiser North Carolina, convoyed by her sister ship, the Montana.

Relief is being sent to the forest fire sufferers in Minnesota and Canada.

Coal from the Pacific Coast is to be given a thorough test by the navy.

One death has occurred in the slums of New York from a virulent attack of Asiatic cholera.

Roosevelt made a short flight in an aeroplane at St. Louis, and said he enjoyed it immensely.

The Supreme court is now complete and will begin hearing important cases against the trusts in January.

Soldiers have almost disappeared from the streets of Lisbon, and conditions are rapidly becoming normal again.

A bride of four days set fire to the house and tried to burn her husband at Elmhurst, Cal., after they had been having a family quarrel.

Willamette valley shippers have filed a rebate suit with the Interstate Commerce commission covering excessive freight rates during the past ten years.

The town of Rockville, Md., near Washington, D. C., is tired of its reputation as a Mecca for elopers, and ministers will no longer marry couples unknown to them.

Latest estimates of casualties in the Minnesota forest fires place the death list as high as 2,000.

A Walla Walla groceryman has had his 15-year-old daughter arrested for burglarizing his store.

A girl highwayman, dressed in men's clothes, was captured by an intended victim at Wallace, Idaho.

Taft and Roosevelt have expressed opposite opinions on many points of the conservation question.

AIRSHIP CROSSING ATLANTIC

Walter Wellman and Crew Make Sensational Start.

Atlantic City, N. J., Oct. 17.—Sailing into a thick fog that hung low over the Atlantic ocean a few minutes after 8 o'clock this morning, Walter Wellman, with a crew of five men, is tonight believed to be on an epoch-making voyage to Europe in the huge cigar-shaped airship America.

Numerous wireless messages were received during the day, and the latest indicated that Wellman is tonight sailing through the darkness off the New York coast.

The men making the flight are Walter Wellman, commander; Melvin Vaniman, chief engineer and next in command; F. Murray Simmons, navigator; J. K. Irwin, wireless operator; John Aubert and Albert Louis Loud, assistant engineers.

The start of the America was one of the most dramatic moments ever occurring here. Roundly criticized by people who did not believe that he would ever undertake what was thought to be a foolhardy venture, Wellman started the whole island by bringing the America out of the hangar and without ceremony going into the air.

For the last 30 days the public had expectantly awaited some move from the intrepid crew. Day after day it was announced that a trial flight would be made as soon as conditions were perfect.

It was about 4 a. m. today that the final decision to go up was made by Chief Engineer Vaniman. All night he watched at the weather bureau, and as dawn broke he decided. Rushing the crew, who slept in the hangar, Vaniman called Wellman on the telephone at the Hotel Chalfonte, and notified him that the time to start had arrived.

With everything ready for the words "Let go," the crew climbed into the car hanging from the balloon.

The final "good-byes" were said to wives, relatives and friends and the last word to the ground was given.

On the board walk and the beach was assembled a crowd estimated at about 6,000. The crowd stood in awe as the airship began to rise and sail in the fog. Then cheer after cheer followed when the craft began to disappear in the mist. Within five minutes the ship was out of sight.

Robert Miller, one of the wireless operators stationed here, kept calling the America, but it was not until 11:15 a. m. that there was a response. Then out of the air came this message, the first ever sent from an airship at sea: "Headed northeast; all well on board; machinery working fine. Good-bye.—J. Irwin."

SENATOR DOLLIVER, IOWA, DIES OF HEART FAILURE

Fort Dodge, Ia., Oct. 17.—Senator Jonathan P. Dolliver died at his residence here at 7:30 o'clock last night, while an attending physician, Dr. E. M. VanPatton, was examining his heart with a stethoscope.

His death followed an acute attack of stomach trouble, which affected his heart. His physician announced that death was directly due to dilation of the heart.

Mr. Dolliver had so far recovered his strength as to be able to walk about his lawn. He had been up all day, and at night entered his sitting room for the daily consultation with his physician.

The senator informed Dr. VanPatton that he was feeling much improved and that he believed he had about recovered his normal strength. Dr. VanPatton cautioned him about becoming anxious to resume his work and then began the examination of the heart while the senator was seated in a large Morris chair. The physician was counting the beats of the senator's heart out loud. He was frequently interrupted by Mr. Dolliver with the declaration that he was unable to hear his own heart.

The physician suddenly noticed that the heartbeats had ceased. He shook his stethoscope, thinking that it was defective in some way. Again applying his instrument he discovered that the heart had ceased entirely. Upon looking into the senator's face he discovered that he had died, without a struggle and without pain.

Trepanning Skull Saves.

Walla Walla, Wash.—After having nearly become insane through pressure on his brain caused by an injury to his skull, while serving in the Philippines, Captain Charles Booker, of Dayton, is fully recovered through an operation which consisted of trepanning his skull. For several years the mind of Captain Booker had become more clouded, and so much so that lately he had been almost irresponsible. The operation was entirely successful. Captain Booker was wounded by the explosion of a shell.

