AMERICAN TRAVELLERS RETURN ❋ MR. WRIGHT'S SUCCESS IN FRANCE

TOURISTS RETURN BY THE HUNDRED

Almost a Record Crowd Coming on the Kronprinzessin Cecilie from Cherbourg.

MANY ON THE TEUTONIC

Have Been Travelling on the Continent, and Automobiling Seemed the Favorite Mode.

SEVERAL FAVOR MR. TAFT

Judge Newburger Thinks Trips Around Europe Broaden the Mind and Widen One's Ideas.

[SPECIAL CABLE TO THE HERALD.]

HERALD BUREAU, No. 49 AVENUE DE L'OPERA, Paris, Thursday.

Special trains leaving the St. Lazare station yesterday morning for Cherbourg carried more than four hundred first class passengers for the Teutonic and the Kronprinzessin Cecilie.

It was almost a record crowd (307 numerically) which started for the Kronprinzessin in three trains. The Teutonic contingent comprised about one hundred and thirty homegoing Americans, including Mr. John R. Drexel, Mr. and Mrs. Coburn Haskell, Mr. and Mrs. R. M. Simmons and Mr. Francis R. Lassester.

Mr. Levi Mayer, of Moran, Mayer & Mayer, a law firm of Chicago, was bound to the Kronprinzessin Cecilie after a short visit on the Continent, passed mostly in Germany. Mr. Mayer is general counsel of the Distilling Company of America, the Whiskey Trust, and also fills the same rôle for the Theatrical Trust, in which, he says, all interests that formerly were discordant now harmonize. He said:—

"I am independent in politics, but I intend to vote for Mr. Taft."

Mr. and Mrs. Samuel Rice, of New York, passed part of the season in Trouville. Mr. Rice, who is president of the Distilling Company of America, said:—

"Business prospects are all right and Mr. Taft will be elected."

Mr. B. J. Salomon, a leather manufacturer of New York, talked optimistically of business with a Presidential guess also for Mr. Taft. Mr. and Mrs. Salomon have been in Marienbad and were recently at the Hotel Majestic in Paris.

Wants Tariff Let Alone.

Mr. and Mrs. Emil Winter and son, of Pittsburg, had finished a European tour, much of which was passed in an auto.

Mr. Winter, whose main interests are banking and the iron industry, said:—

"There must be no fooling with the tariff and I am for the man who will foot with it least. His name is Taft!"

Judge Newburger said:—

"I have had a delightful tour, embracing Ireland, England and Scotland, and later was in Ostend. Trips across the ocean and around Europe clear the brain and widen ideas."

Baron Snoy, of Brussels, said he was on his way around the world for pleasure and business and will proceed across the American continent over the Canadian Pacific route.

"I expect to encircle the globe in ninety days," he said, "within ten days of Phileas Fogg's record."

Judge E. H. Gary, chairman of the American Steel Corporation, has been in Europe since early summer.

"Automobile tours form the best part of a vacation in Europe," said Judge Gary.

Mr. Elias Summerfield, of New York, is of the same opinion. Mr. and Mrs. Summerfield covered several thousand kilometres in their automobile during the season.

Others Returning Home.

Others on the Kronprinzessin were Mrs. Harahan, wife of the president of the Illinois Central, and her niece, Miss Martha Harris, of Chicago; Mr. Max Bamburger, of Philadelphia, who took the "cure" at Carlsbad; Mr. Nathan Snellenburg, of Snellenburg Brothers' dry goods store, Philadelphia; Mr. Frank C. Cadden, of the Siegel Cooper Company; Mr. J. Eckstein, Miss Dina Eckstein, Mr. and Mrs. Theodore W. Myers and Dr. Wood McMurtry, all of New York.

TOURING IN EUROPE.

[SPECIAL CABLE TO THE HERALD.]

LES BAINS, Wednesday.—Mr. and Mrs. Van Rensselaer Kennedy and family, of New York, in a "35-45" Renault, arrived at the Grand Hotel.

