100,000 British Railroad Men Are Ordered to Strike; Peace Plan Rejected

Chief Facts About Great British Strike

Union leaders say all trains will be halted within twenty-four hours.

Liverpool is in darkness and suffering from a real scarcity of food. Manchester is also suffering for provisions.

About 640,000 men will be affected, although the unions embrace only 170,000.

Thirty thousand government troops are in readiness to aid in moving trains.

Total railway mileage of the United Kingdom, 23,280.

Principal railway lines in the United Kingdom are:—Great Central, 730 miles; Great Eastern, 1,135; Great Northern, 850; Great Western, 2,960; Lancashire and Yorkshire, 585; London and Northwestern, 1,965; London and Southwestern, 960; Midland, 1,520; Northeastern, 1,700; Caledonian, 1,100; North British, 1,360. Total mileage in Scotland, 3,850. Total mileage in Ireland, 3,390.

Total paid up capital $6,555,000,000.

Total number of passengers carried annually, 1,500,000,000.

Transatlantic steamships held up at Liverpool include the Lusitania, the Caronia, the Celtic, the Zeeland and the Megantic.

ment of the strike had resulted in a misunderstanding on the part of the men, which yet might be put straight.

But the spokesmen for the railway employes refused to accept Mr. Lloyd-George's view of the situation and insisted on calling the strike, even though the negotiations had not been definitely broken off.

Mr. Asquith's proposition was to form a royal commission of three members, one from the railway companies, one from the strikers, and the third, the chairman, a man well known for his impartiality.

The railway companies' representatives accepted the proposition, but the employes rejected it.

Day long conferences at the Board of Trade proved fruitless. The representatives of the unions insisted that the managers of the railroads had broken the letter and violated the spirit of the conciliation agreement.

"We have unanimously come to the conclusion," they told Mr. Sydney Buxton, president of the Board of Trade, "that the only way that will now be an effective road to peace is that the companies shall consent to meet us."

Mr. James Henry Thomas, secretary of the western district of the Amalgamated Society of Railway Servants, said to-night that there would be no truce between the unions and the railway managers, despite the efforts of the Chancellor, and that the strike would go on.

The society sent out 1,500 telegrams in the course of the afternoon to various railway centres ordering an immediate strike.

It was asserted to-night that unless matters were arranged in the interim a cessation of work in the whole transport trade of the United Kingdom would be ordered next Tuesday. It is estimated that 640,000 men will obey the order.

The authorities regarded the action of the strikers in calling out the men from the power houses at Liverpool and leaving the city in darkness as one of the gravest features of the day.

In addressing the leaders of the employes the Premier pointed out that the government was absolutely impartial regarding the merits of the case and added with emphasis:—

"But the government's first consideration must be the public interests and we cannot allow a general paralysis of the railway system of the country, which we will have to take the necessary steps to prevent."

Mr. Asquith carefully refarined from menace, but emphasized the fact that the men would incur a heavy responsibility if they failed to accept the government's offer of a most prompt investigation of all their complaints by a perfectly independent tribunal.

Mr. Ramsay MacDonald, the labor leader in the lower house, was prepared to move a vote of censure against the government for its use of the military in strikes and because of its general attitude in the present situation. Feeling in the House ran high.

Mr. Lloyd George, addressing the members, intimated that the representatives of the unions had failed to understand the government's offer to form a royal commission which should report what amendments were necessary to the agreement of 1907 between the railway managers and the men.

He said it was not purposed to form an ordinary royal commission, but one composed of three members, one representing the railways and one the men, with the chairman a man well known for his impartiality and enjoying the general confidence of the community. The government, he added, realized the importance of acting promptly lest the men should think it was trying to put off the whole question. He proposed that the commission get to work immediately and report without delay.

The Premier, the Chancellor said, had made the proposal of a commission to both parties to the dispute. The men's representatives, without full appreciation of the character of the offer, he thought, refused it. He said the government felt the conflict should not come without every one having a full appreciation of the government's proposal.

Appeals to Press.

