25 WARSHIPS IN GREAT FLEET TO ASSEMBLE IN THE PACIFIC

Sea Fighters Under Command of Rear-Admiral Evans Will Carry 516 Guns and Have Total Tonnage of 320,012.

Sixteen big battle-ships, composing the Atlantic fleet of the United States Navy, in command of Rear-Admiral Robley D. Evans, will be sent to the Pacific.

Nine other war vessels will join them there, making a fleet of twenty-five sea-fighters, carrying a total of 516 guns, and having a total tonnage of 320,012. Later three battle-ships not at present in commission will be added to the fleet.

The news comes directly from President Roosevelt at Oyster Bay through Secretary Loeb, and follows on the heels of an equally positive denial by the President that the ships were to be sent.

Apparently the only way to reconcile the conflicting statements will be to blame it all on Loeb.

Last Tuesday announcement was made that the President had not even considered such a thing as sending the Atlantic fleet into Pacific waters, and now comes the calm admission that such a step will be taken, although intimating that it will be only in the routine of the Navy's management and drill, and has not the remotest connection with the possibility of trouble with Japan.

Great Naval Display.

It will be the greatest display of fighting strength ever seen in those waters.

The second official admission that the fleet is to make the voyage was given out by Secretary of the Navy Metcalf. He assigns as the chief reason that "it is the policy of the Navy Department to keep the fleet in American waters as much as possible."

He goes on to say that the Government wishes to keep the ships together, and declares the money spent in ports in which the fleet lies might as well be kept at home as to be spent abroad.

Mr. Roosevelt does not mention this reason at all. Mr. Metcalf insists there is no military significance in the move. He planned the cruise, he says, "for the practice of the squadron." He says, as does the President, the fleet will fully remain in the Pacific for a few months.

Time Not Yet Set.

The time for the advance toward the Pacific has not been set. Mr. Loeb says it may be made this coming winter, and it may be sooner. He likewise declares the move has no military significance.

Rear-Admiral Robley D. Evans is now arranging for the voyage. It was expected he would appear at the Brooklyn Navy-Yard last Wednesday, and he did come to this city from Washington, but after a consultation with several naval men at a hotel in Manhattan returned to the capital. He is expected back here at any time.

Japan has now in Pacific waters eleven battle-ships and ten armored cruisers. If the American ships already in the Pacific are counted Uncle Sam will, when Admiral Evans's fleet gets there, have nineteen battle-ships and eight armored cruisers.

WASHINGTON, July 5.—Details of the vast movement of the Atlantic fleet to Pacific waters have been theoretically worked out weeks in advance by the naval general board. But these details are necessarily subject to constant change, resulting from the withdrawal of battleships from active commission on account of having been declared antiquated or in need of repairs and the substitution of other ships just going into commission and fresh from the builders' hands.

There is in the Navy Department today scarcely any one authorized to afford any information officially as to the contemplated fleet movement. Secretary Metcalf is in California, Assistant Newberry is at Watch Hill, R. I.; Admiral Brownson, the Chief of the Navigation Bureau, who is next in line, is visiting President Roosevelt at Oyster Bay, and the Acting Secretary of the Navy to-day is Rear-Admiral Mason, Chief of the Bureau of Ordnance, who assumes the office by virtue of seniority, but can scarcely be regarded as an authority in the matter of disposition of ships, which does not directly concern his bureau work.

The opinion of the officers on duty to-day is that but one route is feasible for the big ships, and that is by way of the Straits of Magellan. The Suez route is longer by a thousand miles than the Magellan route. This, according to the best calculations and allowing for short visits to ports not on the nearest sailing route, is about 13,000 miles in length.

Voyage in Sixty Days.

The battleship Oregon covered the distance from San Francisco to Jupiter Inlet, Fla., in 1898, in sixty-three days. But she was handicapped by the company of the little gunboat Marietta, which was scarcely able to make more than eight knots per hour in the heavy seas of the South Pacific, and also by the fact that as a precautionary measure the Oregon was sent around the West Indies, appreciably lengthening her route.

So the opinion now is that under ordinary cruising seas, which for the big battleships means about ten or twelve knots an hour, and allowing a reasonable time for coaling en route, the Atlantic fleet can make the passage from New York to San Francisco in less than sixty days.

