WRIGHTS RETURN HOME IN TRIUMPH FROM EUROPE.

Welcomed Down the Bay by Fleet of Craft, Aeronauts and Reporters—Receptions on Steamship and Pier.

WILL BE GUESTS OF HONOR AT CLUB LUNCHEON TO-DAY.

They Will Then Start for Their Home in Dayton—Their Plans for the Future.

Wilbur and Orrville Wright, who have astonished Europe with their navigation of the air, returned yesterday on the Kronprinzessin Cecile with their sister, Miss Katherine.

Long before the steamer appeared at the Narrows, a small fleet was waiting patiently to greet the Americans who had accomplished such amazing things. As soon as the steamship anchored off Quarantine the Health Department tug ran alongside, carrying aeronauts and reporters, who were on board by reason of a misadventure.

Leo Stevens and several newspapermen had determined to greet the returning aeronauts in a befitting manner. Stevens had fitted up a large balloon, which was to be launched from a tug just as soon as the Kronprinzessin anchored, and its passengers were to descend from the clouds upon the deck of the ship before any other delegations got aboard. But the wires of the tug got tangled with the envelope of the balloon and put it out of business; so the party was obliged to land at Quarantine and beg the Health Officer to permit them to reach the ship on his boat.

Scenes on the Steamer.

William J. Hammer, of the Aeronautic Society, was the first man after the officers over the side of the ship. He found Orville Wright and Miss Katherine coming toward him with beaming faces and hands outstretched. Closely behind Mr. Hammer were Dr. Julian Thomas and A. Holland Forbes, of the Aero Club; Robert Lee Morrell, of the Automobile Club, and the newspaper men. Mr. Forbes sought to protect the Wrights from reporters, but the aeronauts ignored the self-appointed protectorate, and leading the newsgatherers to a deserted corner of the deck submitted to an interview.

An interview with the Wrights is a feat to be proud of, and when the word went through the ship that the Wrights were actually talking, passengers crowded around to witness the incredible event. It being impossible there to group the brothers and their sister for a photograph, they went up to the next deck, where they posed for the camera battalion.

When the ship berthed at Hoboken, as the Wrights were leaving the vessel, fellow passengers bade them farewell, and many asked for and got their autographs. One enthusiastic woman wrung Wilbur's hand and looked as if she would like to kiss Orville, but he was not responsive, so she turned her attention to Miss Katherine.

As the Wrights passed down the gangway Capt. Hogemann said he hoped the next time they crossed the Atlantic they might be able to use their own craft. They had scarcely set feet upon the pier when eager hands were stretched forth, and presently they were the centre of a crowd struggling to see the men who had conquered the air.

Among those to welcome the brothers home were L. D. Dozier, president of the Aero Club of St. Louis, and Daniel Nugent, one of the directors. They had come to invite the aviators to participate in St. Louis's aeronautic carnival in October.

While the Wrights were waiting to have their baggage inspected many inspectors stopped and cap in hand asked for the privilege of shaking hands with them. The inspection of their trunks was not rigorous. The inspector obliged Wilbur to exhibit his medals, but it was obvious that it was more to satisfy his curiosity than to fulfil a duty.

After the inspection on the dock was over the party entered an automobile and were whirled over to the Waldorf-Astoria where they lunched with Messrs. Forbes, Charles Jerome Edwards and others. After the luncheon they went to the Park Avenue Hotel and registered. Last night they were the guests of old friends, Mr. and Mrs. Phinney Williamson.

Guests at Luncheon To-day.

To-day, at 12.30 P. M., the brothers will be guests at a luncheon at the Lawyers' Club, given by the Aero Club of America. Acting President Forbes will preside and the Wrights will speak. Among the guests will be Col. John Jacob Astor, W. P. Hamilton, Herman Ridder, James M. Beck, Capt. Thomas S. Baldwin, Col. George B. Harvey, J. C. Mars, of Seattle; Daniel Nugent, of St. Louis; W. D. Gash, of Philadelphia; Christopher J. Lake, and David R. Francis, of Missouri. Immediately after the luncheon the Wrights will board a Pennsylvania train for Dayton, their home. The brothers will stay there about two weeks, then go to Washington, where they will resume demonstrations with an aeroplane like the one used abroad. They hope to finish these demonstrations by the end of June. Then they will go abroad to demonstrate the machines in Germany and in England. The rights for manufacturing the machines in Germany, Italy and France have practically been disposed of. In England they have made an arrangement whereby the aeroplane may be manufactured under a license.