"I have not given up hope of arriving at some solrtion of the difficulty satisfactory to all parties," Mr. Lloyd-George said, "and I appeal to the press as well as to the House of Commons to support us. I hope the men will realize that it is intended to give them fair play and not to lure out of their hands the great weapon of striking."

Mr. Philip Snowden, a laborite member, asked if the government was prepared to go to the length of calling an extra session of Parliament to deal with the commission's recommendation. To this Mr. Lloyd-George replied:—"If they involve a question on which the peace of the country depends and must be dealt with without delay, I cannot imagine that anybody would object to Parliament being summoned, whatever the inconvenience might be."

Sir William R. Anson, speaking for the opposition, said his party would be willing to reassemble Parliament in case it were necessary.

Conferences Begin.

When the time limit of twenty-four hours within which the railway men demanded that their employers agree to consider their grievances expired at eight o'clock this morning representatives of the four railway societies involved went into conference with the Board of Trade.

They early threw down the gauntlet to their employers by adopting the following resolution:—

"This joint committee hereby express our determination not to settle our present dispute unless the lockout imposed upon our fellow workers bacuse of their support of the railway men in Liverpool and elsewhere is removed."

Passenger and freight trains from all London stations ran on their regular schedules in the afternoon. There was much uneasiness among the men, a large proportion of whom seemed reluctant to strike.

LIVERPOOL DARK; MEN STAND FIRM

LIVERPOOL, Thursday.—Liverpool was comparatively quiet to-night following several days and nights of turmoil and rioting growing out of the strike of transport workers and allied unionists. Troops, however, continued to guard all public buildings and patrol the streets. That there were no serious disturbances to-night probably was due to the fact that the electric light company by careful management succeeded in keeping the city lighed by smuggling men ino the power station to replace the regular men, who quit to-day in sympathy with the strikers.

Until eight o'clock this evening the company maintained only a limited supply of current for illuminating purposes, but at that time the street car service was suspended and the additional supply of power thus secured diverted to fully lighting the streets and hotels. The latter previously had been deprived of all electric lights.

It was necessary to close down the theatres because of their use of electric current and use it for street lighting, it being feared that if the streets were in darkness Hooligans again might give serious trouble.

All taverns were closed at eight o'clock to-night, and hereafter, in accordance with the orders of city magistrates, they must shut down at two o'clock in the afternoon until further notice.

The Lord Mayor conferred this afternoon with ninety of the magistrates and resolved upon issuing this order. It was also decided to suppress the sale of beers and other drinks in bottle form, so as to minimize the use of bottles by the rioters as missiles.

It was also deemed advisable to ask the government to afford adequate military and naval protection to prevent intimidation of men who are willing to work.

The ship owners committee issued a manifesto of a concilitary character, appealing to the strikers to resume work and enable the withdrawal of the lockout notice against the shipping employes here and expressing a willingness to submit the grievances of the men to a joint committee.

The Strike Committee after considering this manifesto, however, replied that things must take their course.

Tom Mann, leader of the strikers here, issued a statement embodying the decision of the Strike Committee. In it he said there was no serious breach between the ship owners and the men, but that the railway men were determined the lockout should be called o before any settlement of the dock workers' troubles could be considered. The dock workers, he added, are determined to stand by the railway men, in accordance with the growing spirit of solidarity of labor.

The streets of the city are getting into an unbearable condition as a result of the strike of the scavengers.

Mr. Gompers Sees Labor Victory and Advance of Working Classes

American Federation President Says Strike Will Benefit Workingmen of the World.

HERALD BUREAU, No. 1,502 H STREET, N. W., WASHINGTON, D. C., Thursday,

That England must listen to the demands of labor and that the strike now in progress there will relieve conditions which he regards as intolerable is the belief of Mr. Samuel Gompers, president of the American Federation of Labor.

Mr. Gompers left Washington to-day for a trip of seven weeks in the West, in which he will probably discuss the bearing of the strike in England upon labor conditions in the United States. He said before leaving that he thought labor conditions would probably be improved as the result of the position taken by the English laboring men.

Mr. Gompers is expected to turn frequently in his Western speeches to the treatment of labor leaders charged with implication in the destruction of the Los Angeles Times.