It is conceded that Rear-Admiral Robley D. Evans will command the fleet in this great movement. He already has had an extended period of sea service in command rank—longer perhaps than any other Admiral in recent years—but it is known by his friends that he would like to wind up his active career by safely conducting around the American continent the greatest fleet of warships ever gotten together in these waters, and there is no disposition on the part of the officials of the Department, who have implicit confidence in his ability, to deny the officer this request.

Start From New York.

It is believed now that the sailing route of the ships will be about as follows: Leaving New York or Hampton Roads, just which point has not been decided, in the early fall, the battle-ships would probably steam straight to Culebra, where coal would be taken on. The next stop will be Rio De Janeiro and from that point the vessels would not halt until they reached Sandy Point in the Straits of Magellan.

Here again the coal supply would be replenished for the run to Callao, Peru. The next stage would be from Callao to Panama, and from that point the ships would proceed without a stop to San Francisco. It is believed that after reaching Peruvian waters, the movements of the vessels will be much more deliberate than up to that point.

Although the reason for this statement is not officially obtainable, it is apparent that the explanation is to be found in the fact that the battle-ships will be within easy reach of San Francisco; in other words, they could in an emergency arrive at that port before any other fleet could.

Naturally the question of coaling the fleet is a very serious one. Two methods of doing this have been provided for in the plans of the General Board, and it is not possible at this moment to say which will be finally selected. The first is to send with the battleships a sufficient number of colliers to enable them to replenish their coal supplies without any dependence upon foreign coaling stations.

In this case a fleet of not less than twenty colliers will be necessary because something like 75,000 tons of coal will be burned on this cruise.

In the second case the plans provide for the free use of merchantable coal along the route, which of course would diminish the need for colliers.

Add Three to Fleet.

Under the plan it is probable that the five colliers already attached to the American fleet will be sent forward to Sandy Point. Coal at that point is not only scarce, but it is extremely dear, at times selling at $14 a ton as against the $3 coal which the colliers would carry.

Admiral Evans will, it is expected, start out with sixteen battle-ships besides the colliers, which will move more or less independently, and, indeed, will probably precede him considerably. The armored cruisers Washington and Tennessee, which are now in French waters, are under orders to return to the United States, and after refitting, to proceed to the Pacific Coast to form part of an armored cruiser squadron to be assembled there.

New Pacific Fleet Carries 516 Guns, Has 320,012 Tonnage

WASHINGTON, July 5.—This is the fleet with total tonnage and guns which will be assembled in Pacific waters within a few months. There will be sixteen battle-ships, eight cruisers and one gunboat. Total tonnage, 320,012; total number of guns, 516.

Battle-ships—Connecticut, Capt. Hugo Osterhaus, commanding; tonnage, 16,000; guns, 24; speed, 18 knots.

Maine, Capt. Nathan E. Niles; tonnage, 12,500; guns, 24.
Louisiana, Capt. Richard Wainwright; tonnage, 16,000; guns, 24.
Missouri, Capt. Greenlief A. Merriam; tonnage, 12,500; guns, 20.
Virginia, Capt. Seaton Schroeder; tonnage, 14,948; guns, 24.
Georgia, captain yet to be named; tonnage, 14,948; guns, 24.
New Jersey, Capt. William W. Kimball, tonnage, 14,948; guns, 24.
Rhode Island, captain yet to be assigned; tonnage, 14,948; guns, 24.
Alabama, Capt. Samuel P. Comly; tonnage, 11,525; guns, 18.
Illinois, Capt. Gottfried Blocklinger; tonnage, 11,525; guns, 18.
Kearsarge, Capt. Herbert Winslow; tonnage, 11,525; guns, 22.
Kentucky, Capt. Edward B. Barry; tonnage, 11,525; guns, 22.
Ohio, Capt. Lewis C. Heilner; tonnage, 12,500; guns, 20.
Minnesota, Capt. John Hubbard; tonnage, 17,650; guns, 24.
Vermont, Capt. William P. Potter; tonnage, 17,650; guns, 24.
Kansas, Capt. Charles E. Vreeland; tonnage, 17,650; guns, 24.
Protected cruisers—Charleston, Commander Frank E. Beatty; tonnage, 9,700; guns, 14.
Chicago, Commander Robert M. Doyle; tonnage, 4,500; guns, 18.
Milwaukee, Commander Charles A. Gove, 9,700; guns, 14.
St. Louis, Commander Nathaniel R. Usher; tonnage, 9,700; guns, 14.
Gunboat Yorktown, Commander Richard T. Mulligan; tonnage, 1,710; guns, 6.

