

MCCURDY FALLS 100 FEET SHORT OF HAVANA

Continued from page 1.

McCurdy landing from the Paulding proceeded without a change of clothing to the drill grounds at Camp Columbia, where he gave a magnificent exhibition of his skill, rising to an altitude of 1,200 feet and performing a variety of manoeuvres that were startling to the Cubans.

The start from Key West was made at 7:32 o'clock central time, which was 8:05 Havana time, and after making two circles, the aviator squared away on his course. The weather conditions were ideal, a fair wind, a cloudless azure sky, and unrippled sapphire sea.

McCurdy's Own Story.

Of the beauty of the scene, McCurdy said this evening: "Never have I experienced so wonderful a sensation as when I rose a thousand feet and took the course. Ahead of me was a wondrous mirage, the sea, instead of a horizontal plane below, having the appearance of a huge vertical picture on which the funnel tops of the destroyers appeared like black spots. Soon I became accustomed to this, and the sensation was glorious as I rushed forward at 50 miles an hour toward this wonderful panorama, which then appeared to recede from me. It seemed no time before Morro and Havana were in plain view, and I could almost see the waiting crowds. Then something went wrong with the engine. I saw all my oil running out and there was nothing to do but to descend. This I accomplished with perfect ease.

"The accident only increased my earnest desire to effect the conquest of the Florida Straits, and I have the fullest confidence that I can do it. I do not know when I shall be able to make another flight but under such conditions as prevailed today I am sure of success."

McCurdy was exactly two hours in the air, covering an estimated distance of about 96 miles. Besides breaking the over record, he is the first instance of an aeroplane flight entirely out of sight of land.

The disappointment was keen in Havana, over the aviator's mishap. On the firing of the cannon at Cabanas, signalling the start, all business was suspended. The whole population thronged the Malecon driveway from Punta to San Lazaro. All the high roofs and the heights of Morro and Cabanas were crowded.

At 10 o'clock it became known that McCurdy was drawing near, but still he could not be seen. The excitement was intense. Then came a long ominous delay. No news of the aviator could be obtained from the wireless station at Vedado, owing to interruptions of the telephone service. A rumor stated that McCurdy had been killed but nothing was known in Havana until receipt of the Canadian press despatches giving an account of the accident. McCurdy will remain here throughout the week and will give exhibitions at Camp Columbia. The destroyers will return tomorrow.

Havana, Jan. 30.—Within ten miles of the Cuban coast and but a short distance further from his goal, the Camp Columbia aviator, J. A. D. McCurdy, the Canadian aviator, ran out of lubricating oil today and was compelled to abandon a magnificent flight from Key West, Florida.

When he saw that he could not quite reach his port, McCurdy alighted safely on the water and the port town with which it was equipped, floated the aeroplane until the destroyer Paulding, splashing along in the wake had overtaken and rescued him. McCurdy and his plane were taken on board, neither the worse for the mishap.

All Records Broken. Washington, D. C., Jan. 30.—Officials of the United States navy department learned with regret of the interrupted flight of the Canadian aviator, J. A. D. McCurdy. Capt. W. I. Chambers, the aeronautical expert of the navy, announced however, that here was some satisfaction in the fact that the intrepid birdman had broken all world records for sustained flight over water.

The Start. Key West, Fla., Jan. 30.—Conditions seeming propitious this morning for the flight of J. A. D. McCurdy, the Canadian aviator, from here to Havana, all preparations were made for the start.

A wireless message from Havana flashed at 6:30 o'clock this morning, said that a dead calm prevailed there and that general weather conditions were ideal.

McCurdy started upon his record-breaking 100 mile voyage, aeroplane aloft from the aerodrome at 7:32 o'clock under the most favorable weather conditions. A nine mile breeze dipped the flag which was flying from the machine, but did not hinder the daring birdman's progress.

A great crowd gathered since long before daylight raised a vociferous good-bye to the aviator as the Curtiss biplane left the earth in its flight. "I hope to be in Havana within two hours," declared the aviator just as he started.

