

Last Lap Of The Boston To Capital Overland Flight

After the Delay of Yesterday, Caused by Heat, Aviators Atwood and Hamilton Again Get Forth Upon their Journey.

Crowd of Rural Admirers Cheer Lustily as Bid Men Gracefully Start—Hoped to Complete Journey Without Delay.

By Associated Press. Baltimore, Md., July 11.—Cheered by about fifty rural admirers, Charles K. Hamilton and Harry N. Atwood, the Boston aviators, gracefully ascended from a small knoll on the west end of Walter R. Townsend's estate at Stemmer's Run, Md., at 4:35 o'clock this morning and made a magnificent start for College Park on their last lap of a record-breaking overland flight from Boston to the national capital.

The weather conditions could not have been better. The sun had just peeped above the eastern horizon and the light southwest winds fairly carried them from the ground at the first turn of the motor. Ascending to an elevation of about 300 feet, the aviator skimmed gracefully over the little group of spectators and with a farewell wave headed to the southwest and in a few seconds disappeared from view over the wooded hills. Both the men and the machine were in excellent working condition and there was not the slightest hitch. After five hours of restful sleep, Hamilton and Atwood rose about 3:45 o'clock and after breakfast they went into the field and prepared for the flight. A rigid examination was made of the motor and plane, the biplane was towed to the top of the hill, the tank filled with gasoline and the start made. The Pennsylvania Railroad tracks were followed to Bay View Junction, then, changing the course a little more to the westward, the aviators flew over the southern and eastern outskirts of the city, passing over Fort McHenry at 4:55 a. m.

More than 200 soldiers stationed at the fort, who had received word beforehand that Atwood and Hamilton intended to pass over the historic ramparts, were ready to greet them. They assembled on the parade grounds and when the aeroplane whizzed over their heads they fired a salute. Time did not permit the aviators to circle the fort, but in return to the soldier's salute they waved their handkerchiefs. Leaving Fort McHenry, Atwood, who was steering, headed the machine to the Patuxent and followed the river, passing over Halethorpe aviation field at 5:07 a. m. Again taking up the Pennsylvania Railroad tracks at this point the pace was quickened and the distance of about 25 miles between the two aviation fields was covered in 33 minutes.

Reach College Park.

Washington, July 11.—Tired and hungry, but otherwise showing no ill effect of their trip from Stemmer's Run, Md., Harry N. Atwood and Charles K. Hamilton alighted from their aeroplane on the field of the army aviation school at College Park, Md., near this city at 5:45 o'clock this morning. They had covered about forty miles at an average altitude of 600 feet. Some time was lost by following the tracks of the Pennsylvania Railroad, which were mistaken for those of the Baltimore & Ohio. The flight was devoid of mishap and except for being thoroughly fatigued, the aviators would have continued on to this city in the machine.

Work on Canal Is Progressing

By Associated Press. Washington, July 11.—Although the difficulties of the work increase as the diggers on the Panama canal go deeper, they are more than keeping up their record. Last month they took out 2,646,442 cubic yards of earth and rock, which exceeded by just 73,829 yards the total excavation in May. This may be explained by the fact that the rainfall was twice as great in May as in June.

On the other hand the cement workers who are building the great locks placed 104,949 cubic yards of concrete, which was 21,875 yards less than their May record.

Advance in Refined Sugar. By Associated Press. New York, July 11.—All grades of refined sugar were advanced five cents per hundred pounds today.

Was Wireless Responsible?

By Associated Press. San Francisco, July 11.—Whether the wireless which has proven a safeguard to passengers on the high seas in hundreds of cases was a cause of danger to the passengers of the Santa Rosa, wrecked off Point Arguello Friday, because of instructions from Pacific Coast Steamship Company officials at San Francisco to the captain of the wrecked vessel, probably will be determined by the investigation yesterday by Federal steamship inspectors Bolles and Bulger. Wireless Operator E. M. Morgan of the Centralia testified that about four o'clock he sent a message from Captain Ericsson, after the tow line from Santa Rosa to the Centralia had parted, which read: "Don't you think we had better wait until five o'clock and then all pull again at full speed." To this message Captain Farla of the Santa Rosa replied: "Please wait until I get an answer from the city. We will all wait until high tide as you say."