The armored cruiser squadron of the Pacific fleet, which will have headquarters in California waters, will be composed of the Washington, Capt. Theodorick Porter, and Tennessee, Capt. Albert G. Berry (sister ships, 14,500 tons; guns, 24; speed 22), and the California and South Dakota, 13,680 tons each; 22.15 knots, 18 guns, almost complete, with officers yet to be assigned. Rear-Admiral Charles H. Stockton will command this armored cruiser squadron, the Tennessee being his flagship.

EVENING WORLD RACE CHART

FOURTEENTH DAY AT SHEEPSHEAD.

JULY 5. CLEAR. TRACK FAST.

542 FIRST RACE—Fillies; three-year-olds; non-winners of $1,000; $1,000 added; one mile and a half furlongs, main course.
Start good. Won easily. Time—1.19 3-5. Winner, b. f., by Goldcrest—Lady Himmel. Owner—A. L. Aste.

Index.	Starters.	Wts.	St.	¼	½	¾	str.	Fin.	Jockeys.	Open.	High.	Clos.	Pl.	Sh.
518	Gold Lady	112	6	7½	6½	4½	1½	1¹	Martin	13-5	2	4-5	9-5	
—	Littleton Maid	111	4	6½	5½	3½	2½	2¹	Mountain	3	12	10	4-5	3-5
494	Altuda	111	3	4½	3½	2½	3½	3¹½	Crozier	8	8	8	7-10	1-5
498	Mintberla	111	8	3½	2½	1½	4½	4¹	Brussell	30	30	15		8-5
490	Lady Karma	111	2	1½	1½	6½	6½	5¹½	Notter	3	12	12		6-5
505	Adelinette	111	1	2½	4½	5½	5½	6¹	Miller	15	20	15		8-5
498	Star Cut	111	5	5½	7½	7½	7½	7¹	Kandt	15	20	15	8	8-5
522	Mary Hall	111	7	8½	8½	8½	8½	8¹	W. Doyle	20	60	60	9	9
472	Perxida	111	9	9½	9½	9½	9½	9¹½	Koerner	40	60	60	20	10
521	Rain Queen	111	10	10	10	10	10	10	Musgnung	50	100	100	40	20

Post time, 2.41; off, 2.42. Scratched—Allia.
Gold Lady was only galloping at the finish. She went to the front on the last turn. Littleton Maid was sluggish in the early running, and when straightened out came very fast to the end and was an easy second. Altuda tired making the pace and just lasted. Mintberla closed strong. Mary Hall showed speed.

543 SECOND RACE—Handicap; three-year-olds and upward; $1,200 added; one mile.
Start bad. Won easily. Time—1.39 2-5. Winner, b. g., by Yankee—Forget. Owner—H. P. Whitney.

Index.	Starters.	Wts.	St.	¼	½	¾	Fin.	Jockeys.	Open.	High.	Clos.	Pl.	Sh.
(452)	Dinna Ken	114	3	3½	2½½	1½	1½	Mountain	8	6-5	9-10	1-8	
508	Far West	103	6	5	3½	2½	2¹	Preston	8	6	3	5-2	6-5
524	San Alviso	97	5	6	5½½	3½	3¹	Brussell	40	60	60	13	
528*	Golf Ball	98	2	4½	4½	4½	4¹½	E. Dugan	8	10	8	8	8-5
471	*Don Enrique	104	7	2½	1½	5½	5¹	Horner	20	60	20	3	8
506	Fennap	98	1	1½	6½	7½	6¹½	Garner	10	15	15	4	5-2
534	*Von Tromp	117	8	8½	8½	6½	7¹	Knapp	10	15	12	5	5-2
524	Gallavant	107	10	10	10	8½	8¹	Notter	30	30	20	6	4
—	Gretna Green	106	9	9	9½	9½	9¹	Miller	4	5	5	7	4
520	Don Royal	102	4	7	9	10	10	W. Doyle	30	30	20	8	8

Post time, 3.02; off, 3.05. Scratched—Running Water, McCarter, J. C. Core, Hyperion II., Acrobat, Velours.
*Added starters.
Dinna Ken was under wraps to the stretch, where he went into the lead and was well in hand at the end. Far West ran an improved race. He had plenty of speed, but tired slightly at the end. San Alviso closed with a rush and just got up. Don Enrique ran a fair race. Gretna Green was short, but will improve.

