TACITURN JOHN, THE RUBE HAWKSHAW OF BERKSHIRES.

Being a Veracious Narrative of How a Rural Sherlock Holmes Used the Detective Method of Pat Rooney and What Followed.

(By Special Pipe.)

PITTSFIELD, Mass. July 27.—And the blow near killed Taciturn John, the Rube Hawkshaw of the Berkshire Hills.

But Taciturn John is made of stern stuff.

He was built in a boiler factory.

The Fosburgh verdict bounced off.

But it dented him.

He has gone to South Framingham.

From the name of the place they frame hams there.

Maybe he is going to have himself framed

But—back to the Berkshire Hills!

And the Fosburgh case!

And Taciturn John!

May Fosburgh was killed.

A burglar killed her.

Not, however, for Taciturn John.

He didn't believe it.

Why?

Because the burglar didn't come around and tell him about it.

He waited for a burglar for several days.

Sometimes he sat up as late as 10 o'clock at night.

But the burglar didn't come.

He thought he'd rather go.

If he had kept on going the way he started he would have gone around the world.

In 43 days 5 hours 4 minutes 6 2-5 seconds.

"It couldn't have been burglars," reasoned Taciturn John.

"They didn't work according to the rules.

"Of the Housebreakers, Porch-Climbers and Second-Story Men's Union.

"But somebody shot the girl.

"She didn't do it herself.

"Then it must have been her brother."

Taciturn John was astonished at his own astuteness.

He went to the intelligent Grand Jury.

Of course it believed Taciturn John.

Wasn't he the Chief of Police?

And hadn't he been walking around town for days?

Muttering to himself:

"The pants,

"The shoe,

"The hat."

Like the late Pat Rooney:

"The boot,

"The shoe,

"The dickey!"

"'Tis he!"

So it indicated young Fosburgh.

And he was arrested.

By Taciturn John.

Then came the trial.

S-h-h-h-h-h!

If anything happens, forget it.

It might get on the Jury's mind.

"S-h-h-h-h-h!"

He comes.

Who comes?

Taciturn John, the Rube Hawkshaw of the Berkshire Hills.

He is on the stand.

"S-h-h-h-h-h!"

He is talking.

What is he talking through?

"S-h-h-h-h-h!"

What is he saying?

"The pants,

"The shoe,

"The hat."

Can you see his finish?

In a minute.

And now he is in Framingham—South.

Getting framed.

It certainly is fierce.

This life of a sleuth.

JEWELS STOLEN WORTH $1,000.

Widow Van Nordan's Colored Servant and Husband Arrested.

Diamonds valued at $1,000 were stolen last night from the apartments of Mrs. Grace Van Nordan at No. 11 1-2 West Sixty-third street. The police have been unable to find any trace of them, but believe the robbery was committed by a colored servant and her husband.

Before going out last evening she locked up the jewelry in her dresser. Upon her return at 12 o'clock she found the dresser still locked, but when opened the diamonds were gone.

An examination by the police showed that some attempt had been made to create an impression that the burglar had entered from a rear window, the bracket having been forced, but apparently from the inside.

Suspicion attached to Hattie and Edward Uhillips, of No. 242 West Sixty-second street. The woman was employed by Mrs. Van Nordan as a domestic, and last night Edward called to see her. Both were in the apartment when Mrs. Van Nordan left.

The janitor saw Edward Phillips in the hall about 10 o'clock. Policeman Hawthorne found a key on him which opened the dresser. The Phillipses were arrested and were arraigned before Magistrate Hogan. Both of them denied any knowledge of the robbery, but they were placed under $1,000 bail each until Monday.

SHIPPING NEWS.

ALMANAC FOR TO-DAY.

Sun rises.. 4.51 | Sun sets.. 7.22 | Moon sets.... 1.17

THE TIDES.

	High Water A.M.	High Water P.M.	Low Water A.M.	Low Water P.M.
Sandy Hook	4.07	4.27	10.12	11.00
Governor's Island	4.22	4.56	10.44	11.31
Hell Gate Ferry	6.15	6.49	12.17	1.12

PORT OF NEW YORK.

ARRIVED.

Milano	Hamburg
Nord American	Naples
Colorado	Hull
Bulgaria	Hamburg
Sebrahue	Para

OUTGOING STEAMERS.

SAILED TO-DAY.