In the interview on shipboard Orville Wright said:

"We have sold over sixty machines abroad and we have a number of orders for machines in this country. The machines are being built at Dayton. In England they will be manufactured at Dunkirk and in France near Paris.

"We do not anticipate any secret experimental work as has been published abroad.

"It is not our opinion that the aeroplane will ever be a regular freight carrier. Nor do we think that it will become a passenger vehicle. It will be an especially quick conveyance, more like an automobile.

"In Europe they told us that if the aeroplane would be able to travel 1,000 feet above the earth it would be out of range of rifle fire. We think we can take the aeroplane as high as a mile."

Wilbur Wright believes the aeroplane has a future, but he coincides with his brother in the statement that it will be solely useful as a means of rapid travel. "You cannot make a truck horse out of a race horse," is the way he pithily put it. "It is obvious that the aeroplane will eventually be developed to a very high rate of speed. With the proper power I believe it can be put through the air at 100 miles an hour. The best I have done is forty-three miles an hour.

"There is one statement I wish to correct. It has been said that we have a grudge against America. That is not true. We have gotten a square deal out of America and we have come back to give America just as square a deal as we possibly can."

"I enjoyed every moment I was there," said Miss Wright. "I was treated royally by royalty. I would like to go back, but I am afraid it is impossible because father is old and not well. If he is able to travel it is possible that we will all go back together."

AMERICAN AVIATORS AND THEIR SISTER, WHO HAVE RETURNED FROM EUROPE.

ORVILLE WRIGHT KATHERINE WRIGHT WILBUR WRIGHT

FORT MYER TESTS ABANDONED.

Failure to Provide Funds Takes Aeronautic Flights to Fort Omaha.

WASHINGTON, May 11.—Owing to the failure of Congress to provide funds for the construction of a gas plant and balloon house at the Fort Myer aerodrome, James Allen, chief of the signal corps, has been forced to change his plans for the aeronautical trials at Fort Myer this summer.

The army motor balloon No. 1, purchased last fall, has been inflated and ready to make a flight at Fort Myer for the last week, but the circus tent in which it is housed is not regarded as safe, and the officers were not willing to risk removing it from its winter shed. The motor balloon will be shipped immediately to Fort Omaha, where a modern hydrogen gas plant and a hangar, or balloon house, has been erected. Within ten days the balloon detachment and Lieuts. Lahm, Foulois, Winter, Bamberger and Dickenson will go to Fort Omaha.

In the mean time free flights will be made in the signal corps spherical balloon No. 11, which has a capacity of 35,000 cubic feet of gas and can carry three men. Lieuts. Lahm and Foulois will return to Washington for the aeroplane trials after instructing the other officers in the handling of the dirigible.

Gen. Allen had planned to conduct numerous experiments with the dirigible at Fort Myer, including exhaustive tests with wireless telephone and telegraph. He had also planned to cooperate with the artillery corps in conducting various tests to demonstrate the feasibility of using dirigibles for purposes of attack.

The change in the programme for the balloon flights will not interfere in the plans for the Wright brothers and Herring aeroplane trials at Fort Myer.

ORME PERFECTING NEW AEROPLANE.

(Special to The World.)

WASHINGTON, May 11.—The Wright brothers are expected in Washington early in the coming month, to begin their experiments at Fort Myer.

President Taft will present the medals ordered by Congress in the East Room of the White House June 10.

Harry A. Orme, of this city, is rushing work on his new model aeroplane in anticipation of entering the Hudson-Fulton flight as a competitor for the World's $10,000 prize next September. Mr Orme's trial machine, which is intended to lift the aviator, is already completed and will be given a trial within a few days. The craft is similar in construction to the Wright machine, having two planes of the extreme length of 18 feet, with a proportionate spread. The rudders for elevating and depressing the flier are in front, as in the Wright aeroplane, but the horizontal steering device presents the essential difference from all other aeroplanes yet seen. It consists of an apparatus resembling a very flat open umbrella, which can be distorted at the will of the operator so as to guide the machine toward any point within its plane of flight.

The inventor is not seriously considering entering the Government competition at Fort Myer, though should the early flights of the model satisfy its theoretical promises it is likely that an exhibition will be given before the members of the Aeronautic Board at that post.

