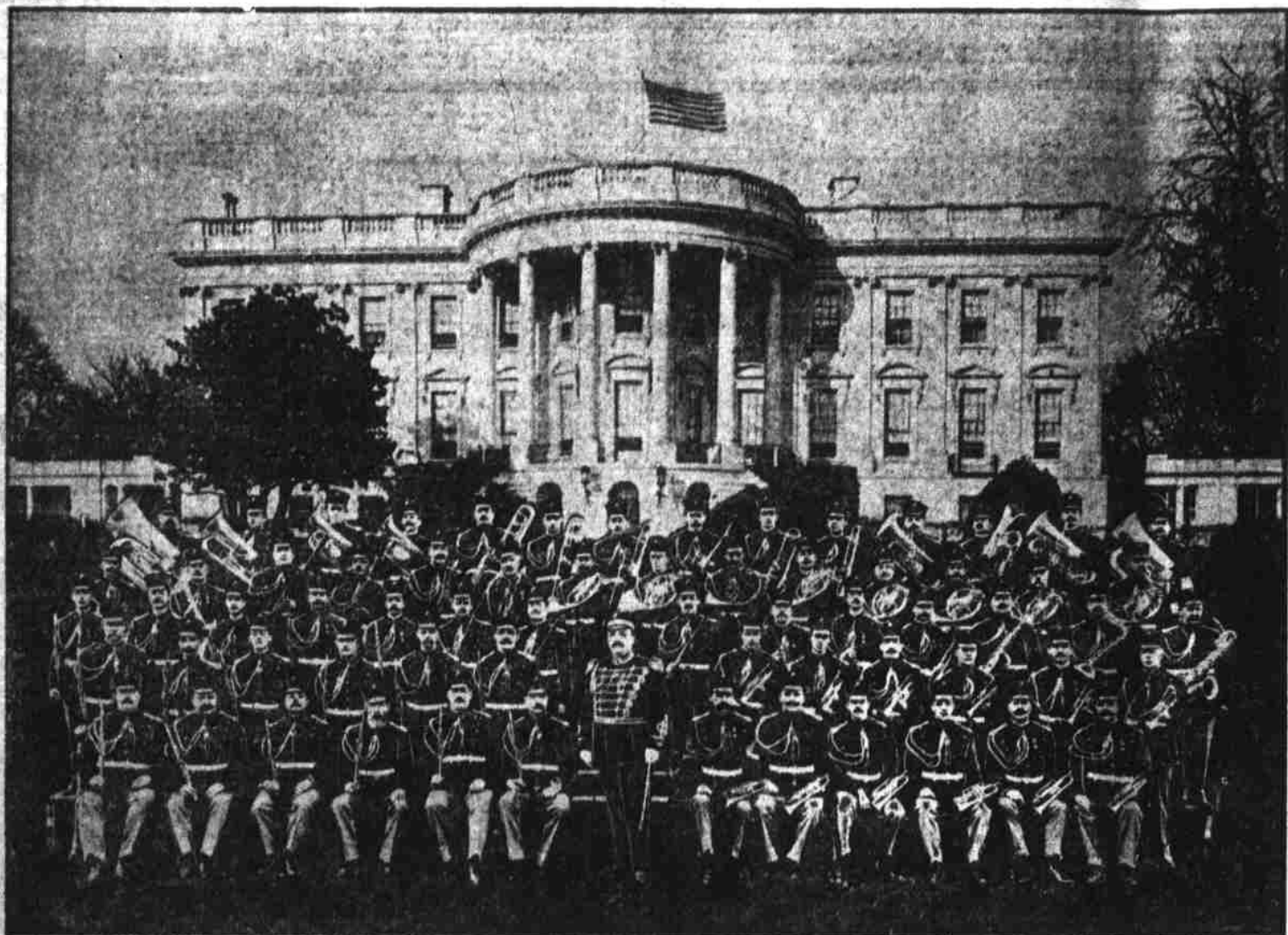


AMUSEMENTS:



UNITED STATES MARINE BAND, LIEUT. WM. H. SANTELMANN, CONDUCTOR

It was under Scala's leadership that the U. S. Marine band first became famous. He inaugurated the open air concerts at the white house and the capital grounds, for which congress allowed extra compensation in 1868. These concerts grew in such favor that steps were undertaken to improve the organization, which was still officially known as a rifle and drum corps. Legislation was obtained to reorganize it as a band, with a principal musician and thirty members. On July 25, 1861, President

that recognized the first band as part of the military service of the United States. Scala retired in 1871, after having served in the band for nearly thirty years, twenty-two of which he was its leader. He was succeeded by Henry Fries, who served until August, 22, 1873. Louis Schenleider was appointed September 2, 1873, serving until October 29, 1880. On October 30, 1880, John Philip Sousa was chosen leader. Sousa had formerly been a member of the band, as had his father. The elder Sousa enlisted