EDUCATORS IN DEPARTMENTAL MEETING TODAY

By Associated Press. San Francisco, July 11.—Departmental meetings at which the technical side of pedagogical problems were lectured upon and discussed by experts, occupied delegates of the National Educational Association today. Perhaps the largest attendance gathered at the joint session of the kindergarten, elementary and special education departments, where "The School Laggard" was the subject of discussion. At the meeting of the department of physical education, "Physical Education of Adolescent Girls" was the subject discussed by John M. Tyler, of Amherst, while Frances M. Green, M. D., of Cambridge, Mass., delivered an address on "Sex Hygiene."

ESPERANTISTS AT CHRISTIAN ENDEAVOR MEET

By Associated Press. Atlantic City, July 11.—The Esperanto Society of Philadelphia, attended a special meeting of the Christian Endeavor Convention today in a body and endeavored to show how much the introduction of the "universal language" would aid the Christianizing of the world. The Rev. R. P. Anderson, of Boston, presided. While this meeting was in session, other workers were holding meetings at different points for the purpose of mapping plans for the ensuing year. Services of praise will be held on one of the pliers later today, and tonight former Vice-President Fairbanks will address the convention on "How Foreign Missions Promote Fellowship."

REPORT OF AN INSURRECTION IN NICARAGUA

By Associated Press. San Juan, P. R., July 11.—South American advisers received here today say that it is reported that former President Zelaya is endeavoring to start a revolution in Nicaragua, and has the support of a former ally, now president of a South American republic. Also that a report of the latter met Zelaya and Castro recently in Europe and arranged for an invasion of both Nicaragua and Venezuela.

Failed to Agree to Vote on Reciprocity

By Associated Press. Washington, July 11.—An attempt to secure an agreement to vote on a Canadian reciprocity bill July 19, the free list bill July 20 and the wool tariff bill July 21, was made in the senate today by Senator Watson, of West Virginia. The motion was lost on objection by Senator Cummins.



Speaking of kings, Government experts declare that the year's cotton crop will break all records.

Clinchfield Station At Marion Wrecked By Robbers--Several Hurt Later

By Associated Press. Asheville, July 11.—The station of the Carolina, Clinchfield & Ohio Railroad at Marion Junction, was dynamited early yesterday morning and practically wrecked, the iron having been demolished, the windows blown out and the roof torn off. Only \$4 was in the safe at the time and this was taken by the robbers, supposed to consist of three men. The wreckers placed dynamite on top of the safe, and blew a hole in it, filling the hole afterward with dynamite, blew the safe open and incidentally wrecked the station. Sheriff Marshburn, of Marion, McDowell county, started in pursuit of

the robbers with bloodhounds, but they eluded the pursuers, coming in the direction of Asheville. Last night when No. 75, a Southern freight train pulled into Old Fort three men were seen to alight. The sheriff, who had come to Old Fort in pursuit, attempted to talk with the men when one of them ran and commenced firing. Sheriff Marshburn was struck in the ankle and palm of the hand. A posse of citizens of Old Fort took up the pursuit, and one of the posse, a carrier boy, name unknown, was shot in the arm. The robbers escaped to the mountains followed by almost the entire male population of the little village.

THE SIMMONS AMENDMENTS WERE DEFEATED

Washington, July 11.—The Canadian reciprocity bill emerged unscathed last night from the most serious ordeal it has yet experienced in the senate. The series of amendments offered by Senator Cummins of Iowa and the two offered by Senator Simmons of North Carolina, all seeking to increase the number of Canadian manufactured articles that shall be admitted to the United States free of duty, were voted down by large majorities.

Senator Simmons contended that even with the reduction upon Canadian manufactured products given in the agreement the manufacturing industries of the United States would still be more adequately protected against Canadian competition than against the competition of Great Britain, France and Belgium. He expressed the belief that the price of farm products would be reduced under the operation of the Canadian agreement; that the effect would not be to benefit consumers, but to benefit brewers, millers and manufacturers of cereal products, and that an arrangement equitable to the farmer should include a material reduction of duties on manufactured products used by the farmer.