PEACH BASKET HAT SAVES PRETTY SHOW GIRL'S NOSE.

Her Head Is Driven Through a Taxi Window, but Maligned Straw Helmet Protects Her.

Here's a kind word at last for the peach-basket hat. One of them saved a show girl's nose from being skinned yesterday by acting as a buffer when the girl was thrown head first through the glass wind shield of a taxicab. Even the preachers who rage against the latest styles of headgear will admit that a show girl with skinned nose would be in a most unfortunate predicament.

It happened in Central Park about 4 o'clock in the afternoon. Bessie Ryan and Ruth Rand, of the "Havana" company, were riding down the West Drive in the taxi when their chauffeur, George A. Southall, of No. 820 Seventh avenue, had to decide between running his machine into a tree by the roadside or being crumpled up in the path of a northward speeding touring car filled with joy riders. With the quickness of a fire-engine driver in similar emergencies, Southall chose the lesser evil and swerved the taxi toward the tree. Fortunately he was running at slow speed, because the show girls had told him that they wanted to go that way so they could better enjoy the shrubbery and songbirds.

Although the front of the taxi was badly damaged the chauffeur escaped injury and so did Miss Rand. But Miss Ryan was pitched forward so violently that her well-arranged head went through the glass. The touring car got away, and two traffic squad men who chased it did not get near enough to read its number.

Both the show girls live at the Hotel St. Margaret, at No. 129 West Forty-seventh street. They were willing to have their names used.

DISCUSS CALENDAR BILL.

Lawyers Tell Mayor Judges Should Make Up Their Own Lists.

District Attorney Jerome's practice of engineering criminal cases so they will come up before judges whom he wants to try them was scored before Mayor McClellan yesterday afternoon when the bill authorizing the General Sessions judges to make up their own calendar came up for a hearing. Mr. Jerome was represented by Assistant District Attorney Murphy, who filed a brief against the measure.

Louis Marshall, representing the Law Amendment Committee of the Bar Association, urged the Mayor to sign the bill saying that any system which permits a prosecutor to select the judge before whom a case is to be tried is pernicious. He contended that the calendar should be under the control of the courts.

Frank Moss declared that the better class of lawyers could no longer practise in the criminal courts because of the present system. They did not know when their cases would be called, and as they had engagements they could not afford to take chances in General Sessions.

Charles Strauss, of the New York County Lawyers Association, spoke strongly for the bill.

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ACCUSED HIS BROTHER OF A CRIME FALSELY.

(Special to The World.)

ATLANTIC CITY, May 11.—Benjamin Hirschman, who was accused by his younger brother, David, of having given him $50 to burn the elder's shoe store in this city last January, was exonerated by the Grand Jury at May's Landing to-day and released from jail. His friends here gave him a reception.

When Hirschman's store burned many lives were endangered. About a week ago David Hirschman told the police a detailed story of how he set the store on fire and said that he had been unable to sleep because of his remorse. "I would go crazy if I didn't tell," he said. He repeated the story in the police court, and he and his brother were locked up in default of bail.

To-day David Hirschman told the Grand Jury that his "confession" was a lie and that he had accused his brother because the latter had refused to give him money with which to buy drink. Friends of the family testified that the elder brother had for some time been supporting David. The latter will be prosecuted for perjury.

After the fire Benjamin Hirschman collected insurance on his ruined stock and opened a new store. Upon the publication of David's "confession" the insurance folk seized Benjamin's stock and a lawsuit over it is in prospect.

HARMONY REPORT MADE; M'CARREN HAS IT PUT OVER.

Committee of Kings County Democrats Advises that a Committee Manage the Coming Campaign.

The report of the Democratic "Harmony" Committee in Brooklyn was presented at a meeting last night of the County Committee in the Jefferson Building, and on motion of Senator McCarren, it was laid over until next Tuesday night, because the Senator said the Executive Committee, of which he is chairman, had not had time to "digest" it.

The Harmony Committee has been at work since Jan. 12. It comprises three McCarren and two anti-McCarren men, all of whom agree in declaring the recommendations in the report submitted last night to be "alike practicable, liberal, unfactional, compatible with the law of the State, and in every aspect, soundly Democratic." Conferences were held with representatives of every element of the party in Kings County.

The report recommends the appointment of a provisional committee with these powers:

Powers of the Committee.