AUXERRE, Wednesday.—Mr. and Mrs. James B. Tailer, of New York, have arrived in a "40" Panhard.

SULEYMAN PACHA FLEES TO CROATIA

Turkish Commander Who Escaped Death at the Hands of Mutineers Hailed at Agram.

VIENNA, Wednesday.—A despatch received here from Agram, Croatia, reports the arrival there to-day of Suleyman Pacha, the Turkish commander in Novipazar, who fled from his own troops at Plevlie after they had threatened to kill him.

The forces under Suleyman Pacha mutinied a short time ago and made an attack upon the commander, but he succeeded in making his escape and later barricaded himself in his residence. He then sent an urgent appeal to an Austrian general for protection, and the latter brought up four companies of infantry, rescuing the Turkish commander and escorting him to the railway.

Suleyman Pacha was received with military honors at Agram. He will proceed to Budapest and appeal to Emperor Francis Joseph. The Austrian authorities are strengthening the frontier forces, and two regiments of infantry are under orders to be in readiness to proceed to Plevlie.

An official statement issued to-day announces that at the recent meeting between M. Iswolsky, the Russian Foreign Minister, and Baron von Aehrenthal, the Austro-Hungarian Foreign Minister, the general situation in Europe was discussed.

It was agreed that the two governments should adopt a benevolent and waiting attitude toward the new régime in Turkey, which it was hoped would tend to the preservation of the peace of Europe.

Mr. Wilbur Wright Flies Thirty-Nine Minutes and Establishes a New European Record for Aviators

Makes Second Flight in Which He Carries Passenger for Two Minutes.

CONTROL OF MACHINE CALLED REMARKABLE

Descent Was Effected with Perfect Ease and Only Because the Petrol Supply Became Exhausted.

DIPPING OF MACHINE ABSENT

M. Zens, Who Rode in Aeroplane, Declares He Felt Secure While Aloft and Is Loud in Praise.

[SPECIAL CABLE TO THE HERALD.]

LE MANS, Wednesday.—Mr. Wilbur Wright accomplished two things to-day. First, he flew longer than any French aviator; second, he succeeded in carrying a passenger with him.

In the morning, shortly before eight o'clock, Mr. Wright commenced the flight, which lasted thirty-nine minutes and eighteen seconds, officially controlled by M. Leon Bollee and other representatives of the Aero Club of the Sarthe.

He thus beat by ten minutes all French records so far established. These records have been beaten previously in America by Mr. Orville Wright, but from the French viewpoint it was necessary that they be beaten in France so as to bring home the enormous advantage which Mr. Wright holds over other aviators.

The flight was only ended because the petrol ran short and he was obliged to come down a kilometer away from the starting point. Owing to this fact the flight was low, one of the highest points attained being twelve metres. The flight was much more regular than any he had made before. The machine travelled without the dipping movement usually noticed.

Takes Flight in Fog.

Mr. Wright flew with much applauded precision. There was a heavy fog when he started, but after ten minutes the fog passed. The running of the machine was perfect, and it was believed for a while that Mr. Wright would break his brother's record, and he might have done so but for the petrol. Personally he had no intention of so doing, he told me afterward, and was quite satisfied with what he had accomplished and that before he began to make flights to equalhis brother's record he would change the petrol tank. This morning's ight was watched by General Poline, who said afterward he had never been so impressed in his life. He said the machine would prove of the utmost use from a military standpoint for scouting, and that it would be of the highest utility, especially when the scattered type of warfare was being carried on, as by sending out several machines of this type a general officer could ascertain the exact position of the enemy.

The Comte Castillon de Saint Victor, who saw Mr. Wright for the first time, said he had been profoundly impressed, and said:—

"People had spoken to me in Paris and told me that it was nothing but an acrobatic performance. It was nothing of the kind. The machine itself was infinitely more stable than I had imagined, and the efforts on the part of the pilot apparently were nothing at all in my opinion. Mr. Wright's apparatus sounds the death knell of the cellular type of machine with a large tail."

Makes Second Flight.

