

SCHLEY COURT CHOSEN. SWEEPING INQUIRY ORDERED BY SECRETARY LONG.

ADMIRAL'S ENTIRE MANAGEMENT OF SANTIAGO CAMPAIGN TO BE THRESHED OUT—LEMELY JUDGE ADVOCATE.

Washington, July 26.—The precept to the Schley court of inquiry, which the Navy Department has been preparing for several days, was given to the public this afternoon. It is a document addressed to Admiral Dewey, as president of the court, instructing him concerning the matters to be investigated. While it declares that the "entire matter" of Admiral Schley's conduct during the operations in West Indian waters shall be investigated, making use of the very words employed by Admiral Schley in his letter to Secretary Long, it also selects certain distinctive acts of the rear-admiral concerning the facts and propriety of which it calls for particular investigation.

These points cover briefly Admiral Schley's alleged delay with the flying squadron at Cienfuegos, the slowness of his progress toward Santiago after leaving Cienfuegos; the retrograde movement toward Key West; the effectiveness of the bombardment of the Spanish fleet at the ranges used in the reconnaissance of May 31; the state of the coal supply on various ships when he telegraphed to the department that he would return to Key West; the loop of the Brooklyn at Santiago; the accuracy of his reports, and matters relating to the controversy between him and Commander Hodgson over the alleged colloquy which is said to have taken place aboard the Brooklyn when the loop was made during the naval engagement of Santiago.

A WIDE SCOPE OF INQUIRY.

With the exception of the last two counts, the others practically sum up the criticisms of Admiral Schley's conduct made by Secretary Long to the Senate, which the Secretary characterized as Schley's "represensible conduct." One of the important points in the precept is the direction to the court to report in its conclusions "all the pertinent facts which it may deem to be established, together with its opinion and recommendations in the premises."

Secretary Long made the following statement about the precept:

It is simply an enumeration of the facts that have been, to use the applicant's own words, "discussed" by the Senate. It is not a formal and suggested to the court as matters which have been under discussion, and, as such, should be inquired into by them. They are enumerated in accordance with the general rule that when inquiry is made the person interested should have notice beforehand as far as possible of all the specific things about which inquiry is likely to be made.

Judge Advocate-General Lemely, who was designated as judge advocate of the court to-day, now will proceed with the preparation of his case. He will examine all documents and prepare a list of witnesses. The court probably will sit for several months, more than likely until after Congress convenes in December.

Judge Lemely has not yet decided who the witnesses before the court shall be. They may be taken from the navy, from the army or from civil life—for undoubtedly some of the newspaper correspondents will be called in this case. It is even probable, in view of the recently published interview of Captain Eulate, of the Spanish navy, that he and Admiral Cervera will be called in Admiral Schley's defense. Of course, the court of inquiry has no authority to compel attendance, and it is more than doubtful whether they would respond to a summons, but the opportunity will be afforded.

No word has been received from Admiral Kimberly, who, it is expected, had written to the department saying that his health made it inadvisable for him to attempt to serve on the court. He will not be officially informed of his selection as a member of the court until he receives the precept which was mailed to him to-day. A copy of the precept also will be sent to Admiral Dewey and Rear-Admirals Benham and Schley.

TEXT OF ORDER FOR COURT.

The precept to the court is as follows: To Admiral George Dewey, U. S. N., Washington, D. C.:

Upon the request of Rear-Admiral Winfield S. Schley, in a letter dated July 26, 1901, copy herewith, a court of inquiry, of which you are hereby appointed president, Rear-Admirals Lewis A. Kimberly and Andrew E. K. Benham, U. S. N., members, and Captain Samuel C. Lemely, U. S. N., judge advocate-general, judge advocate, is hereby ordered to convene at the Navy Department, Washington, D. C., at 11 o'clock a. m., on Thursday, the 12th day of September, 1901, or as soon thereafter as may be practicable, for the purpose of inquiring into the conduct of the said Schley, commodore in the navy, during the recent war with Spain and in connection with the events thereof, and to report thereon to me on or before the 15th day of October, 1901. The court will thoroughly inquire into all the circumstances bearing upon the subject of the investigation hereby ordered, and to this end, besides examining orally all proper witnesses, whose attendance can be secured, will call upon the department for all documentary evidence in relation thereto on its files.