The early part of the flight was most spectacular, McCurdy flying over the city before launching upward on the course proper for Cuba. With the speed of a swallow the machine sped southward over the roofs, passing the heart of the city 25 minutes to eight. The roofs and balconies of the buildings were black with people.

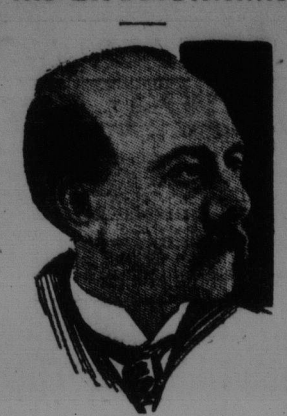
The prospects for fair weather were responsible for a great crowd which began to assemble about the aerodrome hours before the start. Many of them carried flags which they waved while they cheered the aviator. At daybreak the revenue cutter Forward, the lighthouse tender Mangrove and two torpedo boats left for their stations.

McCurdy joked with his mechanics while they tinkered over the machinery preparatory to a start. His biplane was in excellent condition, all the parts working without a hitch.

The Equipment. The machinery which weighs 750 pounds was equipped with two sixty horse power motors and a big brass tank of a size sufficient to hold enough fuel to make the trip. Two long pontoons were attached to the machine underneath to float it in the event that it fell into the water.

The torpedo boats Roe and Terry

MAYOR NATHAN AN ENGLISHMAN



MAYOR ERNESTO NATHAN.

Ernesto Nathan, an English born Jew and a Mason, is mayor of Rome. He thoroughly believes in modern ideas and seems to have little regard for the antiquities of Rome.

Nathan has decided, against the protests of the antiquarians, to unite by means of wooden bridges the three capitoline palaces so as to change them into one large building. The municipality will give several large entertainments during the exposition year and the mayor says that the three separate palaces are not large enough for the entertainments. The claim is made that the change will disfigure the capital square and the wooden bridges erected on a great historic spot are regarded by many as a profanation.

The work is under way for the 50th anniversary of the proclamation of United Italy, near at hand.

Mayor Nathan's recent controversy with the Montreal city council has made him a figure of interest in Canada.

left at 4:30 o'clock, the Roe carrying a number of newspaper men. A little later a wireless from Havana stated that the Paulding was in Cuba when the start was made, disarranging the original plan of alignment.

The vessels were set approximately ten miles apart and each was instructed to keep the furnaces filled with coal so as to throw upward vast volumes of smoke to guide the aviator on his way.

The wireless operators on the boats were also instructed to keep in constant communication with the wireless stations on land and report every detail of the flight. Upon the deck of the Paulding a platform was built so that if McCurdy would be compelled to make a descent at sea he could ascend again from the deck of the vessel.

The school children had been given half a day's vacation in expectation of the flight and they were marched by their teachers to the high parts of the city, whence a view of the biplane in motion could be seen.

The city had not been so thrilled since the Spanish war days as it was while McCurdy sped over the crowded house tops.

Thousands watched breathlessly as the great birdlike machine gracefully winged its way. McCurdy did not try any fancy work, but was content to make good with safety and hold his course. Word of the start was flashed by wireless to Mr. McCurdy's brother in Havana.

"Fine, I will soon see him then," was the cheery word which was flashed back from the Cuban capital.

His Training. Montreal, Jan. 30.—McCurdy was a protégé of Dr. Alexander Graham Bell when he became interested in scientific pursuits. He came from Baddeck, N. S., where Dr. Bell resided, and they worked long and patiently over the construction of a tetrahedral kite which gave McCurdy inspiration to become an aviator.

McCurdy was one of the four men who instituted an aeroplane manufactory at Hammondsport, N. Y., and was the constructor of the famous machine Silver Dart, a biplane in which he made a number of flights in Eastern Canada until it was smashed in a fall in 1909.

McCurdy made a number of daring flights near Baddeck, soaring over frozen lakes where a fall meant certain death.

Later he became a member of the Canadian Aerodrome Company and travelled about giving exhibitions in machines made by that company. One of the most spectacular flights ever made by the Canadian flyer was over his home town of Baddeck in February, 1909, when the weather was intensely cold and the ground was covered with snow. During the flight he fell but was uninjured.