"To supervise the primaries, which are to be held in September, and select the inspectors, so that in the contested districts, if there be any such, both sides shall have equal representation.

"To propose candidates to the various nominating conventions, after listening to the suggestions of the delegates and other persons whom it may be proper to hear.

"To call such conferences and caucuses as they may deem necessary, to the end that the ticket in all respects shall be worthy of the party, the understanding being that in no case shall the delegates to any convention vote in opposition to the advice of said committee;

"To take general charge of the campaign in this county and, with the cooperation of the officers of the organization, do whatever may seem to them necessary to bring success to the whole regular Democratic ticket.

"After the election, to remain in an advisory relation to the organization until the newly elected members of the General Committee take their seats in December, when the duties of the Provisional Committee shall cease; but in laying down the authority thus conferred upon them, they shall make such suggestions to the General Committee for the future management of the organization as may seem to them necessary to render it effective and worthy of Democratic confidence."

The acts of the committee can be given legal effect, the report says, by their adoption by the General Committee, the Executive Committee and its chairman, Senator McCarren.

Committee Men Suggested.

The report recommends the appointment as members of the proposed provisional committee of Augustus Van Wyck, Edward M. Shepard, Gen. G. W. Wingate, Moses Harris, John W. Weber, Rufus L. Scott, Henry A. Meyer, Arthur Salmon, Harrington Putnam, ex-Mayor Boody, Julian D. Fairchild, Bernard York, A. Augustus Healy, Alden S. Swan, Charles J. Edwards, George V. Brower, Bernard Gallagher, J. Sherlock Davis, John F. Clarke, R. W. Bainbridge and William Batteiman.

There is a large percentage of anti-McCarren men in this list.

Brandenburg Agrees to Come East and Face Charges.

SAN FRANCISCO, May 11.—Broughton Brandenburg, the newspaper man and magazine writer, charged in New York with grand larceny in connection with the sale of an article purporting to have been written by Grover Cleveland, caused surprise to-day by waiving extradition and agreeing to return East without further resistance. The writ of habeas corpus obtained in his behalf was dismissed.

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Cherokee Plain Centre Rugs; 27 colors; 9 sizes;

Wiltons, 10.6 x 8.3 to 15 x 11.3;

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Porch and bungalow rugs in five weaves and in striking and unusual effects.

Free delivery within 100 miles.

Broadway & Nineteenth Street

SUBWAY TRAIN KILLS WIDOW OF C. L. PECK.

Witnesses Say She Jumped, but Her Pastor Scouts the Idea of Suicide.

A gray-haired, elderly woman, dressed in mourning, on the downtown platform of the subway at One Hundred and Sixteenth street and Lenox avenue, attracted the attention of other persons waiting for a train there yesterday morning about 10 o'clock by her peculiar actions. William Lindley, the ticket chopper, and Mrs. Rosenthal, of No. 121 West One Hundred and Eighteenth street, noticed her leaning forward over the platform as if she was looking for an approaching train, and when an express came in she made a step toward the front car and then backed away quickly. When the local came along afterward she did the same, but after retreating, suddenly made a dash forward and plunged headlong to the tracks.

The ticket chopper had jumped from his chair and was shouting to the motorman, Richard Schmidt, while Mrs. Rosenthal made a vain effort to grab the woman's skirt. But before the train could be stopped the two front cars had passed over her.

There was nothing to give any clue to her identity save a pocketbook, in which were found two handkerchiefs initialled "P" and $2.33 in change. After investigation Policeman Berry reported the case as a suicide, and so it was entered on the blotter.

Last night the Rev. William Payne Shriver, pastor of the Northminster Presbyterian Church, in West One Hundred and Fifteenth street, identified the body as that of Mrs. Mary E. Peck, of No. 441 Manhattan avenue, one of the charter members of Dr. Shriver's congregation. Dr. Shriver refused to believe that Mrs. Peck, who was the widow of Charles L. Peck, a carpet manufacturer, formerly well known in Bridgeport, Conn., had committed suicide, and after consultation with Miss Hattie Peck and Miss Louise Peck, daughters of the dead woman, the clergyman made a statement in which he declared that the witnesses must be mistaken in their version of her movements.

The Misses Peck declined to be seen, but Dr. Shriver said for them that he understood Mrs. Peck had left home about 5.30 to visit some friends in Brooklyn. She had recently celebrated her 71st birthday. Her home life, the doctor said, was happy and peaceful and she was to have been the chief matron at a little social gathering of the congregation which was to be held to-night to celebrate the fifth anniversary of the church. In view of her death Dr. Shriver recalled the invitations.