Upon the completion of the investigation, the court will report its proceedings, and the testimony taken, with a full and detailed statement of all the pertinent facts which it may deem to be established, together with its opinion and recommendations in the premises.

TEN POINTS OF INQUIRY.

While the department relies upon the discretion of the court to make its examination into this matter full and complete, as requested by the officer at whose instance it is convened, the report should show the conclusions reached upon certain important points, to which attention is specifically directed, as follows:

- First—His conduct in connection with the events of the Santiago campaign.
Second—The circumstances attending the reasons for the flying squadron off Cienfuegos in May, 1898.
Third—The circumstances attending the reasons for the flying squadron off Santiago, the reasons for its retrograde turn westward and departure from off Santiago, and the propriety thereof.
Fourth—The circumstances attending the arrival of the flying squadron off Santiago, the reasons for its retrograde turn westward and departure from off Santiago, and the propriety thereof.
Fifth—The circumstances attending and the reasons for the disobedience by Commodore Schley of the orders of the department contained in its dispatch dated May 25, 1898, and the propriety of his conduct in the premises.
Sixth—The condition of the coal supply of the flying squadron on and about May 27, 1898, its calling facilities; the necessity, if any, for, or advisability of, the return of the squadron to Key West to coal, and the accuracy and propriety of its reports made by Commodore Schley with respect to this matter.
Seventh—Whether or not every effort incumbent upon the commanding officer of a fleet under such circumstances was made to capture or

BADEN-POWELL'S RETURN. POPULAR ENTHUSIASM OVER THE HERO OF MAFEKING.

Southampton, July 26.—General Baden-Powell arrived here this afternoon. He was formally welcomed by the Mayor and civil authorities of Southampton at the pierhead. He boarded a train for London amid a scene of intense enthusiasm.

London, July 26.—Instead of coming to London, General Baden-Powell detrained at Woking, to visit Captain McLaren, who served with him in India and at Mafeking. Woking was the scene of a great demonstration, with bands, bonfires and decorations. The members of the fire brigade detached the horses from the carriage and hauled the hero to Captain McLaren's residence.

BOERS KILLED WOUNDED BRITISH. GENERAL KITCHENER MAKES AN OFFICIAL REPORT ON THE SUBJECT.

London, July 27.—"The Daily Mail" publishes Lord Kitchener's official report regarding the Vlakfontein affair, which is as follows:

Lieutenant W. S. B. Duff has given me the following information: On the day after the fight at Vlakfontein, on May 29, Lieutenant Hearn told him that while lying on the ground, wounded, he saw about twenty yards from him Lieutenant Spring and Sergeant Findley, both slightly wounded. They were binding up each other's wounds, when a young Boer, with a pink band round his hat, came up and shot both dead. Lieutenant Hearn lay quite still. The Boers, thinking him dead, contented themselves with taking his spurs and leggings. Lieutenant Hearn said that others of our wounded were shot by Boers.

Lieutenant Duff collected the testimony of eight privates and non-commissioned officers, who affirmed that they saw Boers shoot our wounded.

Several of the men saw a Boer, evidently some one in authority, trying to stop his men from shooting our wounded.

The foregoing is taken from Lord Kitchener's first mail report on the subject. He has wired that he would supplement it by sworn testimony.

BLOOD MAY DISPLACE KITCHENER.

London, July 27.—The Cape Town correspondent of "The Standard," confirming rumors which have been in circulation for a fortnight, in London, says:

Mail advices say it is reported in Pretoria that Lord Kitchener will give up his command August 1, and proceed to England, where he will remain for a month, the general command of the supreme command in India, and that Sir Bindon Blood is expected to succeed him in South Africa.

BOER PRISONERS GIVE TROUBLE.

Those who take the oath of allegiance at St. Helena maltreated by their comrades.

Jamestown, St. Helena, July 26.—Bad blood among the Boer prisoners in St. Helena over the question of taking the oath of allegiance to King Edward has led to so much bad feeling and disorder that it has been necessary to remove those who have taken the oath to a separate inclosure.