Mesaba, London.	Rotterdam, Rotterdam.
Minnehaha, London.	Lucania, Liverpool.
Graf Waldersee, Hamburg.	Philadelphia, Liverpool.
Ethiopia, Glasgow.	Consuelo, Hull.

INCOMING STEAMERS.

DUE TO-DAY.

Etruria, Southampton. Canadian, Liverpool. Hekla, Copenhagen.

BAD BREAKS NOT IN BRIDGE ALONE.

Officials of the Structure Make Them, Too, in Explaining Mishap of Two Days Ago.

Heat caused the bridge suspension rods to break.—Assistant Engineer Probasco.

Heat had nothing to do with the breaks.—Chief Engineer Martin.

Defective Material, Vibrations and heat all caused the breaks.—Bridge Commissioner Shea.

The Bridge Department is in a muddle. The breaks which caused traffic on the structure to be suspended for nearly two days have been repaired, but more serious breaks have been made, it seems, by some one conected with the department in accounting for the trouble. In the face of investigations conducted by the District-Attorney, the Health Department and the Police Department, Bridge Commissioner Shea is making frantic but seemingly futile efforts to reconcile the contradictory statements of his two engineers.

Assistant Engineer Probasco was in charge when the broken suspension rods were discovered. "Heat caused it," he said, and added that the trouble didn't amount to much, and that it was absurd folly to stop the cars.

This Man Differed.

Chief Engineer Martin, on his return, took a more serious view of the situation. He set gangs of men working overtime to make repairs, and in his report said that the breaks were caused by defects in two of the rods. When these broke the added weight broke the others. From Mr. Martin's report it is to be inferred that if the cars hadn't been stopped suspension rods would have gone on breaking until the north side of the bridge and everything on it would have fallen into the river.

Mr. Probasco said that there was no regular or systematic inspection of the bridge.

Mr. Martin said that there was a constant inspection of the bridge, but the breaks in the suspension rods were so low that the inspectors couldn't see them. Apparently the inspectors are required only to inspect what is on a level with their eyes.

Shea in the Negative.

Commissioner Shea was asked:

"Is it not true that it is a matter of common report that the trolley cars have crossed the bridge closer together than permitted by law?"

"It is not true," Commissioner Shea replied. "People are badly befuddled over this point. The cars come as close together as they please on the approaches and until they reach the towers. On the main span they have not travelled closer together than the 102-foot limit allowed by law.

Plan to Equalize Strain.

S. S. Bradshaw, superintendent of the Portland Company, manufacturers of hydraulic elevators, has a plan for equalizing the strain on the Brooklyn Bridge. He is a capable engineer and has had practical experience in the use of cables for hoisting and sustaining weights.

"In the morning," says Mr. Bradshaw, "the bridge and the trolley cars come from Brooklyn loaded and go back empty. They are all on the north side of the bridge and throw all of the strain on the north cables.

"In the evening, when the cars to Brooklyn are loaded and the cars coming to Manhattan are empty, all of the extra load is on the south cables.

"If the course of the trolley cars was reversed so that they would come to Manhattan on the south roadway and go back on the north tracks the load would be distributed during the morning and evening rush hours over all four cables. In the morning the loaded bridge cars would be on the north side of the bridge and the loaded trolleys would be on the south side. In the evening the trolleys would hold down the north cables, while the bridge cars with their human freight would be sustained by the south cables."

ENGINE DISABLED AT SEA.

Esperanza Comes in with Only Her Port Screw Working.

The Ward Line steamer Esperanza, which arrived this morning from Mexico and Havana, broke the low pressure piston rod of the starboard engine on Wednesday. When the break occurred she was racing along at full speed.

Gen. Wood did not come on the Esperanza, as expected. At the time of sailing he was too weak to be moved. He will probably come on the Morro Castle, due next Tuesday.

Nineteen passengers of the Esperanza were sent to Hoffman Island for observation.

J. I. THOMPSON WRECKED.

Driven on Rocks Near New Rochelle.

(Special to The Evening World.)

GREENWICH, Conn., July 27.—The schooner J. I. Thompson, owned by William Thomas Ritch, a stone contractor, of New York City, is on the rocks at New Rochelle, having drifted up there and sunk with a hole in her bow.

She had a load of Greenwich stone on board for C. Oliver Iselin's sea wall. The captain was making his third reach when the rudder became unshipped and he was powerless to prevent her going on the rocks.

STOCK TRADING RULED LANGUID

Changes Were of Little Consequence, Being Fractional.