Robbery Case.

The preliminary examination of George Stanton and Harry Stone, charged with entering the establishment of Emerson and Fisher and stealing therefrom a quantity of goods was commenced in the police court yesterday morning. Several witnesses were examined and the case was adjourned until this morning. E. S. Ritchie appeared for Stanton and G. Earle Logan for Stone. Patrick Ferrie, Walter Emerson and R. B. Emerson told of the robbery and Walter Emerson identified several razors, lather brushes and knives produced by Detective Killen, as having been of the kind sold by them. Hugh Hargreaves told of receiving six razors, five knives and a shaving brush from Stone and as the latter did not return for them he handed them over to Detective Killen. James Ferris told of receiving a knife from Stone. James Daley was called but could tell nothing about the case.

Contract Awarded.

The contract for plumbing and heating the new addition to the New Brunswick Telephone Co., has been secured by James H. Doody, Jr. The system of heating to be used is that of the Darling Bros. It is called the Webster Modulation System. This is the most up to date method of steam heating. Its advantages are, noiseless operation, no water hammering, and economy of fuel consumption. Its action is entirely automatic, as the special valves dispose of the products of condensation. W. R. Mathens is the representative of the Darling Bros. Maritime branch.

TARIFF QUOTES MCKINLEY ON RECIPROCITY

Continued from page 1.

"The senate," Mr. Heyburn said, "does not recognize the right to make a treaty by agreement. I know of no provision in the constitution of the United States which provides that the legislation affecting the revenue should originate in the executive department."

Senator Bailey, of Texas, asserted that if the Canadian compact was a mere agreement, the president had been without authority to act, whereas, if it was a treaty, he had such authority. He regarded it as a treaty and was willing that it should go to the committee on foreign relations. Ultimately Mr. McKim's motion prevailed. It is feared more tonight after the foreign committee satisfies itself that the agreement does not interfere with existing treaties, it will be brought back and again referred to the committee on finance.

The reciprocity agreement will be taken up for consideration by the House committee on Ways and Means tomorrow. No special procedure has been agreed upon.

McKinley's Utterances Recalled.

The last public utterances of President McKinley in favor of reciprocity, made before he was assassinated at Buffalo, were recalled tonight by President Taft in an address at the Ohio Society's anniversary banquet in commemoration of the McKinley birthday.

Many men associated with President McKinley in public office and prominent Ohioans were present. Justice Day, Secretary Knox, Secretary Wilson, former United States Ambassador, and Senator Dick of Ohio, were among the speakers.

President Taft eulogized the character of the martyred president and paid a high tribute to his attitude on the commercial expansion of the country with particular reference to the declarations in favor of reciprocity generally made by President McKinley at the pan-American exposition at Buffalo.

"The broadening effect of the national responsibility McKinley had to carry," said President Taft, "shows itself in no respect more conspicuously than in this change of view on his part in respect of a policy of which he had always been the chief exponent. May we not hope that the change that he advocated may soon find expression in our national policy towards our good neighbor on the north, who has come half way to meet us?"

"May the fragrance of his beloved memory lead those upon whom is the responsibility and incline their minds and hearts to this end."

Fitting Close to Century.

"The Canadian agreement, if confirmed by executive action, will be a fitting close to a century's controversies and permanently establishing good feeling and commercial union between kindred peoples. We shall find a rapidly increasing market for our numerous products among the people of our neighbor, and shall deepen and widen the sources of our food supply in territory close at hand."

"Our kinship, our common sympathies, our similar moral and social ideas, furnish the strongest reason for supporting this agreement."

"Canada is our neighbor for three thousand miles. We have not always acted toward her in a manner most conciliatory with due regard to her sensibilities. She has become a great country—indeed a nation. She causes us to use no forts or battleships. She does not attack us and never will. She extends the brotherly hand of friendship and proposes closer relations with mutual benefits. Ought we to decline. The last words of McKinley urge acceptance. I am proud to know that the state of the country as a son of Ohio to bring forward for approval and effective action a measure carrying out the policy which he proclaimed and made his own at the close of his great career."

