

ADMINISTRATIVE TAFT AND DWIGHT NOT SO CHILLY

And White House Guards no Longer Put Hands on Pocket-books When North Carolinians Approach.

A BILL OF PARTICULARS AS TO MR. TAFT'S ATTITUDE

He Intended the Connor Appointment to Jar Things, and It Did—Is not Likely to Repeat the Experiment.

Gazette-News Bureau, Hamilton Hotel, Washington, Dec. 27.

THE manner of concluding the first letter intended as a delineation of the attitude which the president has assumed toward his party in North Carolina may have appeared to most readers as something that had come upon them rather sudden like. Republicans, when told that President Taft holds them in higher esteem, however slight, than he once did, will doubtless prefer to see the assertion accompanied by a bill of particulars.

In times past Mr. Taft has expressed a longing to see built up in the state a respectable republican party. He had such longing because he did not think the party was respectable. When he went to Greensboro to voice his own and Mr. Roosevelt's sentiments he was convinced that the party would be better off if all the offices were filled by democrats, and he really felt that "few men of substance in the community" felt any interest in republican affairs.

All through the early days of his stay in the White House he was of the same opinion still, more than ever convinced, no doubt, of the correctness of early impressions. When the party elected their members of the house it seemed that the proper time had arrived for commanding and demanding, not only the esteem and good will of the president, but a like regard from national leaders generally. Instead of taking advantage of this situation two of those house members left their support to carefully selected agents who went to the White House and started a row. Old Judge came in. His idea was to showhand and his hand, comprised mostly of raw, irregular recruits, with strategy to the party. For awhile the president believed what these people said, so once more what he thought of his party in the state would hardly have been adapted for publication, for the president for some times expresses himself strongly when the occasion seems to demand it. Once more he felt that the offices should be given to the democrats. He was still in this state of mind when the matter of the eastern district party in an anomalous position, when give his party a jar it would remember for awhile and he knew, by the air the contest started, that the time had arrived for action.

Since coming here the writer has heard a story to the effect that the democrats acted advisedly in making a long, hard fight for the place. The president was almost persuaded that he ought to recognize a member of his own party, but he had gone too far in the way of assurances to the democratic senators. It has not been more than a fortnight since the president has expressed a realization of the fact that his act had placed his party in an anomalous position, when told that it had been hard for the republicans in the last campaign to make headway when confronted by the fact that the party had, perforce, nominated men on the state ticket, for judicial positions, who had been declared unfit for those positions by the highest republican president in history, from any sense of remorse, but he said, when the matter of the Court of Commerce appointments came up, and the wisdom of appointing a democrat from the state had been suggested, that he would have given a member of that party considerable consideration had it not been for the disturbance over the Connor appointment. In the meantime, that of republicans here, indicates a slight revision in the president's mind in their favor. Time was when he would not have hesitated to make any number of democratic appointments. The charge of party treachery, lodged against men who supported him by Congressman Morhead, has reacted, and the new chairman has recently been placed in the humiliating position of having to beg for what he gets. There has been the usual sort of backbiting campaign. The president, now feeling that the republican leaders—instead of having given themselves over to an "organized chase for federal patronage," did the best they could in the light to elect the three republican members of (Continued on page 4)

Dwight Agrees That There is Excellent Chance to Put Through the Legislative Program.

SERIES OF CONFERENCES WILL FOLLOW RECONVENING CONGRESS

Will Test sentiment in House and Senate—President Considering Visit to Hampton, Va.

Washington, Dec. 27.—President Taft spent several hours in the executive offices today disposing of public business. He held quite an extended conference with Representative Dwight, the republican whip of the house. Dwight agreed with the president that there was an excellent chance for putting through the legislative program at the present session of congress. He will have a series of conferences following the resumption of the congressional session next week to test the sentiment in both house and senate towards several of the more important measures.

The president took under consideration an invitation to attend the anniversary exercises of the Hampton Normal Institute at Hampton, Va., late in January.