A lethargy seemed to pervade the stock market at the opening this morning, and prices displayed extreme indifference, owing to an entire absence of support. Trading was sharply curtailed, the number of active issues being small.

Union Pacific scored the only advance worthy of note, and that was barely a point. It sold up to par on moderate buying. St. Paul was up 7-8 per cent. to 151 1-2, as compared with 150 5-8, yesterday's close.

With the exception of the United States Steel stocks the industrial and local traction issues were absolutely inactive.

Gains of 1-2 to 3-4 per cent. were recorded in Atchison common and preferred, Erie first preferred and Pennsylvania, and in the main the tone was bullish.

On the other hand, however, recessions of 1-4 to 1-8 points were noted in Republic and Pressed Steel.

The market sold off to the lowest in the second hour, after the appearance of the bank statement. St. Paul fell to 150 1-8 and Union Pacific to 99 1-4.

The closing was active, but weak.

The total sales of stocks to-day were 250,300 shares.

The Closing Quotations.

	Open.	High.	Low.	Clos.
Amalgamated Copper	113⅝	113⅝	113	113
Am. Car & Foundry	30	30	29⅝	29⅝
Am. Cotton Oil	32	32½	32	32½
Am. Ice Co	33	33	33	33
Am. Sugar	142½	142½	142½	142½
Atch., Top. & S. F.	73½	74¼	73½	74¼
Atch., Top. & S. F. pf	95½	96	95½	96
Brooklyn Rap. Tran.	77	77	77	77
Canadian Pacific	106½	107	106½	106½
Ches. & Ohio	45	45	45	45
Chi., Mil. & St. P.	160½	161⅝	160½	161
Chi., R. I. & Pac.	141	142	141	141½
Chi. Term. & Tran.	18⅝	18⅝	18⅝	18⅝
Col. & Hock. Val.	34	38	34	38
Chi. & N. W.	196	196	196	196
Cin., Cr., C. & St. L.	89⅝	90½	89⅝	90½
Col. Fuel & Iron	99⅝	99⅝	99⅝	99⅝
Col. Southern	13	13	13	13
Con. Tobacco pf	115½	115½	115½	115½
Del., Lack. & W.	227½	227⅝	227	227
Del. & Hudson	158	158½	158	158½
Den. & Rio Grande pf.	91	91½	91	91½
Du., S. S. & Atl.	10½	10⅝	10½	10⅝
Erie	37½	37⅝	37½	37⅝
Erie 1st pf	65⅝	66½	65⅝	66½
Erie 2d pf	50⅝	50⅝	50⅝	50⅝
Ill. Central	149	149	149	149
Iowa Central pf	71	71	71	71
Kan. & Mich.	35⅝	35⅝	35⅝	35⅝
Manhattan	119	119	119	119
Metro. St. RR.	169	169	169	169
Minn. & St. L.	107⅝	107½	107½	107½
M., St. P. & S. S. M.	23⅝	26	23⅝	26
M., St. P. & S.S.M. pf.	73	74	73	74
Mo. Pacific	99⅝	99⅝	98	99⅝
Nat. Biscuit	42½	42½	42½	42½
Nat. Lead	19½	19⅝	19½	19⅝
Norfolk & West. pf	89	89	89	89
Ontario & Western	32½	32½	32⅝	32⅝
Pennsylvania	144	144⅝	144	144½
People's Gas	115	115½	115	115
Pressed Steel	42⅝	42⅝	42⅝	42⅝
Pullman Palace Car	206⅝	206⅝	206⅝	206⅝
Reading	41⅝	41⅝	41⅝	41⅝
Republic Steel	19⅝	19⅝	19⅝	19⅝
Republic Steel pf	75	75	75	75
Southern Pacific	56⅝	56⅝	56½	56⅝
Southern Railway	29⅝	29⅝	29⅝	29⅝
Southern Railway pf.	83⅝	83⅝	83⅝	83⅝
St. L. & S. F.	40⅝	41	40⅝	41
St. Louis SW. pf	59½	60	59½	60
Tenn. Coal & Iron	62⅝	62⅝	62½	62⅝
Tex. Pacific	41½	41½	41½	41½
Tol., St. L. & W.	21½	21½	21½	21½
Tol., St. L. & W. pf.	34	34	34	34
Union Pacific	99⅝	100	99½	99⅝
U. S. Leather	13½	13½	13½	13½
U. S. Leather pf.	78½	78⅝	78½	78½
U. S. Rubber	20	20	20	20
U. S. Steel	43	44½	42⅝	44½
U. S. Steel pf.	92	94⅝	92	94⅝
Western Union Tel.	92	92½	92	92½

TRADE DULL IN LONDON.