He was emphatic in saying that the time had arrived when England must listen to the demands of the "people," and that for the last fifteen years any traveller through Great Britain could see conditions that would ultimately end in a revolution on the part of the laboring class.

"The strike is but the vigorous manifestation of the spirit of the English laboring people against conditions that have held them under the yoke for so long a period," said Mr. Gompers, "and the time is now ripe when the indignation of the people will result in a complete victory for English organized labor.

"The workingmen of England have knuckled down to conditions in the past that have taxed their patience to the

SAMUEL GOMPERS
PHOTO BY HARRIS & EWING

utmost, and the time had to come when it would become necessary to rise and take matters into their own hands."

Just what attitude the American Federation of Labor will asume toward the British strikers Mr. Gompers did not care to discuss, but it is understood that his Western trip will have an important bearing on the question.

In Mr. Gompers' opinion there is only one outcome of the labor crisis in England, and that is a decided improvement in labor conditions—an improvement which may possibly revolutionize the system.

"In all events," said Mr. Gompers, "it will result in better conditions than have existed in England at any other time, and once the laboring people demonstrate that they are determined to stand for their rights it will result in one of the most far reaching victories that has ever influenced organized labor. Just what its effect will be in the United States I cannot say at this time, but it will undoubtedly strengthen labor in this country."

THINK AMERICANS WILL REFUSE TO AID

Plans made by the steamship companies affected by the strike in Great Britain to recruit crews on this side of the Atlantic for round trips will be difficult of achievement, according to Mr. Wyatt, general organizer of the American Federation of Labor. Mr. Wyatt, in speaking of the announced purpose of the companies to operate their steamships with American men, said yesterday:—

"I do not believe that the American workingman will allow himself to be used for the purpose of weakening the position of the British men now on strike. Although none of our organizations on this side of the Atlantic is directly affected by existing conditions, still the question involved is an international one. We are all working in the same general direction and the labor organizations of the world are becoming more firmly bound together every year.

"I cannot speak as fully on the subject as some others who are better informed regarding railroad conditions in the United Kingdom. The railroad employes here are not affiliated with the American Federation of Labor, and consequently we are not in as close touch with them as we are with other organized bodies.

"I do know that the agitation over there has been going on for years. I hope that the strike will be ended soon, as it would be too bad to have an industrial war continue. Still I think that the strike will have a good effect in this country. The American workingmen are watching it closely.

"You can see why the railroads of the United States have always been ready to meet with and treat with the railroad employes here. I do not think that conditions in England will be duplicated here, but if they were it would be terrible."

Railroad employes in New York city yesterday declared that in their opinion there is no possibility of any disagreements between them and the railroads at this time.

"The situation here cannot be compared to the one in Great Britain," declared an officer of the local branch of the Order of Railroad Conductors, who asked that his name be withheld. "The companies and the employes here get together on a good, sound business basis and enter into a contract. When differences arise the two parties arrange conferences and matters are smoothed out. In my opinion no situation similar to that in Great Britain can arise here."

AERONAUTIC NEWS HERE AND ABROAD

MR. ATWOOD FINDS TRIP MONOTONOUS

Flight from Toledo to Cleveland "Just an Easy Canter."

NEW YORK IN FIVE DAYS

Has Now Covered Ten Miles More Than Half the Distance from St. Louis.

CLEVELAND, Ohio, Thursday.—With another gain to his credit of 123 miles, Mr. Harry N. Atwood arrived in Cleveland this afternoon on his aeroplane flight from St. Louis to New York. He covered the 123 miles between Toledo and Cleviand in an actual flying time of two hours and twenty minutes.

"Just an easy canter," said Mr. Atwood as he stepped from his biplane in a park on the lake shore of the city. "I almost went to sleep with the monotony of it. In five days New York will see me hop over its tallest skyscrapers and glide into the sand at Coney Island."

The Bostonian is pleased with his progress. He has now travelled 643 miles from his starting point in St. Louis. He has still 623 miles to fly to reach his destination in New York. He therefore has gone just ten and one-half miles more than half of the 1,265 mile trip. His total time actually in the air since he left St. Louis last Monday is thirteen hours and fifteen minutes.