"DEATH OF PAIN" DR. OSLER'S TOPIC

He Declares That Only St. John Gave an Inkling of What Anaesthesia Would Accomplish.

New York, Dec. 27.—Dr. William Osler, who is now regius professor of medicine in Oxford University, contributes an article to the December American Magazine entitled "Man's Redemption of Man." In it he reviews the achievements of science during the last generation and points out what wonderful results have been accomplished. Speaking of the greatest discovery in medical science, he says:

"Within the lifetime of some of us a strange and wonderful thing happened on the earth—something which no prophet foretold of which no seer dreamed, nor is it among the beauties of Christ Himself; only St. John seems to have had an inkling of it in that splendid chapter in which he describes the new heaven and the new earth, when the former things should pass away, when all tears should be wiped away, and there should be no more crying nor sorrow.

"On October 16, 1846, in the amphitheater of the Massachusetts General Hospital, Boston, a new Prometheus gave a gift as rich as that of fire, the greatest single gift ever made to suffering humanity—the prophecy was fulfilled—neither shall there be any more pain; a mystery of the ages had been solved by a daring experiment by a man on man in the introduction of anaesthesia.

MADE MISTAKE IN READING ORDERS; THREE ARE KILLED

Parkersburg, West Va., Dec. 27.—Three trainmen were killed and three others injured in a collision between two freight trains on the Baltimore & Ohio railroad at Mercer's Bottom, West Va. The dead are: William Steffy, engineer; C. J. Moffat, brakeman; B. H. Bradham, fireman. It is said the crew of one train made a mistake in reading orders.

New York Bank in Hands of Superintendent.

New York, Dec. 27.—The Northern Bank of New York was taken possession of today by Superintendent of Banks Cheney. The institution has \$6,000,000 deposits.

Italians Thrown From Beds By "Black Hand" Explosion

New York, Dec. 27.—Two hundred occupants of a tenement in an Italian quarter, were pitched from their beds this morning by a shock from a "black hand" bomb. The occupants were rescued on the spot.

Scenes Attending Recent Brazil Uprising



Soldiers Guarding Sea Wall, Rio Janeiro.



FLEET ENTERING AND LEAVING RIO JANEIRO HARBOUR.



JOAO CANDIDO, LEADER OF MUTINEERS.



MANOEL GREGORIO, 2ND OFFICER OF MUTINEERS.

NEW YORK, Dec. 27.—How a negro seaman seized a fleet, promoted himself to be Admiral, humbled the capital of a great republic and, seated in his luxurious quarters on board a modern Dreadnaught, received the representatives of that government in diplomatic conference, was the tale told by those who reached New York from Rio de Janeiro on board the steamship Byron. They are the first persons to arrive here from Rio de Janeiro since the trouble in Brazil and are still filled with wonder at an event which, while it has just taken its place in history, seems like a page stripped from the Arabian Nights.

That the mutiny of the Brazilian sailors on the night of November 22, following the murder of Captain Neves and two officers of the Dread-

naught Minas Geraes, was a very serious affair for every one in the city, whether residents or visitors, was stated by the passengers.

Joao Candido, a seaman of the first class on board the Minas Geraes, who planned the mutiny, declared himself "Admiral" during the revolt, and then successfully presented demands of the sailors to the representatives of the Brazilian government, whom he forced to call upon him, in the most talked of man in Brazil today, said the Brazilians. His photograph is for

sale in the streets of nearly every city and town in the country. Manoel Gregorio, a seaman, second in command of the battle ships during the mutiny, is also a public idol, passengers aboard the Byron said.

Mr. and Mrs. Adolph Wagner, of San Antonio, Texas, were among those on board the Byron. Mr. Wagner, a merchant, had been in Brazil on a pleasure trip, and was at the Hotel International, Rio de Janeiro, November 18, four days before the outbreak of the mutiny.