During the day Mr. Wright did nothing. He lunched at the Château du Loire with a band of aeronauts and only returned shortly before four o'clock. The weather then was perfect and an enormous crowd had assembled. Shortly after five o'clock Mr. Wright decided to make another flight and invited M. Ernest Zens to go with him. M. Zens had asked the privilege first of any one when more than a month ago he saw Mr. Wright for the first time.

The crowd was very silent as the two men took their seats in the apparatus. M. Berg instructed M. Zens how to act, as Mr. Wright does not understand French. There was a false start and the machine ran along the rail without sufficient speed to rise. More weights were added to the starting system and the machine shot off as well as usual. It was immediately apparent that the aeroplane possessed much greater stability with two people in it. It turned on an even keel and described afterward a huge figure eight, remaining aloft two minutes and twenty-two seconds. A descent was effected in the neighborhood of the starting point without the slightest shock and the crowd loudly cheered.

It was then nearly dark and the apparatus was taken to the shed. I had a talk with M. Zens this evening. His opinion is of great importance, as he is the first man having a practical knowledge of aeroplane work to mount in Mr. Wright's machine. He said:—

Had Feeling of Security.

"Mr. Wright asked me about ten minutes in advance if I would fly with him. I at once consented, and as soon as we left the ground I had a feeling of security such as I had not expected. The start was progressive. We glided into the air, and the noise of the motor, which had been deafening while we remained upon the rails, disappeared as we flew. At least I did not notice it. The machine turned with ease and without dipping toward the centre of the circle. The speed, however, seemed slow, as far as I could judge by watching the ground pass underneath. It is very difficult to judge the machine, because this is the first time I have ever been in one under such circumstances. The landing was effected without any trouble, and just as one is thrown forward in an automobile when the brakes are applied suddenly.

"I cannot express too strongly the sense of security which I felt during the whole flight. It seemed to me that the machine travelled like a fish. I am prepared to state that I could go out with the Wright machine, after four or five such experiences, on calm days, and that I could steer myself and make a straight line of flight or without breaking the apparatus.

Simplicity of Control.

"The control is simplicity itself. I watched Mr. Wright during the flight and no effort was necessary in controlling the mechanism. Mr. Wright told me he was not entirely satisfied with the landing, which he considered rather too rough. But Mr. Wright is an artist in flying and is never satisfied unless everything is just as he wishes it."

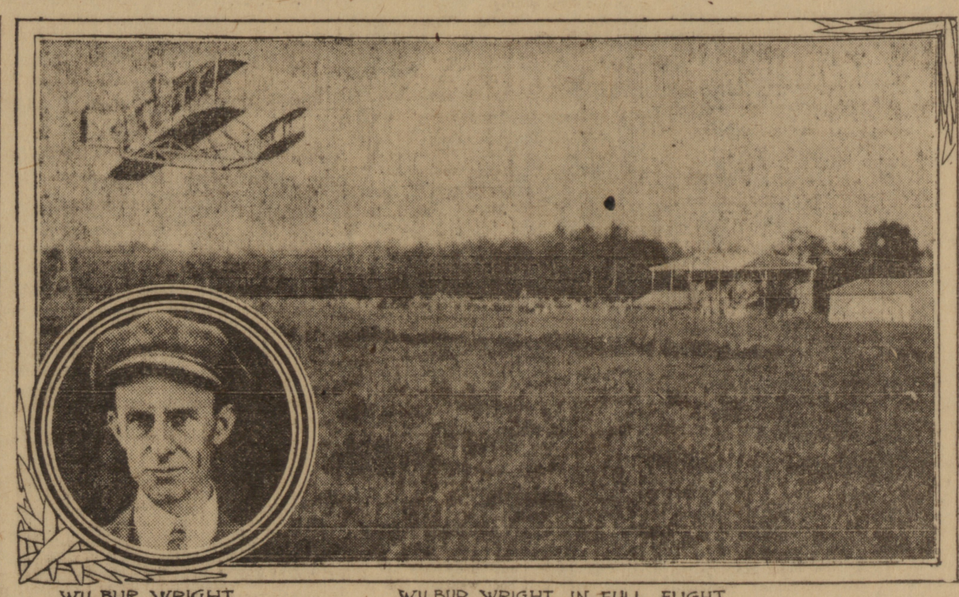
For the public the landing was one of the most remarkable features. It was estimated that the greatest height attained was fifteen metres, with two persons on board.