"He (McKinley) felt the expansion of this country into a great world power. He knew the future growth of its commerce over other nations. He came to know that a high protection policy was too provincial and that it was time to moderate it."

"A Chinese wall and entire exclusiveness did not commend themselves to him in the then state of the country and the development of its industries. He continued to believe in protection enough to prevent our industries from being destroyed by competition under conditions abroad, but he proposed to mitigate the exclusiveness of a protective tariff by reciprocity treaties that should reduce rates where the relations would do no substantial injury to any class of our products or manufacturers, and would secure more favorable markets for our own goods."

Language Quoted.

"Accordingly, after his second election, at Buffalo, facing an immense audience, he declared that we could not have greater liberty in our dealings with other countries, and for mutual benefits in reciprocal reductions of tariffs. I use his language, uttered on the day before he fell by the hand of the assassin."

"By sensible trade arrangements, which will not interrupt our home production, we shall extend the outlets for our surplus. A system which provides a mutual exchange of commodities is manifestly essential to the continued healthful growth of our export trade. We may not regret in face of the fact that we can for ever sell everything and buy little or nothing. If such a thing were possible it would be best for us for those with whom we dealt. We should take from our customers some of these products as we can use without harm to our industries and labor. Reciprocity is the natural outgrowth of our wonderful industrial development under the domestic policy now firmly established."

"What we produce beyond our domestic consumption must have a vent abroad. The excess must be relieved through a foreign outlet, and we should sell everywhere we can and buy wherever buying will enlarge our sales and productions, and thereby make a greater demand for home labor."

"The period of exclusiveness to

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THE SALE PEOPLE HAVE BEEN ANXIOUSLY WAITING FOR. WHEN WE CUT PRICES WE DON'T MINCE MATTERS. ONCE A YEAR AT STOCK-TAKING TIME WE GO THROUGH OUR SHELVES AND COLLECT ALL ODD LOTS, BROKEN SIZES AND LINES THAT WE ARE NOT GOING TO CARRY AGAIN. NO MATTER WHAT THE REGULAR PRICES HAVE BEEN WE CUT THE PRICES SO LOW THAT TEMPTING BARGAINS ARE THE RESULT. WHEN IT IS CONSIDERED THAT THESE GOODS ARE ALL FROM OUR REGULAR STOCK OF FIRST CLASS DEPENDABLE FOOTWEAR, IT WILL BE REALIZED THAT NOW IS THE TIME TO BUY FOR PRESENT AND FUTURE REQUIREMENTS.

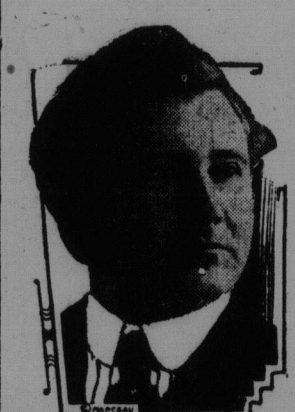
SALE IS NOW ON

THE CHOICEST PLUMS GO TO THE EARLY BUYERS.

300 Pairs of Women's Box Calf and Dongola Kid Laced Boots, Blucher and regular cut, including a lot with nice low heels. Regular prices \$2.25 and \$2.50. Sale price \$1.68	A Lot of Women's Dongola Kid Julietts with rubber heels and heavy turned soles. Sizes 6, 7 and 8. Regular price \$2.00. Sale price \$1.38	About 90 pairs of Women's fine Kid and Calf Boots, American and Canadian makes, nice clean goods up to the minute in style. Several shaped heels. Sold always at from \$3 to \$4 a pair. Sale price \$1.98	38 pairs of "Dorothy Dodd" Low Heels Finest Kid Laced Boots, patent tips, but mostly small sizes, 2 1/2 to 4. Worth \$4.00 a pair. Sale price \$2.98
About 100 pairs of Men's Plain Calf and Dongola Kid Blucher Cut Laced Boots , new shapes and patterns. Our regular \$3.50 and \$4.00 line. Sale Price... .. \$2.48		A RARE BARGAIN—"Roycroft," the swellest American last on the market. Patent Colt button and laced, Gun Metal Calf button and laced; all sizes and widths. The newest 1911 models, Cuban heels, low vamps, pretty lasts. Regular \$4.00 and \$5.00 goods. Sale price \$2.98	
A lot of \$4.00 and \$4.50 Men's Laced Boots in Kid Calf, and Patent. Not all sizes of any one kind. Sale price \$2.98	The balance of our stock of Women's Warm Lined and Calf Laced Boots. Regularly sold at \$2 and \$2.50 pair. Sale price \$1.58	Entire Stock of Men's Felt Slippers, English and French makes with felt and leather soles. A splendid article for bath and bedroom wear. 48c, 68c, 88c	About 60 pairs of Men's \$5.50 Tan Calf, Ox Blood Calf, Patent Calf and Gun Metal Calf Laced Boots, broken sizes, but may be your size is among them. Sale price \$3.98