NAVY MAY TAKE UP STUDY OF AVIATION

Captain Chambers Recommends \$25,000 for Experimental Investigation.

Washington, Dec. 27.—Two aeroplanes, or at least one two seated machine, should constitute part of the equipment of each of the scout cruisers of the United States navy.

This recommendation is made in a report to Secretary Meyer by Captain Washington I. Chambers, who was delegated by the secretary to study the possibility of the aeroplane in warfare.

"Whatever may be the results obtained from the future development of aeroplanes for use on land," says Captain Chambers, "a type or types especially adapted to the navy service is yet to be developed. For this reason I recommend the immediate purchase of only such of the existing aeroplanes as are needed for the tentative and progressive instruction of our personnel in their use."

Asks \$25,000 Appropriation. Captain Chambers adds a recommendation that \$25,000 be appropriated by congress for experimental investigation of the practical problems to be presented during the progress of instruction and for the establishment of special facilities for carrying on such work in a systematic way.

The subject of aviation should be mastered by members of the naval service, says Captain Chambers, in order that the science may be advanced from a nautical standpoint.

"We are fortunate," he declares, "in being able to rely, to a certain extent, upon the United States Aeronautical Reserve for trained aviators, many of them equipped with aeroplanes, to expand our resources in emergency.

"The training of qualified aviators in the navy," continues Captain Chambers, "should be advanced simultaneously with an extension of our training to use wireless telegraph from aeroplanes, to the end that if possible each aeroplane used from a ship may carry an aviator and an observer, both qualified to control the machine."

Recommends Three Schools. As possible sites for the aviation schools in the navy, Captain Chambers suggests the adaptability of a

field adjacent to the experimental station at Annapolis, suitable for summer work, and another at the Charleston Navy Yard, which could be used for winter training. On the Pacific coast suitable facilities probably could be found near the coaling plant at San Diego, Cal.

Captain Chambers recommends that an "office of naval aeronautics" be established in the Navy Department, to be composed of representatives of the Bureaus of Construction and Repair, Steam Engineering, Navigation and Ordnance.

TOO MUCH LEGISLATURE SAYS ROSWELL MILLER

Railroad Man Takes Pessimistic View of Business Conditions—Cause of Unrest.

Pasadena, Cal., Dec. 27.—Roswell Miller, chairman of the executive board of the Chicago, Milwaukee & St. Paul railroad, takes a pessimistic view of business conditions.

"There is a general feeling of unrest over the entire country," he declares. "Financial men are not buying railroad stocks and securities. There is a general curtailment of expenditures on all lines. I attribute the unrest to too much legislation."

X-RAY WILL BE APPLIED TO SUSPECTED DIAMOND THIEF

New York Police Believe That John Miller Stole Valuable Gem and Swallowed It.

New York, Dec. 27.—Suspecting that he swallowed a stolen diamond, the police will apply the X-ray to John Miller, under arrest for theft.

Several Injured in Train Wreck. Pawtucket, R. I., Dec. 27.—Passenger train No. 619 on the New York, New Haven and Hartford railroad, bound from Boston to Providence, crashed into a freight train this morning. Several persons were injured.

Newspaper Man Dead. Detroit, Dec. 27.—August Marxhausen, proprietor of a German newspaper, died suddenly of heart failure, aged 77. Marxhausen was prominent in republican politics.

CATHEDRAL AGAIN IS BOLDLY ROBBED

Five Times in Five Years Has St. George's in London Been Looted.

London, Dec. 27.—Five times within five years St. George's Roman Catholic cathedral in Southwark has been visited by burglars. So far the thieves have always got away scot free and property taken has never been recovered.

Investigation of the latest burglary, which occurred about ten days ago, shows that the burglars entered over a house top and after cutting a hole two feet square in a memorial window, descended into the cathedral by way of a rope attached to one of the pinnacles.