544 THIRD RACE—Steeplechase; $1,000 added; short course. Start good. Won easily. Time—4.10 3-5. Winner, b. g., by Handsome—Palmetto. Owner—C. H. Smith.

Index.	Starters.	Wts.	St.	¼	½	¾	Fin.	Jockeys.	Open.	High.	Clos.	Pl.	Sh.
511	Palm	134	4	4½	4	5	1¹	Archibald	3	8	11-5		1-2
511	Dave Lewis	134	1	2½	2	2½	2¹	Weir	20	40	40	10	8
511*	Belligerent	151	3	3¹	3½	4½	3¹	Hume	5-2	3	11-5	1	2-5
460	Fallabeen	143	2	1½	1½	3½	4	Rogers	8	15	12	4	8-5
(506)	Bayonet	145	7	5½	6	6½	Fell	O'Brien	7-2	4	3	5	1-2
—	Dr. Hellsworth	154	6	6	Fell			Hughes	20	40	40	10	3
506	Merry Saint	137	5	Fell				Owens	5	10	8	5-2	6-5

Post time, 3.29; off, 3.30. Scratched—Essex, Commodore Fontaine.
Palm went to the front after taking the last jump and won galloping. Dave Lewis ran a good race. Belligerent can do better. Bayonet was going easy when he fell. Merry Saint fell at the first jump. Fallabeen tired.

545 FOURTH RACE—The Spindrift; three-year-olds; handicap; $3,000 added; one mile and an eighth.
Start good. Won driving. Time—1.51 2-5. Winner, b. c., by Disguise—Bonnie Gem. J. R. Keene.

Index.	Starters.	Wts.	St.	¼	½	Fin.	Jockeys.	Open.	High.	Clos.	Pl.	Sh.
498	Cabochon	108	2	3½½	3½	1¹½	Lowe	13	25	20	8	4
(522)	McCarter	113	1	1½	2½	2¹	Miller	2	5-2	11-5	6-5	3-5
494	Minlota	94	3	4½	5½	3¹½	McIntyre	12	12	10	3	8
516*	Killalee	106	4	6½	6½	4¹½	Mountain	4	5	4	7-2	3-5
501*	Tony Faust	114	8	8½	7½	5¹	Garner	6	8	5	5-2	4-5
494	Prince Hampton	112	5	5½	4½	6¹½	Russell	20	20	20	8	8
516	Apollo	112	6	7½	8½	7¹	Kroner	8	10	8	8	1-2
515	Hold Fast	90	9	9	9	8¹	Preston	100	100	100	40	20
450*	Fountainblue	121	7	8½	8½	9¹½	E. Dugan	8	10	8	8	8-5

Post time, 3.59; off, 4.01. Scratched—Don Enrique, Dan Buhre.
Cabochon caught the leaders turning into the stretch and, coaling under a hard drive, won. McCarter raced to pieces in the front and did not have enough left to withstand the determined challenge of Cabochon. Tony Faust got in front for a flash and then quit. Minlota trailed behind the pace and was coming strong.

546 FIFTH RACE—Selling; three-year-olds and upward; $1,200 added; one mile and a half on the turf.
Start good. Won easily. Time—2.33 4-5. Winner, b. c., by Kingston—Royal Rose. Owner—G. R. Ellison.

Index.	Starters.	Wts.	St.	¼	½	Fin.	Jockeys.	Open.	High.	Clos.	Pl.	Sh.
518	Lancastrian	106	3	3½½	2½	1¹	R. Dugan	4-5	4-5	8-5	1-4	
534	Flimnap	108	2	1	5½½	2¹½	Notter	3	3	3	2	1-2
518	Trenola	106	1	2½	1½	3¹	Garner	15	20	15	8	4-5
538	Banker	102	5	4	3½	4¹½	Brussell	7	10	8	3	5-2
516	Paletta	102	9	7½½	4½	5¹½	Lowe	20	50	50	12	
534	Lord Stanhope	96	6	6½	7½	6¹½	Henry	6	8	8	8-5	3-5
534	King Cole	103	8	8½	6½	7¹	Musgrove	40	60	60	15	8
51	Hoot Mon	96	7	9½	9	8¹	Beckman	50	100	60	20	10
500	Ted	90	4	5½	8½	9¹	Shreve	30	40	40	12	6

Post time, 4.50; off, 4.52. Scratched—Maxnar.
Lancastrian outclassed this field and won easily. Flimnap is improving and closed strong. Trenola tired from making the pace and just lasted to land third money. Banker was coming strong when he was shut off and had to pull up and come around his field. Would have been closer up but for this.