Lincoln affixed his signature to a law in 1861 under the name of Sousa; but upon enlistment he gave the name of Sousa, which he continued to use thereafter. Sousa left the service July 30, 1892, to organize a band of his own, and Francesco Farnucilli was appointed. He served until October 31, 1897. When his term expired he was not reappointed, and the band was without a leader until the following March, when William H. Santelmann, the present leader was appointed. His selection proved a popular one, and

his reappointment each term has been a matter of course. His training and experience especially equipped him for the place. After completing his musical education in Leipzig, he served for a time in a German military band. He came to this country in 1887 and enlisted in the Marine band, remaining until 1895, when he organized an orchestra in Washington. In 1896 he was chosen to lead the Columbia theatre orchestra in that city, where he remained until he returned to the Marine band as its leader.

UNSPARINGLY HARMON ATTACKS PRESIDENT

(Continued from Page One) the treasury funds, to limit taxation and distribute it fairly, to reduce expenses and secure effective conduct of the public business. When I persisted in urging measures for these and other worthy objects, though I knew the fixed purpose to make my efforts fruitless, I, too, was charged with 'playing politics,' which means pursuing a course from some unworthy motive, and any motive except to promote the general welfare is unworthy in a public officer. 'But at the first opportunity the voters of the state most emphatically declared that they 'play politics' who thwart efforts for reforms and not they who make such efforts, however hopeless of immediate success. 'And talk of 'playing politics!' The members of the obstructive republican legislature were, according to press reports, in constant touch with the national administration during the past session. The speaker and leaders frequently went to Washington and conferred with the president. Half the cabinet were sent to take part in the campaign last fall where the direct issue was who had been 'playing politics,' and who trying to serve the public interests. Yet in dispatches, inspired in Washington, the claim is now set up that this great record of accomplishment by a democratic administration is due to those who had to be twice defeated at the polls to secure it. 'Even from Washington,' says one of these, after reciting with praise what has been done, 'where it was realized by the republican chieftain that the democrats would claim most of the credit for the passage of such legislation, republicans in the legislature were urged and advised to support proposed laws which in their operation would prove to be of benefit to the great masses of the people.' This chieftain must have little influence with his followers in

Ohio because, with now and then an honorable exception in either house, they continued to oppose a solid front against the entire program of reforms for which the democratic administration was contending with its slender majorities in senate and house. Surely trying to take credit from those who have earned it is the worst form of 'playing politics.' 'Let our friends in congress take heart, for if what they have done is 'playing politics,' the people will cry 'Go on with the game.' 'Take the tariff out of politics, say some. The president missed the best opportunity there ever was to do this by signing bills to reform the tariff which were passed by a democratic house and a republican senate, obeying the command of enormous popular majorities to which men of both parties contributed. 'But the tariff will never be taken out of politics so long as it is to be proffered for private gain, and those who get or wish to get the gain can control the organization of one of the great parties. For the voters will always use the other party for their defense and the conflict will go on until it is settled whether privileged classes or the people shall rule, for those rule a country in whose behalf the taxing power is employed.'

AUTO RACES TO BE REVIVED. ATLANTA, Ga., Sept. 10.—Automobile racing is to be revived here this fall in connection with the arrival of the Glidden tourists, and such racing notables as "Bob" Burman, Johnny Aitken, Herbert Lytle and Disbrow already have been secured for the meeting. The races will be held at the Atlanta Speedway, probably the best track in the South. It is proposed to start the races on Oct. 21, the date the Gliddens are expected in this city on their run from New York to Jacksonville, the route being mapped out for this year. Motorcycle races also will be a feature of the meeting, and it is stated that several of the best known racers in the country have been engaged.

There were 186,917 negro soldiers in northern army in the civil war.