Marble Works Suspend Special To The News. Statesville, July 11.—The Cooper Marble Works has suspended business in Statesville and their local stock was shipped yesterday to the main yards of Cooper Bros. in Raleigh, to be consolidated with the business there. The Cooper Bros. are now bidding for the big jobs only and are discontinuing their branch houses. Mr. R. H. Warner, who was manager of the business here, will leave tomorrow with his family for Laurinburg, to spend two weeks with his parents, before going to Raleigh, where they will live. The remains of Mr. William Elam, who died in a Greensboro hospital, arrived in Statesville Sunday night and were taken to the home of his parents at County Line. The interment was at Society church yesterday.

Elks in Session in Atlantic City

By Associated Press. Atlantic City, N. J., July 11.—Two sessions of the Grand Lodge of the Benevolent Protective Order of Elks were held today, the principal business being the election of officers. There is a good-natured contest on for the three principal offices, grand lodge, grand treasurer and grand secretary. The candidates for the first office are Col. John P. Sullivan of New Orleans; Charles A. Rasbury, of Dallas, Texas; and Arthur B. Moreland, editor of Elks Antler, and who is known as the "blind Elk." Many believe that because of the closeness of the contest, Mr. Moreland may be made a compromise candidate and elected. George B. Locke, of Rogers, Ark., is a candidate for grand treasurer against Edward Leach, of New York, the incumbent, while David McArone is opposing Fred C. Robinson, of Dubuque, Iowa, for grand secretary. Mr. Robinson has held the office many years. It is probable that the result of the balloting will not be announced until late this afternoon or tonight. It is expected that fifty thousand Elks will be in line in the parade Thursday. Portland, Ore., was selected as the place for the next meeting of the grand lodge.

Twelve Killed When Great Federal Express Jumps Off the Track

Hoke Smith Will Be Next GA. Senator

By Associated Press. Atlanta, July 11.—Governor Hoke Smith will go to the United States senate to fill out the unexpired term of the late Senator A. S. Clay. A total vote of 137 was cast for Governor Smith today in the two houses of the general assembly, balloting separately for senator. A vote of 115 is necessary to elect on joint ballot. Mr. Smith failed of election only by two votes in the senate, he receiving 21 of the 23 votes necessary to a choice. His friends declare that the vote will be practically unanimous at the joint session tomorrow.

Senator J. M. Terrell, who was appointed by Governor Brown to fill the vacancy caused by the death of Senator Clay, during recess of the legislature, received 53 votes in the two houses. Pleasant A. Stovall, the Savannah editor, ran next with a total of 19 votes in the two houses. Judge W. A. Covington polled 14 votes in the two houses and Thomas E. Watson 5, all being cast in the house.

When it became apparent that Governor Smith would be elected for the senate by a good sized majority, friends and supporters flocked to the governor's office at the capital and began showering congratulations upon him. Governor Smith received his visitors with face beaming. He declared, however, that he would have no statement for the press today. The vote in the two houses, was as follows: Senate: Smith, 21; Terrell, 17; Stovall, 2; Covington, 4; Watson nothing. House: Smith, 106; Terrell, 36; Stovall, 17; Covington, 10; Watson, 5. The Georgia House, voting separately today for United States senator, cast the following ballot: Governor Hoke Smith 106; Senator J. M. Terrell 36; Pleasant A. Stovall 17; Judge W. A. Covington 10; Thomas E. Watson 5.

GATES CRITICALLY ILL.

By Associated Press. Paris, July 11.—The condition of John W. Gates, the American financier, was worse today and his physicians said that their patient was in a critical state.

BALOONS ON A LONG TRIP HEARD FROM

By Associated Press. Kansas City, July 11.—The first news this morning from any of the seven balloons that started last evening in the elimination contest to choose two air bags to represent the United States in the James Gordon Bennett cup race next October, reached here at 3:45 this morning. It was a message dropped from the St. Louis IV at 5 a. m. about 18 miles northwest of Muscatine, Iowa. At that hour the balloon was going straight east.

Sighted at Davenport. Davenport, Iowa, July 11.—One of the balloons in the national balloon race from Kansas City was sighted at Davenport at 6:30 a. m. passing rapidly northeast. Another was seen at 8 o'clock over Rock Island, going northeast. It was soon lost to sight in the low lying clouds.