There were several severe encounters, and the vigilance committee of the irreconcilables subjected those who had taken the oath to indescribable indignities. The ringleaders have been imprisoned in the fortress.

THE OPHIR SAILS FOR MAURITIUS.

Fremantle, Western Australia, July 26.—The steamer Ophir, with the Duke and Duchess of Cornwall and York on board, left here to-day bound for Mauritius.

EXPLOSION SCARED THE DUKE.

London, July 27.—"A curious incident took place" says a dispatch to "The Daily Mail" from here, "during the open air reception to the Duke and Duchess of Cornwall. Every one who was started by a loud report close to the Duke, who jumped up and clutched his chair, and exclaimed, 'What a view!'"

The police are instituting a vigorous search. It seems that the explosion was purely accidental.

THE ALPINE TRAGEDY.

DETAILS OF THE DISASTER THAT BEFELL THE ENGLISH TOURISTS.

London, July 27.—A dispatch to "The Daily Mail" from Zermatt, Switzerland, describing the accident to the English party, who, with their guide, plunged over a precipice last Wednesday while ascending the Matterhorn, says:

The relief party from the Hotel Mont Cervin, from the veranda of which it had been seen that the party had disappeared, before the accident, heard a woman's voice from the bottom of an ice gully crying out: "We are not all killed! It was a man, and he is still alive!"

The cord broke connecting the other two, who plunged over another precipice. Before the accident the party had been standing still while the guide was cutting steps with an ice axe. Miss Trow and Carrel first fell over an ice ledge fifty feet high. They slid down a slope less steep, after which, with terrific and ever-increasing rapidity, they shot down the ice ravine 1,000 feet.

FIFTEEN SHOTS, BUT NONE FATAL.

FOUR TENNESSEE LAWYERS HAVE FUSILLADE IN COURTROOM—THREE WOUNDED.

Nashville, Tenn., July 26.—A sensational shooting affair, in which four members of the Clarksville bar were concerned, occurred in the Chancery Court room at the Clarksville Court House to-day. The principals were William Daniels, Jr., and F. G. Gilbert, George Gilbert and William Daniels, sr., becoming involved by taking sides. Not less than fifteen shots were fired. All of the men, except William Daniels, sr., were armed and expecting trouble, which was precipitated over a lawsuit in which William Daniels, Jr., and F. G. Gilbert were opposing counsel.

At the conclusion of the case William Daniels, Jr., and F. G. Gilbert stood at the opposite side of a table. Daniels referred to statements made by Gilbert in the course of the trial, in which Daniels had indulged in more or less personal remarks. Gilbert reiterated the statement, to which Daniels, Jr., made some reply that caused Gilbert either to strike him or strike at him with an umbrella. Daniels, Jr., drew a pistol and fired twice at Gilbert, who also drew a pistol and returned the fire.

In the midst of the fusillade William Daniels, sr., who was in an adjoining room, hurried forward to prevent further trouble. As he entered the room George Gilbert, a brother of F. G. Gilbert, aimed his pistol at William Daniels, Jr., and the latter, who was standing with his back to the door, fired twice at Gilbert, who also drew a pistol and returned the fire.

SO WELL INFORMED WALL STREET MEN THINK.

Belief that an end of the steel strike was near at hand was expressed yesterday by financiers in Wall Street whose business relations enable them to get accurate advance information of the plans of the officials of the steel companies. While these men were careful not to divulge information they had obtained as to the terms on which there is to be a settlement of the strike, they admitted that they knew of negotiations which were in progress and said they expected the strike to end in a few days. The information given by the financiers apparently was not kept a close secret, for many Wall Street operators shared the belief that there was to be an early settlement of the strike, and there was a significant boom in steel stocks.

Early in the week the United States Steel Corporation's common stock was down near 38, and yesterday it was up to 43, closing at 43, although 95,850 shares of the stock were sold on the stock market. The preferred stock sold as high as 92 and closed at 92, and 33,200 shares changed hands.

"MR." ALLIEN A WOMAN. MYSTERY AS TO IDENTITY OF HUSBAND DISPELLED.

William Toffey and George F. Perkins, of Jersey City, have begun the appraisal of the Ranocosa stock farm, in Burlington County, N. J., the part of the estate of Pierre Lorillard which was left to "Mrs." Lillian B. Allen.