Blowing of whistles and the cheering of people crowded on the roofs of office buildings made Mr. Atwood's entry into Cleveland, shortly before five o'clock, as thrilling as the ovations accorded him at St. Louis, Chicago and Toledo.

Leaving Toledo at twenty-nine minutes after ten o'clock this morning, Mr. Atwood skirted along the edge of Lake Erie at an altitude varying from 200 to 500 feet. He made intermediate landings at Venice and Sandusky, although his schedule called for only one landing. For twenty miles after leaving Sandusky, at fifteen minutes after three o'clock, he steered his machine out over the lake, while the populations of towns and villages ran to the water's edge.

With farms, woods, villages and rivers spinning beneath him in a blur, caused by a mist which swept in from the lake, he made his best time between Toledo and Venice. He flew the fifty-five miles in fifty-nine minutes, including time lost in searching for a landing place.

Mr. Atwood up to a late hour to-night was uncertain what his programme would be for to-morrow. He said he might go to Erie, Pa., or to Buffalo.

Soon after his arrival here Mr. Atwood's aeroplane was attached on a claim for $300 alleged to be due it by the Standard Oil Company. It later was released on a bond furnished by Mr. Atwood, who explained that the claim was for oil and gasolene furnished him on an eastern flight. The oil and gasolene, Mr. Atwood asserts, were given to him.

TWO MISHAPS AT BOSTON.

[SPECIAL DESPATCH TO THE HERALD.]

BOSTON, Mass., Thursday. — Practice flights at the Squantum field to-day nearly resulted in fatalities, for both Dr. Percy L. Reynolds, a graduate of the Wright school, and a professor of physical science at Amherst Agricultural College, and Mr. Charles C. Bonnette, an amateur, had narrow escapes.

Their machines were wrecked, Dr. Reynolds has an injured nose and Mr. Bonnette a lame shoulder. Dr. Reynolds, while attempting to turn, was struck by a gust of wind and fell about fifty feet. Mr. Bonnette's machine turned over on its side, when he was about ten feet from the ground.

TO WED AEROPLANE'S SPONS

[SPECIAL DESPATCH TO THE HERALD.]

LOS ANGELES, Cal., Thursday. — Mr. Siguard Russell, son of Mrs. Richard Hovey, widow of the poet, announced today that he was going to marry next week Miss Ruby Jester, of Atlanta, Ga., who will act as godmother at the christening of a new aeroplane built by him. He says he has known the young woman but two weeks.

NEW RECORD FOR INTERNAL REVENUE

Collections Will Practically Meet One-Third of the Government's Operating Expenses.

HERALD BUREAU, No. 1,502 H STREET, N. W., WASHINGTON, D. C., Thursday.

Almost one-third enough money to meet the operating expenses of the United States government in 1912 was collected by the Commissioner of Internal Revenue during the last fiscal year.

In round figures the receipts of Commissioner R. E. Cabell's office reached $322,500,000. President Taft's corporation tax brought in more than one-tenth this amount. The aggregate of this class of collections is $38,511,536, an increase over 1910 of $12,551,000. The total increase in collections for this year over last is $32,569,049.

Collections for last year surpassed the best previous record, that of 1866, when conditions were much different, by $12,405,821. It cost $5,409,000 to make the collections. Incidentally the cost of collecting has been reduced from 17.40 a thousand to 16.80 a thousand.

WHITE GIRL CHINESE WIDOW.

Claims Valuables at Morgue, Produces Papers and Gets Them.

[SPECIAL DESPATCH TO THE HERALD.]

PITTSBURG, Pa., Thursday. — A well gowned young woman called at the morgue to-day and demanded the valuables of James Num Lee, a Chinese killed Tuesday night in an explosion in the Charter Building.

"You don't look like a Chinese woman," said an attendant.