Waterbury & Rising, KING STREET UNION STREET MILL STREET

BEAT T. R. AND DEFENDED THAW



MARTIN W. LITTLETON.

Littleton is a southern Democrat, although for some years past he has raked in the shekels with greater ease from New York corporations who were from time to time in sore need of an eloquent tongue and a learned student of how to evade laws legally.

The political field in Tennessee being rather limited for aspiring young men, Littleton early emigrated to Texas, where there were more chances. After having garnered one political job Littleton bethought himself that there was more money lying loosely about in the environs of Wall street and thither he hastened.

At various stages the Tennessee-Texas-New York legal heavyweight has grabbed off slices of fame: in the Thaw case, as prosecutor of "520 per cent." Miller; as nominator of Judge Parker at the St. Louis convention; as the man who beat T. R.'s congressman at the recent election, and as the man who is trying to grab the lines of the Harmon 1912 bandwagon.

CANANEANS ANTICIPATE ATTACK BY REBELS

Cananea, Mex., Jan. 30.—There is no truth in the report that Col. Emilio Kosterlitzky, commanding the rural in Sonora, is dead or missing, according to his nephew, who is an official here. It is also denied that Arnold has sent his wife to Tucson.

Cananeans are uneasy however, over revolutionary reports and 300 volunteers have been sworn in. A hundred rifles were sent from here to Naco today, to guard the border, as it is reported that the custom house there is to be attacked. Insurrectors bought dynamite on Friday, at Panamita near Monterey, Mex.

EXPERTS CALLED IN BRIDGE DEADLOCK

Ottawa, Ont., Jan. 30.—The railway commission which has had under advisement the question of transcontinental rates from Winnipeg west bound as distinguished from these Vancouver eastward will not deal with the question finally until a sitting is held in Vancouver. One is being arranged for there in the early part of the spring.

Owing to a difference of opinion among the Quebec bridge commission with reference to the tenders for the structure, Messrs. M. J. Butler, of the Dominion Steel Corporation, and W. H. Hodge, of New York, a bridge expert, have been called in by the government as provided for in the act. They will determine the mechanical principles that are in dispute with reference to the tenders.

At present two members of the commission favor the tender of the St. Lawrence bridge company and one is for the British company which tendered.

Uniform for Market Clerk.

A meeting of the market committee was held in the Mayor's office yesterday afternoon, at which the question of securing an incinerator to dispose of the refuse from the market and other matters were discussed. It was decided that Clerk Dunham should secure a uniform and wear it while on duty, and that an effort should be made to increase his powers, and more clearly define his responsibilities. The committee gave further consideration to the by-laws, and agreed to recommend some minor changes which they thought would result in improving the administration.

WILSON WINS MARTINE'S TOGA



JAMES E. MARTINE.

Gov. Woodrow Wilson beat the standpatters in the New Jersey democracy to the proverbial "frazzle," when his candidate, Martine, indorsed at the primary, defeated James Smith, Jr., by more than two to one in the legislative caucus.

At the meeting of the market committee, those present at the meeting besides the Mayor were Ald. Jones, Smith and Wigmore and Clerk Dunham.

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