Dr. Shriver said that the daughters had informed him that their mother was in the habit of leaning over the subway platform to look for approaching trains, and he suggested that she might have suffered a sudden attack of dizziness.

Mrs. Peck had another daughter, Mrs. A. H. Warner, living at Springfield, Mass., who was notified last night by telegraph.

MISTAKES OF SCIENTISTS.

Bad Work Results from Rush to Beat the Other Fellow.

PHILADELPHIA, May 11.—William J. Holland, president of the American Association of Museums, in addressing the opening meeting here to-day of the fourth annual convention of the association, said:

"You scientists know how very trying it is sometimes for a man who is conducting a serious investigation which must be long protracted and carefully watched to find that somebody else is working along exactly the same line, so that each loses the credit for his work and the fruits of his labor. I think this is often the cause of some very bad work; bad because rushed in an effort to get ahead of the other fellow."

FLEEING SHIP, GUN STOPS CHINESE CREW.

Uncle Sam Takes Charge of Men Who Say They're Abused and Underfed.

Vowing they would die or jump overboard rather than stay on their ship, twenty Chinese sailors and firemen rushed down the gangplank of the Hercules, in from China yesterday at the American docks, Tompkinsville, S. I., and were heading for Pell street when help up at the point of Night Inspector George Samuel's gun.

He had just reached the dock to take charge of the ship, at 6 P. M., when the Mongolians made their break for liberty. By threatening to shoot, he finally succeeded in locking them in the office on the dock. There they were held prisoners until Deputy Surveyor Mathew N. Coneys, with Night Inspectors Peter F. Bradley, Robert L. Warner and George Connell, of the Barge Office, could go to Samuel's aid.

On the promise they would be taken to Pell street and fed, they followed the inspectors to St. George and were brought to the Barge Office. There they were held last night and this morning they will be transferred to Ellis Island.

If they can prove their charges of ill treatment and scanty alloance wof poor food they will be sent back to China at the expense of the line to whch the Hercules belongs. Otherwise they may be ordered back to their ship. A year ago when a crew of Chinamen deserted a British vessel in South Brooklyn and were taken back, several leaped overboard on the way down the bay and were drowned.

The Chinamen declared they had been on rations of half a pound of canned beef and a cup of sugar a week and a little rice. Instead of being paid in English money, according to agreement, they said, they were given Chinese money, worth only about half as much. They shipped for a year, they said, and were promised they would be landed in Shanghai at the end of the term, but now, with eleven and a half months gone, they are told they will have to work four months longer.

Mr. Coneys provided bread and coffee for them, and the way they attacked the food proved the truth of their story of short rations.

The Hercules is a Norwegian vessel, consigned to J. F. Whitney & Co., of No. 21 State street. Capt. Bjerck was not aboard last night. Chief Officer Rasmussen denied that the Chinamen had been underfed or ill-treated.

Actors to Declaim Before Mayor.

Delegates to the national convention of the Actors' National Protective Union decided last night to visit Mayor McClellan in a body at 2 P. M. to-day, and ask him to sign the bill fixing the maximum rate theatrical employment agencies may charge for getting jobs for them. President De Veaux will head the delegation.

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Broadway Saks & Company 34th Street

FIREMAN A MODEST HERO.

Saves Tots from Runaway Horse Which He Tells Police He "Found."

Fireman Joseph L. Flannery, of Engine Company No. 55, walked into the Alexander avenue station at 3.30 P. M. yesterday and said he had found an abandoned horse at Cypress avenue and One Hundred and Thirty-fifth street. A few minutes later a woman appeared at the station house and asked for the name of the man who had brought the horse to the police.

"I want to thank him," she said. "The horse was attached to a junk wagon owned by Napoli Mafio, of No. 233 East One Hundred and Forty-fifth street. He left it at One Hundred and Thirty-third street and Southern Boulevard. It ran through One Hundred and Thirty-third street to Cypress avenue to One Hundred and Thirty-fifth street, where several hundred little boys and girls were leaving Public School No. 29.

"The children would have been run down had not the man jumped into the street, grabbed the horse by the nostrils and swerved him from his course. The man was dragged four blocks to Willis avenue before he could bring the horse to a stop."

The story proved to be true.

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