Americans, However, Ruled Firm on Cessation of Liquidation.

Although business was on an extremely moderate scale in all the securities' markets in London prices without exception were firm.

In the American railway department there appeared to be a complete cessation of the recent liquidation, and as a consequence prices were fairly strong. Trading in this department was almost stagnant.

Union Pacific was bought by the continent and sold equivalent to 99 1-2.

Home securities were firm on continued expectation of an early settlement of the South African war.

The Bank Statement.

Statement of the Associated Banks for the week ending to-day shows:

Loans	$867,652,400	Inc.	$11,454,900
Deposits	942,938,600	Inc.	3,793,200
Circulation	36,637,500	Dec.	72,600
Legal tenders	79,942,000	Inc.	1,628,100
Specie	178,921,200	Inc.	1,419,400
Reserves	258,863,200	Inc.	3,047,500
Reserve required	235,734,625	Inc.	948,300
Surplus	23,128,575	Inc.	2,099,200

The Wheat Market.

The local Produce Exchange had an active but weaker opening at about a point decline in both wheat and corn.

A drop of 1 1-8d. to 1 3-8d. at Liverpool affected trade here and prompted considerable selling of long wheat.

Corn weakened under the rains in corn States and in sympathy with wheat.

Trading was mostly local.

New York's opening prices were: September wheat, 75; October, 75 3-8; December, 76 7-8 to 77; September corn, 58 1-4.

Chicago's opening prices were: September wheat, 69 3-4 to 69 1-2; October, 70 1-8 to 70 1-4; September corn, 54 to 54 1-2; October, 55 3-8.

New York's closing prices were: July wheat, 75 7-8; September wheat, 76 bid; October wheat, 77 3-8; December wheat, 77 bid; September corn, 58 5-8; October corn, 59 7-8; December corn, 59 3-8.

Chicago's prices at 11 o'clock were: October wheat, 70 1-2; September wheat, 69 7-8; September corn, 54 1-2.

The Cotton Market.

The local cotton market opened steady with prices 4 to 5 points higher.

Liverpool cables were strikingly bullish to-day, noting an advance of 2 to 4 points in place of 1 point anticipated.

The weather reports, however, were unfavorable this morning, showing a return of wet weather to the Eastern belt.

After the opening the local market wavered and went off a point from the opening under pit profit-taking.

The opening prices were: July, 7.30 to 7.50; Aug., 7.29 to 7.31; Sept., 7.25 to 7.27; Oct., 7.35 to 7.38; Nov., 7.37 to 7.39; Dec., 7.41 to 7.42; Jan., 7.44 to 7.46; Feb., 7.44 to 7.46; March, 7.48 to 7.49; April, 7.49 to 7.50.

The closing prices were: July, 7.38 to 7.40; Aug., 7.18 to 7.19; Sept., 7.21 to 7.22; Oct., 7.30 to 7.31; Nov., 7.32 to 7.33; Dec., 7.31 to 7.35; Jan., 7.39 to 7.40; Feb., 7.39 to 7.41; March, 7.43 to 7.44; April, 7.45 to 7.46. Market steady.

New Way to Rob a Bank.

MARION, O., July 27.—Burglars early to-day started a fire in front of the Deposit Bank of Caledonia, a village ten miles from here.

With a piece of railroad iron they then broke open the door. The watchman inside the bank opened fire and the burglars fled in a stolen buggy.