It is announced that Friday will be a great day here. Mr. Wright competes for the Michelin prize of 20,000f. ($4,000), given the aviator who accomplishes the greatest distance before the end of the year, after having given notice of the intention so to compete. He will also compete for a prize of 5,000f. ($1,000) offered to the aviator who accomplishes a distance of five kilometres before the end of September. This distance has been frequently surpassed, but no aviator so far has specially engaged for the prize.

Because the Aero Club de France has refused to give Mr. Wright the necessary permission to compete for the Prix de la Hauteur, the Aero Club de la Sarthe is considering the question of founding a new prize for the aviator attaining a height of thirty metres by whatever means he wishes to employ, but only after having first accomplished on this occasion a flight of at least two kilometres.

It is pointed out that if Mr. Wright entered and won, about which there is no doubt, the prize of the Aero Club de France for twenty-five metres no longer has any interest, and that it will be necessary to reorganize conditions in that event.

It is expected that Mr. Wright will tomorrow endeavor to prolong the extent of his flight. He is fitting to-night a larger petrol tank for this purpose. The weather is very fine, and as there is scarcely any wind the prospects are good.



WILBUR WRIGHT — WILBUR WRIGHT IN FULL FLIGHT

WINDS UPSET PLANS OF ORVILLE WRIGHT

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

Too much wind from the north again prevented Orville Wright from breaking another record with his flying machine at Fort Myer to-night. The crowd, comparatively small, took its disappointment good naturedly, although there were some expressions of wonderment that the government could consider for war purposes a machine which could not fly in the moderate seven mile breeze blowing this evening. Persons who thought thus did not understand that if the track was turned in the other direction the breeze would be a help instead of a hindrance.

Informed of his brother's flight in France, Mr. Wright expressed himself as well pleased. "I am glad he has his motor working well now," he said, "although I do not understand when the capacity of the gasolene tank is sufficient for 175 miles why he should have come down so soon for lack of fuel. But I doubt the forty-six mile an hour part of the story. I don't think the machine capable of it. Will I try to keep ahead of my brother in record flights? Why, yes, I think I will. I expect we will have some friendly rivalry over it before we each of us get through."

Lieutenant Selfridge was disappointed this evening probably more than any other one person at not having a flight, since he was to have been the passenger.

Mr. Wright has installed two new propellers on his aeroplane which are six inches longer than the older ones and with a flatter pitch.

Mr. Wright is feeling better and looking better since the strain of the first few days has worn off and says that he sleeps more and better than he did. His first official flight may be at the end of this week, in which case his final test would probably take place the first of next week.

TWO NEW AIRSHIPS TO BE LAUNCHED

Kimball Helicopter and Williams Single Plane Aeroplane Being Assembled for Flight.

Two new conceptions in flying machines are to inaugurate the work of the Aeronautic Society at the old Morris Park race track. Both devices are now receiving the finishing touches in temporary workshops in the old paddock shed, and there is a friendly race in progress as to which machine will first be ready for a public demonstration.

One of these machines is the helicopter of W. R. Kimball, which has been described and illustrated in the HERALD. The other is a single plane aeroplane, the invention of C. W. Williams, who yesterday allowed his invention to be inspected for the first time by a newspaper reporter. If it flies, as its inventor expects, the Williams machine will be a long step forward in the direction of simplicity.

Instead of the two superimposed planes which the devices of the Wright brothers, Delagrange, Farnum and others have made familiar, the Williams aeroplane resembles an ordinary kite of the Eddy type to a marked degree. The frame is made of spruce poles and wire and the surface is covered with muslin in four sections. The whole has an area of 600 square feet and, with the motor and operator, is expected to weigh about six hundred pounds.