All the mystery surrounding the identity of the man who became the husband of "Mrs." Allen was dispelled yesterday by the discovery that "he" was a woman. The person who went through a marriage ceremony with Miss Barnes was the wife of one of Mr. Lorillard's employees. After the ceremony she simply took off her man's attire and resumed a gown, which fact explains why no one has been able to discover who "Mr." Allen was, or what became of him.

The conflicting stories that Mr. Allen was an Englishman, who received \$10,000 to become the husband of Miss Barnes and then conveniently disappeared; that he had gone West immediately after the ceremony and had conveniently died; that he had gone to Europe, Africa and almost all other countries under the sun, are thus explained. Some reason had to be given for "his" disappearance, but the accounts of various people who had an object in explaining his absence did not always agree.

This explanation of "Mr." Allen's identity also explains the peculiar wording of the will of Mr. Lorillard, in the clauses in which he bequeathed property to "Mrs." Allen. She is described as Lily A. Barnes, "also known," and "sometimes known" as Mrs. Lily B. Allen. It is obvious that there was no such person as "Mrs." Lily B. Allen, or "Mrs. Lillian Barnes Allen" in a legal sense, and a bequest to her would have been void, or of doubtful validity.

So the request was made to the woman under the only name which she could legally claim as her own, and to that effect, the name under which she was generally known.

The story is that a number of years ago Mr. Lorillard became fascinated with the Barnes woman, and his attentions were so constant that her parents seriously objected to their daughter being seen so much in the company of a married man. People in Orange, N. J., remember that there was considerable talk caused by the affair.

About the time of this talk it was announced that Miss Barnes was about to marry a Mr. Louis, or Lewis, Allen. The prospective bridegroom appears to have been as much out of sight and as mysterious then as at a later date. People who heard the report that Miss Barnes was about to be married to a Mr. Allen never saw the intended bridegroom, although they frequently saw Miss Barnes.

The "marriage" took place not long after the first announcement was made coupling the names of Miss Barnes and "Mr." Allen.

How much of the plan to have a marriage ceremony performed between herself and a woman was originated by Miss Barnes is not known. The fact seems to be that she, at least, fell in with the plan. Apparently she was not deceived as to the sex of "Mr." Allen, for after the ceremony was performed she went with Mr. Lorillard on a long cruise on his yacht.

It is believed that Mr. Barnes did not know anything about this plan, and that he thought his daughter was to be and was married to a real "Mr." Allen. It was, of course, to avoid an open scandal that this plan was conceived and carried out. The people most interested wished to avoid the talk which an elopement would cause, and the plan adopted covered up the real purposes for the time being.

This plan, too, was much safer than the one which it has generally been reported was pursued. Many people have wondered why a man of Mr. Lorillard's ability and judgment would take such a risk of becoming the victim of a blackmail, as he between Miss Barnes and a woman, and why he would voluntarily give up a large sum of money for a woman who would leave him, and conveniently disappear, leaving his wife behind under the conditions suggested by these stories, would not be likely either to be satisfied with that sum or to hesitate in his demands for more.

No doubt these dangers were all appreciated, and to avoid them the ceremony with a woman was arranged. This, of course, would be absolutely void as a matter of law, while it prevented unpleasant talk. Neither the identity nor the name of the woman who impersonated her husband is known, except that she was the wife of one of Mr. Lorillard's servants.

DIES IN HORSE SHOW RING.

JOHN B. DOERR EXPIRES WHILE EXHIBITING HIS STOCK AT HOLLYWOOD.

Long Branch, N. J., July 26.—At the horse show at Hollywood Park this afternoon John B. Doerr, the well-known horseman of New-York, died suddenly while exhibiting some of his horses in the ring.

Mr. Doerr had driven his exhibit in Class 40, a contest for harness pairs, three times around the track. When he entered the stretch in the last lap he handed the lines to his driver, who sat beside him. As he gave up the lines he fell backward in his seat. The coachman drove to the judges' stand, and Mr. Doerr was lifted out. Drs. Wentz and Kane were summoned, but Mr. Doerr died without regaining consciousness. The body was removed to his home.