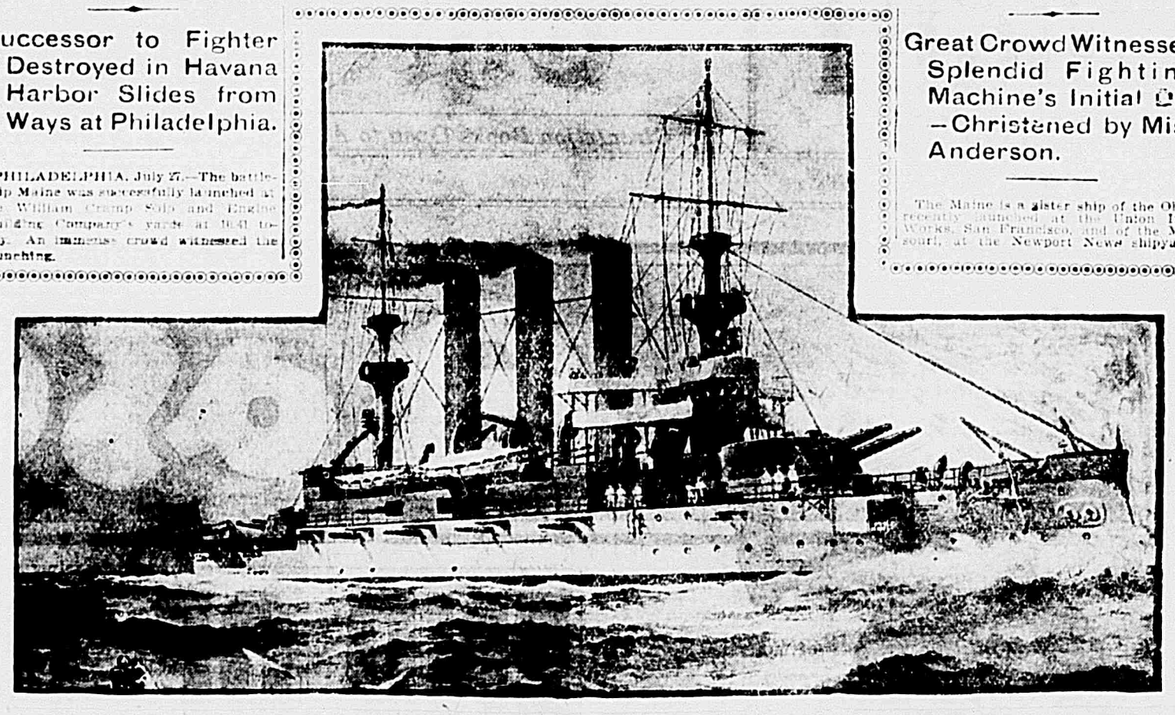
NEW BATTLE-SHIP MAINE WAS LAUNCHED TO-DAY.

Successor to Fighter Destroyed in Havana Harbor Slides from Ways at Philadelphia.

PHILADELPHIA, July 27.—The battleship Maine was successfully launched at the William Cramp Sons and Engine Building Company's yards at 10.41 to-day. An immense crowd witnessed the launching.

Great Crowd Witnessed Splendid Fighting Machine's Initial Dip—Christened by Miss Anderson.

The Maine is a sister ship of the Ohio, recently launched at the Union Iron Works, San Francisco, and of the Missouri, at the Newport News shipyard.



(Copyright, 1901, by C. McKnight Smith.)
THE U. S. BATTLESHIP MAINE.

There was not a hitch to mar the success of the big battle-ship's initial dip. The launching was free to all and was attended by thousands.

Miss Mary Preble Anderson, of Maine, broke the bottle of American wine over the prow of the big fighting machine as she shot down the ways.

Gov. Hill, Senators Frye and Hale, of Maine, and many notable army and navy officials witnessed the launching.

The new ship is to replace the ship so memorably destroyed in Havana Harbor Feb. 15, 1898.

At 10.25 Miss Anderson stepped upon the stand that had been erected at the bow of the hull. She was escorted by Henry S. Cramp and was accompanied by Gov. Hill, his staff, her parents and several other members of her family.

Before she arrived the knocking away of the blocks from under the great mass of steel had begun, and all was ready when the tide slacked. Then the chocpiece, the last timber that held the ship, was sawed in twain and the vessel began to move.

Before she had moved a foot Miss Anderson, true to custom, struck the prow of the Maine a blow with the bottle of champagne and formally christened her.

As the vessel slid off the ways a great shout went up and every steam craft in the vicinity began the tooting of whistles. The Maine, after she reached mid-stream, was taken in tow by several tugs and brought to the shore.

The Maine is 56 per cent. finished. Her keel was laid in April, 1900, and the ship will be ready for transfer to the Government in eighteen months or two years' time. This, however, will depend upon the rapidity with which armor plates will be delivered.

She is 388 feet long on the load-water line, 72 feet 2 1-2 inches extreme breadth and at a mean draught of 23 feet 6 inches displaces 12,230 tons. The main battery of the ship will consist of four 12-in. and twelve 6-inch guns.