"I shall have my machine ready for a flight some time next week," said Mr. Williams yesterday. "Of course, I cannot tell what it will do until I have tried it, but I am confident that it will be a success, and I do not expect any trouble in launching it. All the parts and materials for its completion, including the motor, are here now, and it is going together as rapidly as possible.

"The motor will be hung about eight feet below the plane, and that I figure will give absolute stability. It will be impossible to overturn the machine in the air. Models made on the same plan descend vertically from any height. I have been studying aerial navigation for twelve years and have made hundreds of descents from balloons in parachutes, so I am not at all nervous about going up in the air."

Repairs to the Kimball helicopter, made necessary by the breaking of part of the frame through the sticking of the starting crank when an effort was made to get it under way some days ago, have delayed its public performances. The repairs were nearly completed yesterday, together with twenty propellers and the transmission gear. It is expected that a public trial of the helicopter will be made within three or four days.

Officers of the Aeronautic Society said that when the accident happened the machine had actually lifted itself into the air with its own power. Recent tests of the engine have developed a fly wheel speed of 2,200 revolutions a minute, and the propellers have been slightly reduced in size so as to enable them to revolve at 1,750 revolutions.

L. F. Adams, vice president of the Aeronautic Society, announced yesterday that, beginning probably next week, Saturdays will be devoted to trials of models and new devices of a portable nature in the enclosure in front of the old field stand.

KING PRAISES SULTAN.

England's Ruler Sends Message to Turkish Sovereign.

CONSTANTINOPLE, Wednesday.—A telegram sent by King Edward to the Sultan of Turkey on the anniversary of the latter's accession to the throne was made public to-day and produced a decided sensation on account of the strong friendliness of its tone. After the formal congratulations King Edward said:—

"There is every reason to hope that under the enlightened direction of so eminent a Grand Vizier Your Majesty's empire will have a peaceful and prosperous future and that the veneration of posterity will be secured for Your Majesty."

PLANS WIRELESS 'LINE' TO AIRSHIP

George C. Boldt Would Send Messages from Waldorf-Astoria to Orville Wright.

George C. Boldt, proprietor of the Waldorf-Astoria and of the Hotel Bellevue-Stratford, in Philadelphia, yesterday sent a letter to Orville Wright, at Fort Myer, offering the use of the wireless telegraph facilities of the two hotels for the first experiment to be made in this country of the application of wireless telegraphy to a flying machine.

Mr. Boldt said last night that he was anxious to gain Mr. Wright's acceptance of his offer in order that a wireless message might be sent from the station on the roof of the Waldorf-Astoria to the station on the roof of the Bellevue-Stratford and thence repeated to Mr. Wright on board his aeroplane at the proving grounds at Fort Myer.

"The length of the flights made by Mr. Wright makes it entirely feasible," said Mr. Boldt, "for us to get into wireless communication with him while he is in the air. The equipment necessary for Mr. Wright's end of the line, as you might say, is slight. Its weight would be negligible, and I am perfectly willing to send a man from New York or from Philadelphia to set up the apparatus and put it in working order. Mr. Wright intends to carry passengers, and there is no reason why one of those passengers should not be a wireless operator."

The conjunction of wireless telegraphy and a flying machine would be of great use in war and of material advantage in peace, and Mr. Boldt, whose wireless stations, both here and in Philadelphia, have become successful adjuncts of his hotels, through which much commercial business is done every day, is anxious to do what he can to facilitate experiments along this line.

The wireless station on the roof of the Bellevue-Stratford, in Philadelphia, is at a greater altitude than any other wireless station within a similar distance of Washington, and, as it is fitted with the most improved wireless appliances and apparatus, Mr. Boldt is confident of success in his novel experiment, if Mr. Wright will consent to take part.

It is thought that army officers, who are so much interested in the aeroplane flights at Fort Myer, will welcome an opportunity to see whether wireless telegraphy in connection with aerial flight is practicable at this time.