DELIVERY OF MAIL AND NEWSPAPERS BY AIRSHIP TO BE TESTED AT MEET

Papers Will be Relayed From Fast Delivery Wagon to the Aviator SPECIAL DELIVERY

NEW YORK, Sept. 10.—Aeroplanes will test the delivery of mail and newspapers during the great meet to be held from Sept. 23 to Sept. 29, under the joint auspices of the Aero club of New York and the Aero club of America, on their flying field at Nassau boulevard, Long Island. An arrangement will be made with one of the New York newspapers for a record delivery from the presses to the aviation field, by an aeroplane stationed at a convenient point on the Long Island side, where the papers will be relayed from a fast delivery wagon to the aviator. In the next few days, former Lt. Gov. Timothy L. Woodruff of this state, who is president of the Aero club of New York, will seek to arrange with the post office department for the first test of a special delivery of the mail by aeroplane from some sub-station near Brooklyn over an air line distance to the club house of the Aero club of New York, near the airfield. Besides these features, flights with passengers across country will be made more exciting by injecting into them the spirit of competition. The entire flying field and country adjacent to it, being as flat as a table will give a clear view of these races for miles out and back. Mr. Woodruff has been attending the Harvard-Boston meet, where he discussed the general plans of the New York meeting with the aviators taking part at Boston. Practically all of them will take part here, but the managers of the meet have decided not to announce any definite list of aviators or prizes until such lists have been completed, although prices aggregating \$40,000 have already been pledged by leading business interests here and in other cities. A number of special prizes, to be known by the names of their donors, will be announced by the management in due season. These assure total awards up to about \$60,000. In the meantime, the contracts have been awarded for building comfortable grand stands to seat 25,000 and for two and a half miles of outside fencing, besides that enclosing parking space for automobile boxes, to accommodate at least 20,000 cars. This still leaves standing room for another 50,000. The grand stands, parking space and standing room will completely surround the mile and a quarter course. Spectators anywhere on the field will for the first time, be able to see the racing aeroplanes without once losing sight of them. The field is reached in thirty minutes from New York by train or in less time over the automobile highway which has recently been resurfaced. Already thirty of the best equipped aeroplane sheds ever used in aviation have been constructed; these contain sleeping quarters for aviators and mechanics, while all gasoline fuel, lubricating oil and other combustibles

are located in fireproof reservoirs, situated a hundred feet in the rear of each shed. Many of these sheds are large enough to house two and three aeroplanes at one time. The arrangements for the press are novel. Its representatives will be seated in a depressed stand, immediately in front of the judges stand, and arranged something like an orchestra pit, but approached from opposite direction along a private way. The field will be policed by the constabulary of Nassau county. The safety of the aviators and spectators during the fast speed racing, or when wind drift swings the aeroplanes wide in turning corners of the course, has been assured by an unusual width of the racing airway, which is four hundred and fifty feet wide between the pylons and the spectators' guard rails, along each leg of the course and seven hundred feet at the turning point. To enable aviators to easily keep the course while going at high speed, the ground beneath the center of the airway is marked by a white line a foot wide, running completely around the course.

REMARKABLE FEAT OF ENGINEERING FINISHED

Railroad Bridge Over Kentucky River, 308 Feet Above Low Water Mark

DANVILLE, Ky., Sept. 10.—The new high bridge of the Q. & C. route over the Kentucky river will be put in service at 10 a. m. tomorrow, according to an announcement made today by General Manager Horace Baker. This bridge spans the gorge of the Kentucky river and is thirty-one feet higher than the old bridge it replaces, which was for years the highest railroad bridge in the world. The construction of the new bridge was a remarkable feat of engineering, it having been built on the same foundation as the old and without interfering with traffic. The new bridge, like the old, was erected on the cantilever principle, and is of steel throughout with stone piers. It is 1,230 feet long and the track level is 308 feet above low water mark. Something over seven thousand tons of steel and 178,500 field rivets were put in the bridge. The new bridge is designed to carry double tracks and its great strength will allow the use of much heavier locomotives than have been run over the old bridge. The increased height will also give a much better grade at that point of the line. At the same time that work was being done on high bridge the Queen & Crescent has been rebuilding thirteen light bridges on the line between Danville and the Ludlow yards, situated just across the Ohio river from Cincinnati. The old light bridges are being replaced by modern heavy structures which will carry the heaviest locomotives. All of this work will be completed by early October, after which heavy locomotives will be operated between Danville and Ludlow thus increasing the capacity of this important line over which is handled the great freight and passenger traffic between the west and south through the Cincinnati gateway, in connection with the Southern railway through Knoxville, and the Southern railway and the Alabama Great Southern through Chattanooga.

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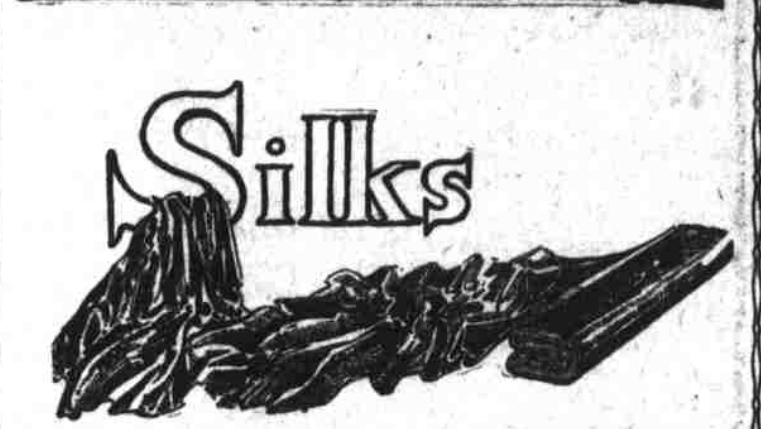
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