The balloon sighted over Muscatine, Iowa, which is 230 miles from Kansas City, had made about 20 miles an hour since the start at 5:47 last night. The message dropped by Lieut. Frank P. Lahm, pilot of the St. Louis IV, read "Five a. m. northwest of Muscatine, Iowa, about 18 miles, another going straight ahead east."

The name of the second balloon was not given. Two balloons were visible five miles north of Mercer, Mo., 145 miles northeast of Kansas City, at 6:30 o'clock this morning headed east and traveling rapidly.

Daniel P. McLain, a Rock Island Railroad conductor, talked to the pilot of the Million Population balloon at 5 o'clock this morning at Sylvester, Ill., as the air craft passed less than a hundred feet above him.

As the car was passing over an ice house at Sylvester a voice from the balloon was heard to say: "I wish we had a chunk of that ice."

John M. Berry dropped a card from the Million Population balloon at Elbridge, Iowa, at 6 o'clock this morning.

Possibly 60 People Were Hurt When Fast Train Hit an Open Switch and Plunged Over Concrete Viaduct Near Bridgeport, Conn.

Fire Broke Out in Wreckage And Made Scene More Horrible and Rescue Dangerous--Awful Scenes of Dead and Dying in Wreck.

By Associated Press. Bridgeport, Conn., July 11.—The federal express, one of the New York, New Haven and Hartford railroad's trains, carrying passengers without change from Washington to Boston, plunged down a 20-foot embankment here today, while running 60 miles an hour. Of 100 passengers who went down with the first six cars, scarcely one escaped death or injury. Twelve bodies had been taken out of the twisted wreckage by noon, including the engineer and fireman, who were so mutilated that it is evident they must have met instant death. This probably completes the death list. Forty-four injured are in the hospital and nearly a score more received injuries not severe enough to prevent them from continuing their journey.

The dead: ENGINEER A. M. CURTIS. FIREMAN W. A. RYAN. GWENDOLLYN F. ROGERS, wife of electrician, sergeant coast artillery, U. S. A. BABY, aged 7 weeks, daughter of Mrs. Rogers. C. W. CHRISTIE, Philadelphia. GEORGE E. SAUNDERS, Norwich, Conn. HELENA B. WALCOTT, residence unknown. Two unidentified men, two unidentified women, one unidentified boy. The more severely injured are: Unidentified woman, eye gouged out, face terribly bruised, left fractured.

Michael Furry, conductor of train, New Rochelle, N. Y., fracture of skull, internal injuries, will die. David Kissner, New York, brakeman, fracture of the left leg, other injuries, will probably die. Mrs. James B. Joyce, of Maury, a suburb of Washington, fracture of the left wrist, back injured, shocked, condition serious.

Christie and Antony Czalobro, her two children, five and eight years, Christie bruised about head and body, internal injuries; Antony, fractured arm, scalp wounds, internal, may die. John F. von Pfeiffer, McDonald street, Readeville, Mass., fracture of skull; condition critical.

Frank von Pfeiffer, cousin of John, 227 North street, Philadelphia, fracture of ribs, dislocation of shoulders; condition serious. Miss Lucy Note, 222 Washington avenue, Washington, internal injuries, condition critical.

George Rosen, Washington, D. C. His young son was killed and another son, Frank, badly hurt. Mrs. Rogers is thought to be one of the women who was killed. Charles Frazier, Navertree Green, Md. Mrs. Emily Wilson, Philadelphia. Miss Bertha Monroe, Cliftondale, Mass.

Miss Mary McCann, Philadelphia. A new "cross-over" installed on the Burr road viaduct and embankment on the western outskirts of the city was indirectly responsible for the wreck. The train was late and the engineer was driving fast to make up lost time. When the heavy vestibuled train of nine cars struck the switch at full speed, the locomotive leaped, rocked and swayed over the ties for nearly 150 yards, and finally fell down street below, dragging six cars down with it. The remarkable incidents were when the fireman cut a hole in the roof of the coach which was lying on its side and a man crawled out, dragging his suit case after him. He said he had not even had a scratch. He dropped the suit case and immediately assisted those less fortunate.

Just behind the locomotive three cars were piled one above the other. At the bottom of the heap was the day coach and a majority of the dead were taken from this car. The mass (Continued on Page Nine.)