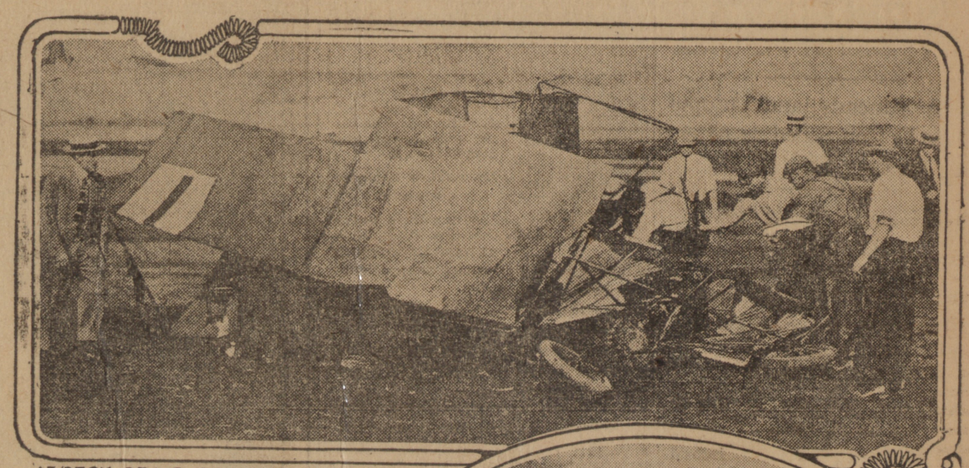
"I'm not; I'm an American," she replied.

"Well, how were you related to Lee?"

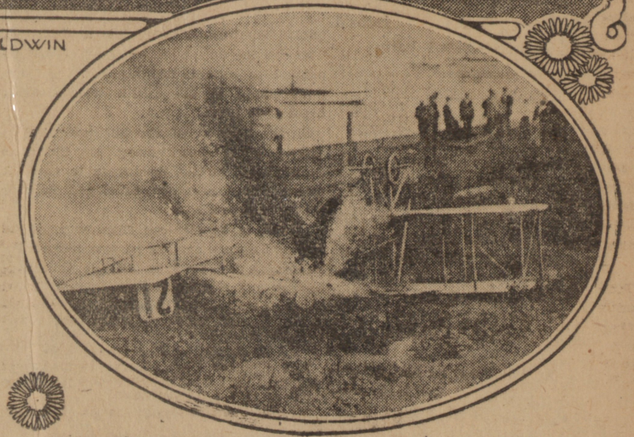
Then the young woman produced a marriage license and a certificate that showed Lee and she were married here in March.

She got the valuables, a gold watch and chain and a $20 bill. Lee left an estate of $100,000. The widow and the Chinese relatives say there will be a fight in court.

Wrights Sue Aviation Meet Association for Damages for Alleged Infringement



WRECK OF MR. BADGER'S BALDWIN BIPLANE



BURNING OF MR. J. A. D. McCURDY'S BIPLANE

Declare Patents Cover Every Machine That Is Flying in Chicago.

MIFFED BY OFFICIALS

Mr. Beachey Wins Biplane Race and Mr. Sopwith the Passenger Carrying Event.

[SPECIAL DESPATCH TO THE HERALD.]

CHICAGO, Ill., Thursday.—The Wright Brothers Company, of Dayton, filed suit for damages to-day in the United States Circuit Court against the officers and directors of the International Aviation Meet Association for alleged infringement on the Wright patents by all of the owners of aeroplanes who have taken part in the contests here.

Subpoenas were served subsequently on Messrs. Harold F. McCormick, James E. Plew, Roger G. McGann, Lawrence Heyworth, Grover F. Sexton, Frank X. Mudd and James S. Stephens. Summons is made returnable for the first Monday in October.

This suit, coupled with the fact that a big deficit is looming up, was not calculated to-day to make the management of the meet joyful. There is likely to be a margin of expense over revenues of about $75,000.

"Like Having Our Pockets Picked."

Mr. Orville Wright in discussing the suit said he regarded the conduct of the aviation association officials in refusing to take a license from his concern as decidedly ungentlemanly.