Besides this she will carry eight 14-pounders, eight 3-pounders and eight 1-pounders and machine guns. She will also be supplied with two submerged torpedo tubes. The Maine will be required to maintain a speed of eighteen knots an hour. The contract price of the hull and machinery alone is $2,399,000. Her complement is thirty-five officers and 351 men.

DEATH STOPPED SCHLEY FETE.

New Rochelle Ready for Jolly Day When Commodore Died.

NEW ROCHELLE, N. Y., July 27.—Commodore Edward J. Kelly, of the New Rochelle Yacht Club, died at his hoe on Premium Point at noon to-day. Commodore Kelly was to have entertained Rear-Admiral Schley on his flagship, the Barracouta, here this afternoon. Death resulted from hemorrhage of the lungs.

The news of Commodore Kelly's sudden death did not reach this village until an hour or more after it occurred. By that time the Committee of the New Rochelle Yacht Club had completed the arrangements for the reception of Admiral Schley.

All the yachts in the harbor were decorated with flags and bunting, as was also the club house. The festive scene was suddenly transformed to one of mourning. The colors on the yachts were lowered to half-mast and the bunting was removed fro mthe club house.

A telegram was sent to Admiral Schley at Great Neck advising him of the Commodore's death.

Commodore Kelly had for the past two summers occupied the Carey cottage on Premium Point, near the residence of C. Oliver Iselin. He appeared in his usual good health yesterday, but early this morning was attacked with a severe coughing spell, which brought on the hemorrhage.

Commodore Kelly was about forty-five years old, and a son of Eugene Kelly, the banker, who died some years ago. He was one of the best known yachtsmen in this part of the country and very popular. His widow and two children survive him.

FINE SUNDAY FOR GOTHAM.

Weather Will Be Warmer, but Cool Breezes Continue to Blow.

A pleasant Sunday is assured Gothamites by the Weather Man. Mr. Emery declared to-day that while it would be somewhat warmer to-morrow, cool breezes would continue to blow and the day would be quite perfect.

There have been showers in the Middle Atlantic States from the central portion of the lake district westward to Eastern Montana and in the States of North Carolina, Georgia, Alabama, Florida, Texas, Arkansas, Missouri, Kansas and Iowa. Heavy rains are reported from lower Michigan and Western South Dakota.

Somewhat lower temperature prevails to-day in Iowa and Western Missouri. The temperature has risen in Michigan, Wisconsin, Minnesota and North and South Dakota.

The mercury ranged in the 70's in this city to-day.

PHYSICIAN WATSON DEAD.

Was a Well-Known Shakespearian Student.

NEWPORT, R. I., July 27.—Dr. William Argyll Watson, a prominent physician of New York and Newport, died at the Watson homestead this morning of Bright's disease. Dr. Watson was a son of the late Dr. Daniel Watson. During the Civil War he performed valuable service in the gulf squadron as a surgeon. After retiring from the navy he located in New York, spending his summers in Newport.

He was a member of the Union League Club of New York. Dr. Watson was one of the best known Shakespearian students in the country.

POLICE TO FIGHT LOOP THE LOOP.

Coney Island Men Ask for Injunction and Murphy Replies.

An injunction restraining Police Commissioner Murphy from interfering in any way with the loop-the-loop and barrel of love at Coney Island was granted by the Supreme Court, in Brooklyn, this morning. The arguments will be made as soon as possible.

Commissioner Murphy was notified by telephone of the issuance of the injunction.

"I shall fight it as far as possible," he said. "As soon as the papers are served on me I shall send them to the Corporation Counsel and request him to give me full support in my determination to stop those dangerous diversions.

"My attention was called to them a few days ago by a committee of citizens, some of whom had ridden on the contrivances. They assured me that unless they were stopped many persons might be maimed and some perhaps killed.

"I sent word to Deputy Commissioner York to stop the loop-the-loop and barrel of love and he stopped them. And they never will be started again if I can help it."

The loop-the-loop is a roller coaster, on which the car is sent around the inner surface of a circular track at the top of the structure, turning a complete somersault. The passengers are strapped in. The barrel of love is a hogshead, in which passengers are strapped. It is then rolled down an incline, and what happens to the astonished occupants causes them to utter loud, piercing cries.

SMALL-POX FROM NAPLES.

Babe on Nord America Infected and Steamer Held at Quarantine.

The steamer Nord America, which arrived in port last night from Naples after a rapid passage, was detained at Quarantine on account of a case of small-pox among the steerage passengers. The patient, a small child with its mother, was sent to the reception hospital this morning.