After vainly attempting to force the tabernacle on the high altar and breaking into several poor boxes, with small profit, the thieves entered the bishop's palace and stole eight superb old chalices of fourteenth, fifteenth and sixteenth century workmanship, several signet rings set with gems and the Crimean war medal awarded to Dr. Butt, who before becoming bishop was a chaplain in the army.

Canon Sprankling, administrator of the cathedral, says that only a short time ago he received a letter from a convict in Wormwood Scrubs prison warning him an attempt would be made to loot the cathedral on January 11, but he thinks the thieves got word of this warning and anticipated the date set for their annual visit.

NEAR NINETY THOUSAND ITALIANS WILL STRIKE

Employees of Railways in Italy Formally Vote to Strike to Ameliorate Labor Conditions.

Rome, Dec. 27.—About 90,000 railway employes in Italy, by a majority vote, have declared in favor of a strike to ameliorate laboring conditions.

Maj. Huxford Dead. Washington, Dec. 27.—Major William P. Huxford, U. S. A., retired, for 23 years recorder of military order of the Royal Legion, died last night.

ARCH HOXSEY WENT BRINGING THEM IN TWO MILES IN AIR BY WAGON LOADS

Daring Aviator Smashed All Altitude Records at Los Angeles Meet Yesterday.

LATHAM'S MACHINE BROKEN DURING THE TERRIFIC GALE

Brookins, Originator of Spiral Glide, Went Through Spectacular Performance With Ease.

Aviation Field, Los Angeles, Cal., Dec. 27.—Seventy-five thousand people saw Arch Hoxsey of the Wright team of aviators break the world's record for altitude here yesterday. He soared more than two miles up in the sky, his barograph registering 11,474 feet, or almost a thousand feet above the altitude by LeGagneux at Pau, France.

Hoxsey accomplished his feat in a forty mile gale.

Hoxsey sailed into the sky at 1 o'clock. At 2:45 his barograph showed the greatest height while he soared over Venice, a seashore resort, more than twenty miles from the aviation field. Coming down, he made a series of thrilling spiral glides while thousands of feet in the air. Before he came lightly to earth, the crowd was on its feet cheering. He was lifted from his biplane by fellow aviators, who paraded up and down before the grand stand bearing the intrepid flyer upon their shoulders.

The gale which Hoxsey and his brother of the Wright camp, Parmalee and Brookins, braved successfully wrecked Latham's beautiful Antoinette machine completely. The Frenchman was among the aviators who answered the starting gun at 1 o'clock. For two hours and fifteen minutes he fought the wind which blew directly off the ocean, six miles from the aviation field. Then an adverse current slapped his aeroplane downward, hurled it into a fence under the brow of a hill, and threw the aviator into a gully. The Frenchman was unhurt.

Parmalee, the driver of the Baby Wright, also dared the wind and attained an altitude of 6,225 feet. He described the crowd by a series of whirling dips, and then Walter Brookins, originator of the spiral glide, went up. At this time the wind had attained a velocity of 40 miles an hour, but the Wright man went through spectacular performances apparently with as much ease as on the calmest day.

Telegram certificates of the barograph reading of Hoxsey's flight were sent to Clifford B. Harmon and J. K. Duffy, the president and secretary of the National Federation of Aero Clubs of America.

While the wreck of his Antoinette monoplane was carried to the hangar last night, Latham talked of the fall which might have caused his death.

"When the gale started I left my machine almost motionless on every westerly reach. Then I decided to come down and found I could not.

"There was nothing for me to do but fly about until a lull would permit me to descend. After I had waited for the lull more than two hours my motor failed to act properly. Then a gust struck me and I lost control.

"The monoplane dashed down under the hill and struck a fence. I tumbled out but was not hurt."

Samuel Perkins gave an exhibition with a man carrying kite. He suspended a stool on the cables of the kite and drawing himself up with a tackle observed the aeroplane maneuvers from a height of about 250 feet for two and a half hours.

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RED HUMMER GOES INTO FREIGHT; THREE KILLED

Freight Failed to Clear the Main Track—Killed All Members of Train Crew.