Riots Rule in Nicaragua.

New Orleans—News reached here from Managua, Nicaragua, that disorder had broken out anew in the capital and that frequent rioting was occurring. According to these advices the situation had become very critical.

FRENCH AIRSHIP CROSSES CHANNEL

Big Clement-Bayard Dirigible Makes Splendid Flight

Carries Seven Men From Compeigne, France, to London, in Six Hours Without Mishap.

London—Another chapter was added to the history of aviation when the French dirigible balloon, Clement-Bayard, made the voyage from Compeigne to London in the remarkable time of six hours, a journey requiring seven hours by the fastest express trains and boats. Compeigne is 45 miles northeast of Paris and about 195 miles by air route to London.

It was the first occasion on which a dirigible balloon has crossed the English channel. The over-water trip occupied 45 minutes.

The Clement-Bayard, with a crew of six, left Compeigne at 7:15 o'clock Sunday morning and reached London at about 1:15 in the afternoon, making the trip without a stop. Atmospheric conditions were perfect and the big airship traveled with a slight breeze behind. The behavior of the dirigible was splendid and the 440 horsepower motor worked to perfection. The passengers experienced no discomfort and were only troubled by the mist in crossing the English channel.

There was nothing to interrupt the smooth, swinging motion of the balloon, which averaged 33 miles an hour. An altitude varying from 300 to 700 feet was maintained, and all along the route over the land the aeronauts were cheered by thousands of spectators.

The balloon made a safe and easy landing at Wormwood Scrubs.

The dirigible carried M. Clement, of the Clement-Bayard firm, in command; Baudery and Leprieux, steersmen; Hebatier, engineer and designer; two mechanics, and Arthur Philip Ducros, members of the British parliament, representing the British parliamentary aerial defense committee. Only these seven were aboard, although the airship can accommodate 39 passengers in addition to the crew.

The course was by way of Amiens, Abbeville and Boulogne, and the balloon was steered readily with the aid of a compass.

The aeronauts experienced some trouble with the varying air currents. On this account they circled St. Paul's and the Tower bridge twice, dipped several times and flew close to the tops of buildings. They passed over the houses of parliament and along to Hyde park, where there was a wild scramble of spectators.

The dirigible landed safely after describing large descending circles.

250 MILE FLIGHT MADE.

Aviators, With Passengers, Go From Paris to Brussels.

Paris—Henry Wynmalen, the Dutch aviator, and holder of the world's altitude record, and M. LeGagneux, the French aviator, each with a passenger, made remarkable trips in biplanes from Paris to Brussels. They started an hour and a half apart, in an attempt to win the \$30,000 offered by the Auto club and the \$5,000 offered by the municipality of Paris for a successful flight with a passenger to Brussels and return.

Wynmalen, after reaching the Belgian capital, left almost immediately on the return trip and arrived safely in the evening at St. Quentin. LeGagneux decided to stop for the night in Brussels and will start for Paris early in the morning.

The distance between the two points is about 170 miles as the crow flies, and the distance between Brussels and St. Quentin approximately 80 miles. The daring Hollander therefore covered about 250 miles with a passenger. On the trip to Brussels both aviators made a landing at St. Quentin to replenish their gasoline.

Kraut Scatterers Loafers.

Sacramento—Quite a crowd of wharf employes, steamboat men and others were thrown into a small panic at the city wharf when a barrel of sauerkraut exploded during the midst of a discussion as to what caused the wrecking of the Los Angeles Times building two weeks ago. The explosion under ordinary conditions was enough to strike fear into the hearts of brave men, yet to have it come at such a psychological moment caused terror to reign for several minutes. The kraut had been left in the sun and had fermented.

Thirty Mine Victims Found.

Starkville, Colo.—Thirty bodies have now been removed from the Starkville mine. Many now being brought out are in such an advanced stage of decomposition that they can never be identified. Twenty-five bodies are still in the mines and, according to the rescuers, have not yet been located.

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 Loebe 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.

Passes Will Be Limited.

Helena, Mont.—The issuance of passes by the Northern Pacific railroad company henceforth will be restricted to actual employes, members of the State Railway commission and such contracting firms as are engaged in the interests of the company. Announcement to this effect came from Third Vice-President M. S. Slade, of the Northern Pacific.

The action follows a ruling by the Montana Supreme court holding the issuance of railway passes to be a violation of the state law.

Two Fall Into Boiling Dye.

Provo, Utah—Two employes 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.

FRENCH STRIKE CALLED CRIMINAL

Employes 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 employes 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, cabs 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 every part of the globe where the precious metal is found. He was among the first that invaded Alaska.

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.