A portion of the steerage passengers occupying the compartment with the sick child were sent to Hoffman Island to be disinfected. The well passengers will be inspected and their temperature taken before release from Quarantine. The steamer will proceed to-morrow.

PASSENGER TRAIN WRECKED.

Engineer Killed, Fireman and Two Passengers Injured.

KNOXVILLE, Tenn., July 27.—A westbound passenger train on the Southern Railway, from Salisbury, N. C., to Chattanooga, was wrecked to-day at Marshal, N. C.

Engineer Robert L. Watson, of this city, was killed, and Fireman William Austin scalded, fatally hurt. Two passengers were injured, but not seriously.

CHEST FULL OF PLUNDER.

Young Burglar of Camden Had a Fine Store of Jewelry.

(Special to The Evening World.)

CAMDEN, N. J., July 27.—William Brock, twenty years old, who was arrested for robbing the home of Mr. Fithian to-day, admitted to five burglaries committed recently. He lives in this city, but detectives discovered that he has a room at No. 467 North Seventh street, Philadelphia.

They visited that place and found a chest full of gold and silver jewelry. The authorities think that a score or more of additional burglaries will be charged up against Brock.

TAILORS WIN ALL AROUND.

At Least 18,000 Strikers Will Go Back to Work Monday.

According to a statement made this morning by General Secretary Harry White, of the United Garment-Workers of America, who has charge of the strike in the metropolitan district, New York manufacturers are signing the agreement as rapidly as is possible. Mr. White estimated yesterday that 10,000 strikers would return to work on Monday, but to-day he places the number as at least 18,000.

The strikers had expected to hold a mass-meeting at Cooper Union to-night, but owing to the fact that the hall is being painted were unable to secure it. Consequently the Windsor Theatre, opposite to the Thalia Theatre, in the Bowery, has been secured. Several prominent east-side labor agitators will address the meeting, and the question of driving out the petty clothing manufacturers from the business will be discussed.

WORK FOR 20,000 MEN.

Flint Glass Factories Will Resume Monday.

PITSBURG, Pa., July 27.—The summer shut down of the pressed glassware factories of the American Flint Glass manufacturers will end to-night, and a general resumption will take place on Monday.

The resumption will give employment to 5,000 skilled and 15,000 unskilled workmen.

BOERS TAKE BREMERSDORP.

Force Steinacker's Horse to Evacuate Town with Loss.

LONDON, July 27.—Telegraphing from Pretoria, under date of July 26, Lord Kitchener reports to the War Office as follows:

"A detachment of Steinacker's Horse, occupying Premersdorp, was forced to evacuate July 24 by a superior force of Boers, probably the commandos from Amsterdam and Pietretie.

"The detachment fought its way to Lembobo, a distance of sixteen miles, losing about ten killed or wounded and a few missing."

IN MEMORY OF HUMBERT.

Imposing Services on Anniversary of Assassination.

ROME, July 27.—The royal family of Italy, the provincial authorities and numerous visitors are arriving here daily to attend the memorial services which are to be held July 29 upon the anniversary of the assassination of King Humbert. Dowager Queen Margherita of Italy arrived here this morning, and King Victor Emmanuel and Queen Helena and Queen Maria Pia of Portugal and other royalties are on their way.

It is anticipated that ten thousand visitors will be in Rome next Monday to witness this impressive ceremony, which will include a national pilgrimage to the Pantheon and which, it is expected, will be of immense proportions.

King Humbert was assassinated about 10 o'clock in the evening of July 29, 1900, at Monza, Italy, by Gaetano Bresci, an Anarchist, who lived in Paterson, N. J.

Internationa. good fellowship is sealed beneath the smoke of
PALL MALL
CORK TIPPED
London Cigarettes
25¢ by your dealer, or at your club.

"James Means—Means Quality."
JAMES MEANS' $2.50 SHOE
Known and Approved by the Public for Twenty-three Years.
The most comfortable and best appearing shoe for the money. Made in a variety of styles and leathers. Sold by leading retailers.
Morse & Rogers of New York, Wholesale Distributers

DIED.

KEELER.—Mrs. J. KEELER, of 135 East 115th st., in her 56th year. Born in McGuire's Bridge, County Fermanagh, Ireland. Notice of funeral hereafter.

GET WHAT YOU WANT by advertising for it in the Sunday World Want sheet