Mr. Doerr had been spending the summer at Doerrhurst. He appeared to be in his usual health to-day, and his sudden death was a great shock to his friends. All the horses of the Flis, Doerr and Carroll Horse Company, of which firm Mr. Doerr was a member, were withdrawn from the horse show.

SKETCH OF MR. DOERR'S LIFE.

John B. Doerr was sixty years old. His early life was spent in Philadelphia, where he entered the horse business. In 1875 he came to this city, having met with reverses in Philadelphia as the result of real estate transactions. Since coming here he had been engaged in buying and selling horses.

He formed a partnership with William Flis, and the house he successively bore the names of Flis & Doerr, Flis, Doerr & Carroll and the Flis, Doerr & Carroll companies. Besides his stable in East Twenty-third-st. it has large export stables at Thirty-sixth-st. and North River. Mr. Doerr lived in this city at No. 119 East Twenty-fourth-st. His country home, Doerrhurst, is at Branchport, N. J. His estate was estimated last night by one of his business associates at between \$300,000 and \$500,000.

TO PROSPECT DIAMOND MINES.

Kingston, Jamaica, July 26.—The experts of the De Beers Mining Company, after completing their examination of the diamondiferous districts of British Guiana, are going on the same mission to Venezuela, Colombia, Peru, Bolivia and Brazil.

EARTHQUAKE SHOCK IN NEVADA.

Elko, Nevada, July 26.—Heavy shock of earthquake was felt here at 2:20 this afternoon. The vibrations were from north to south and lasted three or four minutes.

IMPORTANT NOTICE TO PUBLIC.

Poland Water, carloads received daily Poland Water Depot, 2 Park Pl., N. Y.—Adv.

DR. CYRUS EDSON'S REPORT ON THE PARK-AVE. TUNNEL.

TWO TRIPS THROUGH IT DAILY, HE SAYS, WILL WEAKEN "ALL BUT THE MOST VIGOROUS PERSONS."

The grand jury yesterday resumed its investigation of the railroad tunnel in Park-ave., and heard testimony from Joseph Gardan, electrical supply man; Arthur M. Walt, superintendent of motive power of the New-York Central; Dr. Cyrus Edson, Professor Charles A. Doremus, Dr. George T. Stewart, superintendent of Bellevue Hospital; Joseph S. Wood, president of the Board of Education of Mount Vernon; Dr. Michael B. Feeney, sanitary superintendent; Frederick Springer, sanitary inspector; Dr. Daniel F. Lenahan, assistant to Dr. Edson; Dr. Walter G. Hudson, William J. Baldwin, ventilating expert; Dr. Joseph Shears, sanitary inspector, and Albert A. Cary, a consulting engineer.

The witnesses gave their personal experiences and described the conditions of the tunnel as they knew them to be. The grand jury then deferred the inquiry until Monday, when more witnesses will be examined.

Dr. Cyrus Edson's testimony was given as a report of investigations which he had made at the request of the District Attorney. His report alleges a serious public nuisance in the tunnel, affecting the health and comfort of a large number of people, and described as follows:

This public nuisance is mainly caused (a) by the gases of combustion, containing carbon monoxide, carbon dioxide, sulphur dioxide, and other deleterious gases entering the passenger cars which pass through the tunnel, and (b) by lack of proper ventilation in the tunnel and of the cars during their transit through the tunnel.

The report says that the arrangements for ventilating the tunnel, "however sufficient they may have been to effect their purpose when the tunnel was originally constructed and traffic was lighter, are now utterly inadequate to effect proper ventilation or to remove the gases given off by the engines, between five hundred and six hundred in number, which daily traverse the structure."

Dr. Edson says he made a number of observations in cars in transit through the tunnel on Wednesday, and noted the increase of temperature and the presence of the gases in the cars, and he summarizes his conclusions as follows:

The gases of combustion which are plainly apparent to the senses while the cars are passing through the tunnel are plainly carbon monoxide, carbon dioxide, sulphur dioxide, and other deleterious gases in sufficient amount to destroy animal life very rapidly. Symptoms of poisoning from breathing small amounts of this gas for even a short time are dizziness, headache, nausea, vomiting, debility, dry irritating cough and a train of symptoms similar to those of malaria.