547 SIXTH RACE—Maiden two-year-olds; $1,000 added; six furlongs. Futurity course.
Start fair. Won driving. Time—1.14 3-5. Winner, ch. g., by Prince of Melbourne—Homespun. Owner—Newcastle Stable.

Index.	Starters.	Wts.	St.	¼	½	Fin.	Jockeys.	Open.	High.	Clos.	Pl.	Sh.
465	The Squire	107	1	1½	2½	1¹	Miller	6	8	6	2	
504	Long Ball	107	2	2½	1½	2¹	E. Dugan	10	12	10	4	
465*	Nassau	110	3	3½	3½	3½	Horner	6-5	7-5	7-5	8-5	1-2
504	Number One	107	5	5½	5½	4¹	Garner	30	40	30	12	6
503	King Sol	110	6	6½	6½	5¹½	Martin	20	50	20	8	
502*	Jane Swift	107	4	4½	4½	6¹½	Knapp	4	5-2	3	6-5	3-5
502	Corncob	110	8	7½	7½	7¹½	Grimshaw	50	100	60	20	10
517	Bolando	110	8	8½	8	8¹½	W. Doyle	20	30	30	12	6
—	Flying Foam	110	9	9	9	9	Beckman	100	100	100	40	20
383	Troublesome	110	10	10	10	10	Notter	10	12	8	3	7-5
504	Pusch	110	11	11	11	11	Harty	100	100	100	40	20
—	Franklin	110	12	12	12	12	Raynor	100	100	100	40	20
521	Hartford Boy	110	13	13	13	13	W. Burns	100	100	100	40	20
449	Filbert	107	14	14	14	14	Madeira	100	100	100	40	20
—	Margaret T.	107	15	15	15	15	Shreve	100	100	100	40	20
522	Baseman	110	16	16	16	16	Finn	100	100	100	40	20
491	Faithful Kate	107	17	17	17	17	Mountain	100	100	100	40	20
422*	Herbie	110	*				Musgrove	8	12	10	4	2

Post time, 5.02; off, 5.06. Scratched—Cymbal, Sukey's Son, Keep Moving.
*Pulled up.
The Squire was hard ridden at the end to win. Long Ball tired from the early pace-making, but hung on gamely. Nassau could never get up. Number One is improving.

MAKE COMPLAINT ABOUT BINGHAM'S BLUE BOOK

Hospital Superintendent Says Commissioner's Advice Causes Trouble.

Commissioner Bingham's Blue Book advice to citizens in the matter of calling ambulances and fire engines was to-day severely criticised by Dr. Charles Hornby, superintendent of Flower Hospital, who said that irresponsibles were keeping the ambulances rushing about on cases that were either trivial or that didn't exist at all. He cited several cases, among them one where an ambulance surgeon was injured while responding to a false alarm. Fire Telegraph Inspector Martin also complained of numerous false alarms, one being turned in by an excited father whose son had swallowed an iron jack-stone, which, even if the attempt had been made, three fire engines couldn't pump out.

VAIL ELECTED.

At a meeting of the directors of the New York Telephone Company this morning Theodore N. Vail was elected president of the company to succeed Charles S. Cutler, deceased. Mr. Vail is now president of the American Telephone and Telegraph Company.

Help Wanted To-Day!

As advertised for in The Morning World's Want Directory.

FRIDAY, JULY 5, 1907.