JAPAN'S RESENTMENT IS LESS STRONG

So Says Mr. O'Brien, American Ambassador, Speaking of Exclusion Laws.

[SPECIAL CABLE TO THE HERALD.]

BERLIN, Thursday.—Mr. Thomas O'Brien, American Ambassador to Tokio, and Mrs. O'Brien passed through Berlin to-day on their way to Japan. Questioned by the HERALD correspondent, the Ambassador said that as far as he knew nothing but the best of feeling existed among the Japanese toward Americans. The Japanese, he added, resented the exclusion laws, but as these have become practically universal they no longer feel so strongly in regard to the American laws.

Mr. O'Shaughnessy, second secretary of the American Embassy in Vienna, came to Berlin to see Mr. and Mrs. O'Brien.

Archbishop Farley's Tour.

MILAN, Wednesday.—Archbishop Farley, of New York, accompanied by the members of his suite, passed through here today from Lucerne. The party had breakfast in the railroad station and then left for Rome.

CHOLERA CASE ON TRANSPORT SHIP

Manila Authorities Take Every Precaution to Check the Disease.

[SPECIAL CABLE TO THE HERALD.]

MANILA, Wednesday.—Another case of cholera has been reported on the transport Sheridan. One of the crew was seized with the disease at Mariveles and was removed to the quarantine station. The transport has been delayed five days for quarantine. The passengers and crew will undergo thorough examination. It is not believed that any more cases will appear.

Acting Health Officer McLaughlin after an investigation declares that the outbreak in Manila is sporadic. He is confident that he can stamp it out in a week or ten days. The present force of inspectors is fully able to cope with the situation. Sixteen cases were reported to-day.

CHOLERA ON BRITISH SHIP

HELSINGFORS, Wednesday.—Asiatic cholera has made its appearance on a British steamer from St. Petersburg. The Saxon-Britain arrived at Viborg to-day from the capital with Captain Simm and four sailors down with the disease. The vessel has been quarantined

AMERICAN DIPLOMAT HOLDS UP STEAMSHIP

General O'Brien Refuses at First to Submit to Barbados Health Officer in Quarantine.

[SPECIAL CORRESPONDENCE OF THE HERALD.]

BRIDGETOWN, Barbados, Sept. 7, 1908.—The Lamport & Holt liner Voltaire anchored in the port of Bridgetown, Barbados, on Sunday afternoon, August 30, at two o'clock. She was visited by the harbor master, who placed her in quarantine until the arrival of the Health Officer of the port. All steamships arriving from Brazilian ports are quarantined until inspection and examination of passengers have been carried out by that official, after which they are admitted.

In the usual manner, and in pursuing the ordinary routine of his duty, Dr. Bridger, the Health Officer of Barbados, went on board the Voltaire and was received by the surgeon and purser, who accompanied him to the saloon, where Dr. Bridger began his work of examination of the passengers. At the far end of the saloon sat Captain Hammond, master of the ship, and General O'Brien, the United States Minister to Uruguay and Paraguay. The work of examination proceeded until it came to the turn of General O'Brien, who flatly refused to submit himself to the examination.

Dr. Bridger thereupon pointed out that he was simply carrying out his duty as Health Officer of the port, and that if General O'Brien did not submit he (Dr. Bridger) must leave the ship. This had no effect, and Dr. Bridger left the vessel and did not return to her till seven o'clock the following morning, when General O'Brien presented himself for examination. The vessel was then admitted.

SOMALILAND PROTECTORATE.

Italian Commissioner Leaves Aden for His Post on a Cruiser.

[SPECIAL CABLE TO THE HERALD.]

ADEN, Wednesday.—The Italian cruiser Elba proceeded to-day to Magadowo with the commission of the Italian Somaliland protectorate.

AMERICANS SIGN HERALD REGISTER

Many Tourists from All Parts of the United States in the French Capital.

A NOTICE TO FRIENDS

Though Travellers' Season Nears the End the Throng Shows Little Diminution.

[SPECIAL CABLE TO THE HERALD.]