Kansas City, Dec. 27.—Train No. 9, known as the "Red Hummer" on the Chicago & Alton, ran into a freight train near Farber, Mo. Three trainmen were killed. The dead: Passenger Agent David, Fireman Crabtree and Brakeman Flora. None of the passengers were injured. The passenger train struck the caboose of the freight which failed to clear the main track in going into a switch.

\$20,000 Stallion Dead. Lexington, Ky., Dec. 27.—Neddie Connor's trotting stallion, valued at \$20,000 and owned by W. H. Mora, died today of uraemic poisoning. The horse's record was 3:09.

Tsingtau, China, Dec. 27.—The German cruiser Emden sailed for the European Caroline Islands where, it is reported, an insurrection has occurred.

German Cruiser Sails for Caroline Islands.

New York Judge Deals a Severe Blow to Kidnappers

New York, Dec. 27.—A body blow to kidnapping babies was administered by Judge Pawcutt, when, after unmercifully scoring Maria Rappa and Stanislaw Pattana as a "nuisance to the community and deserving of the death penalty," he gave them the

Wholesale Arrests on Election Fraud Charges in Ohio—This Batch Have All Pleaded Guilty.

SUSPENDED JAIL SENTENCES DISFRANCHISEMENT AND FINES

The Grand Jury Returns 124 More Indictments—Total 752—About 220 Have Pleaded Guilty.

West Union, O., Dec. 27.—Wagon loads of men, indicted for alleged participation in wholesale election frauds, arrived at the court house today. The men plead guilty and received suspended jail sentences. They will be disfranchised for five years and must pay fines of \$5 to \$25 and costs.

The grand jury today returned 124 indictments. The total is now 752. About 220 have pleaded guilty.

BAY STATE SOLONS FACE BUSY SESSION

Hard Fight is Promised Over Election of Successor to Senator Lodge.

Boston, Mass., Dec. 27.—The Great and General court, which is the old Colonial term for the Massachusetts legislature, will face many interesting problems when it convenes on January 4, not the least of which is that of choosing a successor to the seat in the United States senate occupied since 1893 by Henry Cabot Lodge.

For the first two weeks of the session the senatorial contest is likely to overshadow other matters of legislation, with Mr. Lodge the only avowed candidate up to the present time.

The legislature also will be called upon to settle questions of transportation, factory inspection, workmen's compensation, direct nomination, and many other minor matters, probably totaling 1500 measures which every citizen in the state is entitled to ask for consideration. It is expected that the session will continue until June if not July.

It has been almost a decade since there was a contest for the United States senatorship in Massachusetts. Upon the resignation of Senator Dawes, in 1892, there was a lively fight for the seat, and Mr. Lodge, then a representative, won it.

His re-election in 1899 and 1905 occasioned no political convulsions, but during the recent campaign he was the object of attack by the democrats, and since the election the agitation against his re-election has been continued by Governor-elect Eugene N. Foss.

There was sufficient impetus in the anti-Lodge campaign before election to send eight senators and representatives opposed to his re-election to the legislature. The people sent 142 republicans, 127 democrats and one socialist to the legislature and those will meet in joint senatorial convention on January 15.

The New York, New Haven and Hartford railroad again is the leading figure in transportation problems before the legislature, and this year seeks permission to absorb the Boston, Revere Beach and Lynn railroad, a ten-mile narrow gauge road along the Massachusetts bay shore between this city and Lynn. Of the three special recess commissions, one has been investigating the physical condition of the New Haven and will report on the validity of the securities of the company.

Two other commissions have been at work on a new workmen's compensation act and a new factory inspection law, and their suggestions will be before the legislature early in the session.

Several of the republican legislative leaders have announced their intention of pressing through bills giving practically a state wide direct nomination law, while women's suffrage, modifications in the liquor selling law, the milk business and street railway matters are expected to furnish sufficient material to keep the members occupied until hot weather.

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