Art. Flowers	4	Harness Makers	2
Addressers	1	Housework	30
Agents	5	Horseshoers	1
Bindery Help	5	Ironers	31
Apprentices	1	Janitors	5
Artists	1	Janitresses	4
Bakers	2	Jewellers	1
Barbers	8	Kitchen Help	13
Bartenders	12	Laundresses	2
Blacksmiths	2	Machinists	11
Bookbinders	3	Neckwear	2
Bookkeepers	3	Motormen	1
Boys	86	Manicures	3
Bricklayers	1	Markers	4
Brasshelmen	8	Moulders	2
Butchers	13	Nurses	3
Cabinet-Makers	1	Operators	17
Canvassers	6	Ostrich Feathers	3
Carpenters	5	Photographers	6
Cashiers	9	Painters	10
Chambermaids	14	Printers	2
Chefs	1	Plumbers	7
Collectors	2	Polishers	2
Compositors	4	Porters	12
Cooks (Male)	23	Packers	3
Cooks (Female)	10	Pressers	5
Cutters	5	Pressmen	2
Designers	5	Roofers	2
Dentists	7	Saleladies	7
Dishwashers	17	Salesmen	30
Drivers	9	Seamstresses	2
Drug Clerks	10	Starchers	2
Electricians	5	Solicitors	1
Elevator Runners	17	Stablemen	3
Embroiderers	2	Stenographers (Male)	2
Engineers (Male)	7	Stenographers (Female)	6
Engravers	1	Tailors	9
Farm Hands	2	Trimmers	2
Feeders	7	Tinsmiths	2
Finishers	6	Typewriters (Female)	1
Firemen	3	Upholsterers	1
Folders	1	Waiters	21
Fancy Feathers	3	Waitresses	21
Foremen	3	Miscellaneous	275
Grocery Clerks	5		
Girls	20		
Total			871

Every week, month and year, The World prints more "Help Wanted" ads than any three other New York newspapers combined.

ROOSEVELT HAS CONFERENCE WITH ARMY AND NAVY MEN.

OYSTER BAY, L. I., July 5.—Rear Admiral W. H. Brownson, chief of the Bureau of Navigation of the Navy Department, and officials of the Post-Office and Interior Departments and of the Army, were guests of President Roosevelt at luncheon at Sagamore Hill to-day.

Besides Rear Admiral Brownson there were present Frank H. Hitchcock, First Assistant Postmaster-General; George W. Woodruff, Acting Secretary of the Interior, and Brig.-Gen. James B. Aleshire, the newly-appointed Quartermaster-General.

Rear-Admiral W. H. Brownson stated on reaching Oyster Bay that he did not know what ships would comprise the fleet to go to the Pacific. Admiral Brownson said, further, that all he knew of the intended cruise was what he had seen in the newspapers.

MORGAN'S YACHT IS HELD UP FOR ART TREASURES

Italians Search Corsair, but Find Nothing Forbidden to Export.

MILAN, July 5.—A great sensation has been caused here by the news which has leaked out of the overhauling of J. Pierpont Morgan's yacht Corsair recently by the customs authorities at Venice in consequence of special orders from the central government at Rome.

Mr. Morgan's repeated and hurried visits to Italy and the frequent presence of his yacht in Adriatic and Mediterranean waters occasioned grave suspicions on the part of the Italian Government, which has been more than ordinarily watchful of late, owing to the notable growth of the clandestine export trade in precious works of art.

It is stated that a search warrant was issued in the present case owing to the supposition that Mr. Morgan had purchased a portion of the famous Strozzi art collection from that prince's Florentine gallery a few weeks ago.

The customs officers had, however, to retire discomfited, for, although the baggage and other property of Mr. Morgan and his guests were thoroughly ransacked and the yacht's departure was delayed for over a day, there was no trace whatever of the missing treasures.

Mr. Morgan vows that henceforth he will boycott the ungrateful country on which he has lavished such magnanimous proofs of his personal honor and generosity."

JUDGE SWAYNE, OF FLORIDA, DEAD

Passed Away in Philadelphia, Where He Went for Treatment for Kidney Trouble.

PHILADELPHIA, July 5. — Judge Charles Swayne, of the United States Court for the Northern District of Florida, died at the University of Pennsylvania Hospital here this afternoon.

Judge Swayne had been suffering for some time from complicated kidney troubles, and was brought here to the residence of Gardner W. Kimball, his son-in-law, for treatment by Dr. Edward Martin, of this city. He did not improve, and later was removed to the hospital, where an operation was performed on him last Tuesday a week. He improved, but in a few days he again began to fail.

Those at his bedside when he died were his wife, his son, Henry G. Swayne, a lawyer of this city, and his daughter, Mrs. Gardner W. Kimball, and her husband.

RUNYAN BETRAYED BY WOMAN IN WHOSE FLAT HE WAS HIDING.

(Continued from First Page.)

mustache shaved, and since then he has been growing a beard.

