

WOMAN TITANIC HERO INVOLVED IN GOLD DEAL

"Leadville Johnny" Brown's Widow Pulled Oar of Boat Seven Hours.

By United Press
DENVER, April 4.—Possibility of the greatest revival of mining activities in the Leadville district since the war was seen here in the contract signed by Mrs. J. J. Brown in Paris.

Details of the transaction or plans of the group of Arizona and Montana copper miners who signed the contract to work eighteen claims held by Mrs. Brown were unknown here.

However, it was regarded certain that the deal foreshadowed important developments in the Leadville territory, where mining interests

have suffered from adverse economic conditions since the war.

Picturesque Figure

The transaction again brought to the forefront one of the most picturesque figures of the boom mining days in Leadville, Margaret Tobin, who became the bride of Leadville Johnny Brown in 1886.

At the time of their marriage, Brown was a teamster who spent his spare time prospecting.

In 1885, Margaret Tobin moved to Leadville with her brothers and there met Brown.

A few months later they were married. Six weeks after their marriage, Brown struck gold on the Little Johnny claim, which is said to have yielded \$70,000,000 to him and his partners.

Riches Quickly Acquired

With fabulous riches suddenly acquired, the family moved to Denver, where Mrs. Brown spent money with a lavish hand in social entertainments.

In recent years, she has spent most of her time in Paris and Deauville. She and her husband were estranged five years before his death in 1922.

Mrs. Brown was on the Titanic when it sank in 1912 and for seven hours, manned an oar in one of the lifeboats before she was rescued.

AIR BILL MAKES ONE MAN CZAR OF MAIL POWER

Postoffice Chief Allowed to Contract Without Receiving Bids.

BY ERNIE PYLE

Times Aviation Correspondent
WASHINGTON, April 4.—The

Watres air mail bill, about to come before congress, is revolutionary in that it gives the postmaster-general power to award air mail contracts by negotiation, without advertising for or considering bids, whenever in his opinion the public interest shall so require.

There was some opposition to this phase of the bill when it was in committee, and there is likely to be more opposition on the floor of the house. It probably will be changed slightly by amendment.

Those who favor this clause argue

that the bill really provides a subsidy for the air transport industry, and that, being a subsidy, it can not possibly be administered except through the hands of one man, to do it out as he sees best.

To put the awarding of contracts back on a competitive basis, they say, would defeat the purpose of the bill, since its avowed purpose is to help the air transport industry, rather than to enable the postoffice department to drive a good bargain with the mail carriers.

On the other hand, those opposed to this clause argue that it is basically unsound to put so much power in the hands of one man; power that would permit him to lay out routes and award them to whom ever he pleases at any price he pleases up to \$1.25 a mile.

When hearings on the bill were being held, Postmaster-General Brown was asked by Representative Hogg (Rep., Ind.): "Does not this bill simply make the Postmaster-General a sort of czar over the industry?"

"He is very much subject to public opinion and somewhat to private opinion," Brown replied.

This negotiation clause was put in to protect the equities of those operators who have been flying the mail for years, who have millions

invested, and whose experience may be valuable to the government in the future efficient movements of the air mails.

The postoffice department has pointed out that if these operators were not protected in this manner, and that if the present existing lines were thrown open for bidding again, not a single contractor could win his contract.

"If we throw these matters open to competitive bidding," the postmaster-general has said, "you will find promoters with no knowledge or costs coming in and bidding a price lower than the experienced man who has had his fingers burned, and then we would be obliged to let the contract to the promoter, who will pick up such equipment as will get by the department of commerce."

GOOD NEWS IS BAD

Man Collapses From Heart Attack, Hearing of Legacy.

By United Press

PHILADELPHIA, April 4.—William Henry, 60, an employee at a Hollensburg institution, here, collapsed from a heart attack when informed he had been left \$30,000

GRIEF CLAIMS MOTHER'S LIFE

Gained Fame in West for "Sassing" Jesse James.

By United Press

DENVER, Colo., April 4.—Another pioneer daughter of the old west Friday lay in peace that will be eternal in the shadow of the Rockies she loved.

Mrs. Adelia Darrow, famed as the wife of the "Drummer Boy of Shiloh" and as the woman who "talked back" to Jesse James, died here of grief over the death of her son four years ago.

She married Daniel Homer Barrow, the Drummer Boy, in Iowa directly after the Civil War, when she was 14 and he was 19. Darrow entered the Union army when 14.

The Darrows later made their home in southern Kansas.

Darrow was absent from the ranch one day when a band of horsemen cantered up. Mrs. Darrow's small dog ran out barking. The

leader of the band drew a pistol. Mrs. Darrow cried, "Don't you shoot my dog."

The leader smiled, bowed, and motioned his men on.

An hour later, a posse hot on the heels of the horsemen, told Mrs. Darrow she had met the notorious Jesse James.

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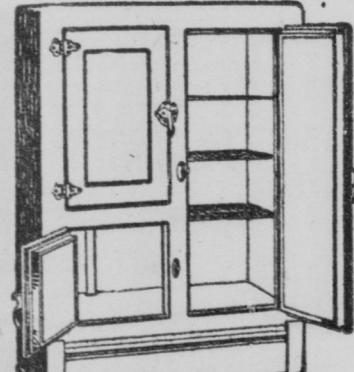
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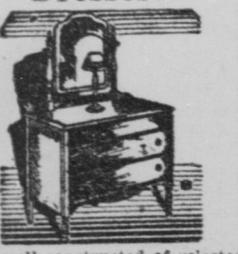


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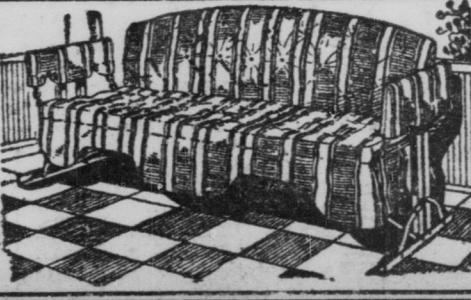
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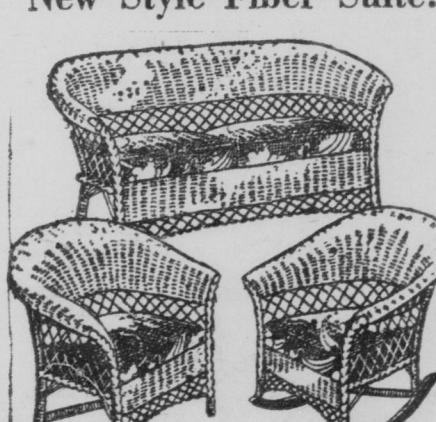
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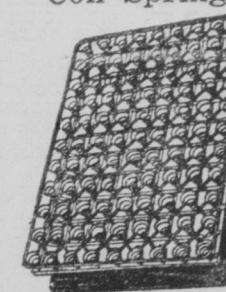
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