HERALD BUREAU, No. 49 AVENUE DE L'OPERA, Paris, Thursday.

All names inscribed on the HERALD's register, No. 49 Avenue de l'Opéra, are cabled free of expense not only to New York but to the home papers of the persons registering. Americans touring in Europe may have their mail addressed care of the HERALD, Paris.

Those who called at the HERALD office yesterday were:—

Baldwin, Mrs. H. P., Detroit, Mich.
Barrett, Mrs. K. W. and Lila, Alexandria.
Barton, G. C. and Mrs., Omaha.
Battey, A. M., Augusta, Ga.
Bauman, Louis, New York.
Bleecker, Rear Admiral, New York.
Canaway, J. N., Milledgeville, Ga.
Christiancy, Mrs. G., New York.
Clarke, Mrs. M. H., Owensboro, Ky.
Clume, C., Baltimore.
Coblentz, Gaston, New York.
Cooke, Helen, Brooklyn.
Dana, C. L., New York.
De Turck, Mrs. J. G. and Miss, Philadelphia.
De Wolf, J. E. and Mrs., Milwaukee.
Duncombe, G. F. and Mrs., Fort Dodge.
Duncombe, the Rev. J. C. and Mrs., Fort Dodge.
Epstein, S. D., New York.
Fullerton, K. M. and Mrs., Cedar Falls, Iowa.
Greenbaum, S. and Mrs., San Francisco.
Hall, H. G., Charleston, S. C.
Hamilton, the Rev. R. M., Milledgeville, Ga.
Haran, J. A., Portland.
Heyman, E., Mrs. and Mattie Lederman, Newark.
Higbie, F. K., Mrs. and the Misses, Chicago.
Hodgkins, Miss J. A., Detroit.
Howard, Juliet, Kentucky.
Howard, Mrs. M., Dayton.
Huzzatto, J. G., New York.
Ireland, J. De C., New York.
Johnson, Miss Mamie C., Memphis.
Jones, Mary W., Memphis.
Judeman, Dr. and Mrs., Kansas City.
Katz, O. A. and Mrs. Milwaukee.
Kline, Mrs. W. J. and Miss, Amsterdam, N. Y.
Lebenbaum, F. C., San Francisco.
Levee, Blanche V., New York.
Lewis, D. S., Charleston.
Machold, the Rev. W., Mrs. and Miss, Hoboken.
Mattlage, Mrs. C. H. and Miss, New York.
Mayer, A. J., New York.
McClelland, the Rev. J. C. and Mrs., Brooklyn.
McKenna, the Misses, Chicago.
Mills, Dr. J. J., Baltimore.
Mitchell, Mrs. J., New York.
Modjeska, Charles, Chicago.
Modjeska, Mrs. R. and Miss, Chicago.
Morris, Clara C., Pittsburg.
Muller, Arnim, Chicago.
Nussbaum, Mrs. L., New York.
Odholm, Laura, New York.
Oelwein, C., Oelwein, Iowa.
Oliver, Mrs. E. P., Gainesville, Ga.
Pechlaner, Pane, New Orleans.
Poppleton, H. H. and Mrs., Cleveland.
Rochester, Mrs. R. and Miss, New York.
Rosebaum, Edith, New York.
Rosenbaum, Mrs. H. and Miss, New York.
Snivers, Caroline, Philadelphia.
Spraker, Helena E., Brooklyn.
Spence, Mrs. J. W. and Miss, New York.
Summerhayes, Annie, New York.
Taylor, Mrs. E. and children, Greenville.
Temple, M. D. and Mrs., Chicago.
Thomer, Helen, Indianapolis.
Toomey, P. J. and Nixon, St. Louis.
Untermyer, M. and family, New York.
Volgtrin, Dr. C., Baltimore.
Waymouth, Mrs. E. G., New York.
Werdenhoff, Mrs. C. W. and the Misses, Minneapolis.
Whitehouse, Mrs. C. A., New York.
Williams, Amelia, Owensboro.
Woodruff, E. and Mrs., New York.
Woodruff, L. B., Newark.