"At the Belmont Park meet, the Baltimore, Indianapolis, Los Angeles and San Francisco meets licenses were taken out," he said. "We offered the same terms to the officials of the Chicago meet. Our proposal was that one-fifth of the prize money offered should be held in escrow until the patent question was decided. They make no argument, and we have never been treated so ungentlemanly as by the Chicago officials. We came to the opinion that they were not acting in good faith.

"We claim the patent rights on the systems of control on every machine being used in the meet, biplane and monoplane. Any system of control upon which the use of aerilons or other wing appendages or the warping of the wings is based is covered by our patents. It is just like having our pockets picked, so we decided to demand remunerative satisfaction."

Mr. Herbert S. Duncombe, representing the meet association, after a conference with Mr. W. M. Miller, attorney for the Aero Club of America, who had been summoned by wire from New York, gave out a statement in which he said:—

"We have thoroughly canvassed the situation and believe the association has no reason for fear from the suit. We have until October 1 to make our appearance in court and will not divulge the nature of our defence until that time."

Mr. Beachy Wins Biplane Race.

The first event of the day, a speed contest for biplanes, the most beautifully flown race of the entire meet, was won by Mr. Lincoln Beachey in the fastest time for twelve miles made on the course—13:34:14. Mr. Eugene Ely, another Curtiss flyer, was second.

Mr. Thomas Sopwith gave the crowds a remarkable exhibition of swift flying. The Englishman, carrying a passenger, went twelve miles around the course in 13:14:82, or only twelve seconds slower than Mr. Beacheay, flying alone.

A bomb throwing at an imaginary battle ship was a novelty, and the crowds evinced great interest. The bombs flew in beautiful parabolic curves, but few came near the mark. Mr. J. A. D. McCurdy displayed the greatest proficiency and won the $1,000 prize.

BOY RUNS TO DEATH SEEKING PLAYTHING

As Father Seeks Work Lad Goes Into Street and Is Killed by Automobile Truck.

John Molner, three years old, of No. 337 East Twenty-fourth street, was killed yesterday under the wheels of an auto truck when he toddled into the street to get a bright piece of tin which he sought for a plaything. A few minutes before he had tugged at his mother's skirt as she was

JOHN MOLNER.

preparing the noonday meal in the big tenement in which they live. He pleaded to go out to the sidewalk with the other boys and girls, and his mother consented.

At the time of the accident the street was filled with vehicles and shouting children. Screams of the children brought the mother to the street. Hardly had neighbors deposited the body on a bed when John Molner, the father of the victim, came home after a fruitless morning's search for work. At the sight of his dead child he wept.

The truck which killed the boy belongs to Arbuckle Brothers, sugar refiners, of Brooklyn. It was driven by Albert Loebs, of No. 57 Poplar street, Brooklyn, who told the police he was proceeding slowly when the baby darted out. Witnesses corroborated Loeb's account of the accident, and he was not held.

The dead boy was the only child of the couple. Molner has had a hard time recently in providing for his little family. He is a tailor, and for the last seven weeks has had only a few days' work.

Pick Cleveland for Convention.

SAN FRANCISCO, Cal., Thursday.—Cleveland was chosen as the place for the next annual convention of the International Typographical Union at to-night's session of the convention here, by a vote of 114 to 106 cast for Houston, Texas. Decision was on the second ballot. Ottawa, Ontario, and Vancouver, British Columbia, dropped out after the first ballot.

PUSH BOY IN FRONT OF MOVING TRAIN

Hurled from Bluff at West 121st Street, Romeo Simon Has Narrow Escape from Death.

While watching the vessels in the Hudson River from a bluff that rises above the New York Central Railroad tracks at West 121st street, yesterday afternoon, Romeo Simon, seven years old, was pushed off the elevation by companions of his own age and fell in front of a moving freight train.

The boy fell sprawling on the tracks, but arose and like a flash leaped to the tracks near by. But he was unfortunate in his brave attempt to get out of harm's way, for he missed his footing and fell back on the first tracks as the freight locomotive thundered by.

The engine driver, who had seen the boy, applied the air brakes and reversed the locomotive, but it was a vain effort. When picked up by trainmen the boy had his left thumb amputated and his left foot was crushed. However, it is thought his foot can be saved.