Threatened to Blow Her Head Off.

"Yesterday, when I read the papers, I said:

"'Why, George, here's your picture!'

"He said 'That's not mine.'

"'It surely is,' I said.

"He then admitted it, and said: 'If you or Mary (the colored maid) speak of this I'll blow your heads off.'

"To-day I told him I was going out to buy food for supper and went right to the station."

Thought to Have Gone to Europe.

For the first three days after Runyan fled, carrying the bank's funds in his dress suit case, it was believed that he had either lost himself in the North Woods or that he had taken a steamer for some obscure European port. It was said at first that failing health and the fear that he might die leaving his sickly wife penniless, had driven him into theft.

One theory was that he meant to hide himself in some foreign country, where he might be joined by his wife, provided he could secretly induce her to come to him, and where he might woo back his failing strength. But after the Pinkertons had pushed their investigation into the shoals of Wall street they discovered that Runyan was one of the little minnows who dabble in stocks until they are gaffed.

Under the name of Martin Chase the missing man, it was learned, had lost $10,000 in speculation. It was the inevitable conclusion that Runyan, knowing detection to be inevitable sooner or later, had resolved to go the limit. He looted the safe in his care of all the ready currency he could readily handle—a total of nearly $100,000 in bills of large and small denominations—and ran away.

Said to Have Been Seen Last Night.

The first intimation that Runyan had not cleared out of the country came last night. It was reported to the police that the embezzler had been seen in the vicinity of his late home at No. 320 West Eleventh street, where his wife is now prostrated with grief over her husband's disgrace and his abandonment of her. Runyan's brother, who had just returned from his former home at Rochester, where his aged mother was said to be probably fatally ill, said it was not true that the fugitive could still be in the neighborhood. It develops, however, that the detectives took stock in the story that their man was still hanging about New York. That their judgment was good is proved by the capture of the runaway paying-teller.

Left Wife with Only $10.

Mrs. Runyan, the pretty young wife of the embezzler, moved to-day to the home of her mother, No. 66 Manhattan avenue. She is on the verge of collapse and is under the care of Dr. Duncan Morrison.

"Chester left my daughter without funds," said Mrs. Philip Carney, mother of Mrs. Runyan, to an Evening World reporter, "and the $10 he gave her the day he fled to pay expenses over Sunday was wiped out by a milk bill. The shock of this disclosure has been so great that my daughter does not seem to realize that her husband has deserted her. Chester was a model young man. He made it a point to be with her every minute that he was not at the bank. He even went so far as to account for the time it took him to ride to the trust company and to return home. It seemed to be his wish that my daughter should know where he was every minute of the day.

"HARD LINES ON JOHN D., BUT IT LETS ME OUT"

H. H. ROGERS.

Standard Oil Man Returns On Baltic and Hears That Rockefeller Must Testify.

Radiant with good health and in fairly rosy good humor, Henry H. Rogers, John D. Rockefeller's right hand man, returned to this city to-day on the Baltic after a three months' sojourn in France. Mr. and Mrs. Rogers spent the greater part of the time at Vichy.

"I have had the time of my life," said the Standard Oil magnate, "and got everything but money out of the trip. I lost at everything I played at."

"What was it you played?" was asked.

"I am ashamed to say," replied Mr. Rogers.

When he heard that Mr. Rockefeller had been served with a subpoena he said:

"That is hard lines, but it lets me out."

Asked for an opinion on financial affairs, Mr. Rogers replied:

"I am six feet tall and nothing optimistic. The business situation should have been better. But with normal crops everything will come out all right."

He was delighted to hear the Amalgamated Copper was doing so well. In his opinion the prosperity of copper is fixed and the demand will always be greater than the supply.

Then he switched the conversation to Mark Twain, and said that his popularity abroad was amazing; that he had received the greatest ovation ever accorded an American literary man.

Mr. Rogers's yacht, with his son, H. H. Rogers, jr., aboard, went down the bay to meet him. He did not leave the ship at Quarantine, signalling that he would go aboard in the North River at Twenty-third street.

Mr. Rogers said that he met Sir Thomas Lipton, who told him that he was coming to America next year. Mr. Rogers said he jokingly suggested that Sir Thomas bring a steam yacht and have a good race.