GALE KILLS FOUR IN WEST INDIES

Island of West Calcos Swept by Storm and All Houses in One Town Destroyed.

[SPECIAL CABLE TO THE HERALD.]

TURK'S ISLAND, Wednesday.—A sloop from West Calcos reports that property on the island has been badly damaged by the recent hurricane and that in the town of Blue Hills all the houses were destroyed.

In Cockburn the harbor wharf and many houses were swept away and numerous small vessels were lost. The sloop B. L. foundered at Blue Hills and four lives were lost. Crops were damaged and provision stores ruined.

The schooner President, from Nassau bound to Hayti and lumber laden, foundered and the crew was landed at Newpart.

Supplies are being sent from Grand Turk.

HURRICANE PASSES BERMUDA

HAMILTON, Bermuda, Wednesday.—Bermuda last night experienced the outer edge of a hurricane. The wind blew with a velocity of from fifty to sixty miles an hour and the barometer registered 29.60. This morning the weather is abating, but there is still a heavy sea with a southwest wind.

The Quebec liner Bermudian, with mails and passengers for New York, was not able to leave on scheduled time this morning.

STEAMER WRECKED IN GALE.

[SPECIAL CABLE TO THE HERALD.]

KINGSTON, Jamaica, Wednesday.—Thirteen fruit steamers are still overdue. The Bradford reached Port Antonio this morning. She encountered bad weather. Her officers report that they were informed by the steamship Ulier that a steamer, name unknown, was a total wreck on Castle Island. The crew were saved. The Boston and Philadelphia mail boats have not yet been heard from.

AMERICANS BUY THE IRVING HOME

London Interested in Report That Birthplace of Great Tragedian Will Be Completely Restored.

MAY BE FILLED WITH RELICS

Purchase Said To Have Been Effected Through the Efforts of Mr. Joseph O'Mara for Syndicate.

[SPECIAL CABLE TO THE HERALD.]

HERALD BUREAU, No. 130 FLEET STREET, LONDON, Wednesday.

Considerable interest is being aroused here in theatrical circles by the rumor that Sir Henry Irving's birthplace has been purchased for an American syndicate by Mr. Joseph O'Mara, the singer.

The quaint little cottage in which Sir Henry Irving was born is situated in the village of Keinton Mandeville, in Somerset, and has been on the market for some time. There is not even a tablet on the house to denote that it was the birthplace of the tragedian, and Mr. O'Mara, learning it was to be sold, wrote his American managers, Mr. Joseph Brooks and Mr. A. W. Dingwall, expressing the desire that some Americans could be interested in the preservation of the place as a memorial to Sir Henry Irving.

The plans of the syndicate are said to embrace not only a complete restoration of the little cottage but also the purchase of many relics of Sir Henry Irving, with which the house is to be furnished, making it a sort of museum.

The neglect of this cottage has been under discussion in the English papers for some time back without any action having been taken, and it comes as a matter of surprise that Americans should forestall the British public in getting up a public memorial to the great actor, who is, strange to say, without a statue or tablet in this country of monuments.

NEW DREYFUS CHARGES.

French Army Officer Accuses M. Beaupre, Defying Him to Investigate.

PARIS, Wednesday.—Major Cuignet, of the French Army, has written another letter in connection with the Dreyfus case in which he brings new accusations, this time against Beaupré, President of the Court of Cassation.

This latest communication from the Major is an outcome of the acquittal of Louis A. Gregori on the charge of attempting to murder Major Dreyfus and appears in L'Action Francaise. It is violent in tone and is addressed to M. Beaupré.

After recalling M. Beaupré's part in the decision of 1906 Major Cuignet charges that Dreyfus was guilty and that the court falsified the records. The writer concludes with these words:—

"I am your accuser before the country, which is your judge, and defy you to investigate my charges."

White Star Service Resumed.

LIVERPOOL, Wednesday.—The White Star line has decided to resume its cargo service between Liverpool and New York, which was recently withdrawn owing to slackness of trade.

A.—
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