The boy was taken to the J. Hood Wright Hospital. He did not know the names of the boys who pushed him on to the tracks, and only joined them in play about half an hour before the accident. He lives with his widowed mother at No. 2 East 119th street.

WANTS APPLAUSE INQUIRY.

HERALD BUREAU, No. 1,502 H STREET, N. W., WASHINGTON, D. C., Thursday,

There is to be an investigation by the House of the fondness of some of its enthusiastic new members, mostly democrats, to appear important in the eyes of their constituents by decorating their speeches in the Congressional Record with the words "applause," "cheers," "congratulations and handshaking," &c. Representative James R. Mann, of Illinois, the republican leader, is on the trail of these members and is giving them no peace.

Mr. Mann discovered to-day that Representative Adam B. Littlepage, a new democrat, from West Virginia, who first gained notoriety by his laudatory autobiography in the Congressional Directory, had printed in the Record that appeared this morning a long speech on the Warrior River dam bill that had never been delivered, but was plentifully interspersed with "applause." The republican leader entered a vigorous protest against such "doings" and the House finally referred the question to the Rules Committee at the suggestion of Representative Robert L. Henry, of Texas, the chairman of that committee.

STORE ROBBED THREE TIMES.

Thieves in Repeated Visits Get Goods Worth $1,100.

The police yesterday were investigating the third robbery in one month of George Rahmann & Co., leather belt manufacturers, of No. 6 Ferry street. Mr. Rahmann says belting worth $1,100 has been stolen.

Detectives say two or more men committed the burglaries because some of the rolls weighed more than two hundred pounds.

SQUARE MEAL PLEA ENDS HIS ODYSSEY

High School Boy Works Way from Savannah to Europe, but Has Hard Luck Here.

Freckled, red haired and robust, John Dudley Hall, fifteen years old, of Pineora, Ga., wandered into Police Headquarters yesterday and volunteered to plead guilty to any charge that would result in his being sentenced to three square meals a day.

In giving his record John Dudley Hall said he attended high school in the fall, winter and spring, and travelled in summer, preferably at sea. He had a letter from Daniel Svenson, of the Savannah Port Society, stating that he had parental consent to travel to ship as seaman or in any other capacity a shipmaster might wish to employ him. He said his stepfather is L. Gignilliet, a well to do lawyer in Georgia.

The lad said he had shipped as an able seaman aboard the steamship Gatanendi from Savannah to Hamburg, arriving there June 22. Seeing Hamburg in a few days, he shipped as seaman for Leith, Scotland, aboard the Weimer. After a look at Leith he shipped for Dundee on board the Corsica. Back to Leith again and then on to Hamburg on board the Coblentz as assistant steward. Going by train to Bremen, he went by boat to London, and after two days' sightseeing he shipped as a waiter on board the Kronprinzessin Cecille, bound for New York.

He met others with hard luck here. While seeking a job on a coastwise vessel his wages went. Wednesday night he slept in a park and hunger finally drove him to Police Headquarters. He got a square meal and was sent to the Children's Society until his stepfather is heard from.

The woman buyer for a department store furnishes the theme for the first of a series of articles on the great retail establishments in next Sunday's NEW YORK HERALD.

COMMITTEE SAVES MINING HEAD'S STOCK

Settles N. L. Amster's Indebtedness to Obviate Liquidation in Low Market.

BOSTON, Mass., Thursday.—To obviate the necessity for the immediate liquidation of stock held by Nathan L. Amster, of this city, in the three mining companies of which he is president, at the prevailing low prices, a committee of three to-day took charge of Mr. Amster's affairs and made a settlement of his entire indebtedness.

Mr. Amster is president of the Arizona Commercial Copper Company, the Boston and Corbin Copper and Silver Mining Company and the Shannon Copper Company. The committee was composed of Charles Hayden, William A. Paine and George Baldwin.

The order of Mr. Olmstead, referee, of the bankruptcy division of the United States District Court, for the sale of the assets of the National Mining Exploration Company was approved and confirmed to-day by Judge Dodge. Mr. Amster held the company's note for $100,000.