Having been informed that Mr. Rogers had returned Marshal Henkel at once communicated with Starr J. Murphy and M. S. Elliott, counsel for the Standard Oil, at No. 26 Broadway, requesting that they notify Mr. Rogers that he is wanted to-morrow before Judge Landis, in Chicago.

MARSHAL DENIES ROCKEFELLER TIP.

NORTH ADAMS, Mass., July 5.—Deputy United States Marshal Charles L. Frink, of this city, who served a subpoena on John D. Rockefeller, to-day denied the statement made yesterday by John D. Archbold, Vice-President of the Standard Oil Company, to the effect that the acceptance by Mr. Rockefeller was prearranged.

"I had absolutely no tip from any source," said Mr. Frink, "that Mr. Rockefeller was at Pittsfield awaiting service. I was simply taking a chance that I would meet Mr. Rockefeller on the Prentice place. If I had not met him in the afternoon, I would have gone back again at night. After I had served the papers on Mr. Rockefeller, Mr. Prentice took occasion to apologize for his attitude in the morning. I do not know what transpired between the morning visit and my call in the afternoon, but I do know that the long-distance telephone was very busy while I was at the house."

$15,000 FINE FOR NEW YORK CENTRAL

Court Orders Railroad to Pay Penalty for Failing to File Oil Rates.

(Special to The Evening World.)

ROCHESTER, N. Y., July 5.—The New York Central Railroad Company was this afternoon fined $15,000 for failing to file a schedule of oil rates with the Interstate Commerce Commission. The oil was carried cheaper for the Standard Oil Company than for other interests.

MISSOURI EARTHQUAKE RATTLES WINDOWS

ST. LOUIS, Mo., July 5.—Two distinct earthquake shocks were felt at Bismarck, Mo., 75 miles south of here, yesterday afternoon. The vibration was sufficient to shake buildings and rattle windows and dishes.

DIED.

MULCAHY.—Suddenly, July 4, JEREMIAH MULCAHY, native of County Limerick, Ireland.

Funeral Sunday, July 7, 2 P. M., from Charles O'Brien's Undertaking Parlors, 47th st. and 2d ave.

O'KEEFE.—At 10 A. M. Wednesday, July 3, DENNIS O'KEEFE.

Funeral from Church of St. John the Baptist, Cliffside Park, N. J., on Saturday morning at 9.30. Interment Fort Lee Cemetery.

Was born in Newcastle West, County Limarick; supposed to have brother living in 78th st., New York, by name of Daniel O'Keefe. Relatives and friends are invited to attend funeral; also members A. O. H., Division No. 2, Cliffside, N. J., and Catholic Benevolent Association and Holy Name Society.

SCHICK.—HARRY C. SCHICK, on July 4, 1907, at his residence, 766 10th ave., New York City, beloved husband of Catherine McGinn.

Notice of funeral hereafter.

HELP WANTED—MALE.

ENGINEER—For plant near city; steady work for reliable man; one boiler; no coal or ashes; wages $21 per week, 7 days, 12-hour shift. Address S 225 World.

No Extra Charge for It.

Advertisements for The World may be left at any American District Messenger Office in the city until 9 P. M.

SECRET SERVICE CLOSELY GUARDS J. D. ROCKEFELLER

Standard Oil Magnate Travelling to Chicago Hedged About by Men Who Will Not Leave Him Until He Returns Here.

(Special to The Evening World.)

CHICAGO, July 5.—Extraordinary precautions are being taken to guard John D. Rockefeller while he is in this city as a witness before Judge Landis, of the Federal Court, in the cases of the Standard Oil Company, accused of receiving rebates from the Chicago & Alton.

The oil king will be guarded with almost greater care than royalty itself. A force of Secret-Service men accompany the nervous multi-millionaire to this city from New York and more will be linked to the chain around him the moment he steps from his train here.

The journey of the celebrated witness whom it was so difficult to catch with a subpoena is one of mystery. All information concerning the coming of Rockefeller is jealously guarded. No one can find out anything definite about it.

It is only known that he will surely be here by to-night or to-morrow morning, and that Secret Service men will be near him every minute of the time that he is on the way and in this city.

To-morrow will be Standard Oil field day in the Federal Court, for in addition to the head of the oil monopoly, there will be no less than eleven chiefs of the powerful company present. It is said that this fact may explain the extraordinary number of Secret Service men who are to be on the alert.

Mr. Rockefeller will not take a single step on his way to the court that has not been already traversed by a guard, and