My attention has been called by Professor Doremus, with whom I have been associated in the past, to the fact that the conditions existing in the cars passing through the tunnel and those in the celebrated "Black Hole" in California are similar. In the latter case 140 persons were thrown into a room the size of an eighteen foot cub, at 8 o'clock in the evening. The room contained a dose of air, and the latter were open. A simple calculation will show that each of these 140 had in this room about thirty cubic feet of air. In the case of the "Black Hole" were carbon dioxide and the exhaustion of the oxygen of the air. There were, however, two small windows, and the latter were open. At 11:35 p. m. all were dead but twenty-six most of whom afterwards succumbed to fever. The only cause of death was the carbon dioxide and the exhaustion of the oxygen of the air. There were, however, two small windows, and the latter were open.

In the case of the cars passing through the tunnel, there is about fifty cubic feet of air per passenger when the car is full, and the ventilation whatever and a leakage into the car of vitiated gases of combustion.

Under the condition of the cars in passing through the tunnel is worse for the period of passage than those which obtain in the "Black Hole" in California, and the latter are not so dangerous. The effects of the inhalation of poisonous gases in the cars passing through the tunnel are mainly visible in the symptoms they exhibit, which symptoms I have frequently noted in the cars passing through the tunnel, and which are, profuse sweating, dyspnea, feeling of constriction of the chest, nausea, dizziness and vertigo.

These conditions affect all, but the most seriously affected are of course the delicate women overcome and nearly lose consciousness. The continued effect of the carbon dioxide and the exhaustion of the oxygen of the air will debilitate and weaken all but the strongest and most vigorous persons.

BLIND WOMAN HELD FOR THEFT.

SHE TRIES TO THROW HERSELF FROM A WINDOW WHEN ARRESTED.

Detectives errand in the Harlem police court yesterday Mrs. Emma Turner, a blind woman, thirty-four years old, of No. 438 East One-hundred-and-thirty-second-st. She was charged with the theft of a gold watch and chain and \$150 in money from John Feery, who owns and lives in the East One-hundred-and-thirty-second-st. house.

Mrs. Turner is a step-sister of Mrs. Feery. She has been in an institution for the blind, but now lives with the Feerys. It was charged that on July 22 she abstracted the valuables and the money from the pocket of Feery while he was asleep on a couch. After trying to get her to give back the property, which she acknowledged having taken, the family felt obliged to have her arrested. When the detectives went to the house, Mrs. Turner tried to throw herself out of a window, but she was being choked and murdered.

Mrs. Feery told Magistrate Zeller that a gold watch and a diamond ring belonging to her were missing. Mrs. Turner admitted she had taken Feery's watch and money. She declared that Feery was a drinking man, and that she had taken the money and the watch to prevent him giving her a drink. She would not tell where the money was, but said it was in the house, hidden. She was held in \$1,500 bail for trial.

POLICEMAN KILLS HIS FATHER-IN-LAW.

CAPITAL CRIME BY ONLY GUARDIAN OF THE PEACE IN SOUTH CAROLINA TOWN.

Columbia, S. C., July 26 (Special).—A. A. McDonald, a respected citizen of Cheraw, seventy years old, was shot dead in his yard to-day by Thomas Murray, his son-in-law. Murray abused his young wife for a love affair before their marriage, kicking her down his steps. She went to her father, Murray followed and said she must return to him, but must first be whipped. The aged father protested, and Murray's wife fled. Then he shot her father and escaped. Murray was the sole policeman of the town of Cheraw.

GOVERNMENT PAYS OLD SOLDIER.

AFTER STANDING FOR THIRTY-EIGHT YEARS, THE ACCOUNT IS CLOSED.

Edward Knott, an old soldier of Port Chester, has just received from the Second Auditor of the United States Treasury a check for two months' pay due him for services as a private in the 4th New-Jersey Volunteers in the Civil War. The money has been owing Mr. Knott for thirty-eight years. When he was paid, after being mustered out, the paymaster retained two months' pay to offset any clothing account that might be charged against him in the quartermaster's department. As there was no charge against him in this department, the two months' pay due him was forwarded to him and the account closed.

CALLS IT PUBLIC NUISANCE. SHEA'S MEN IN A PANIC.

A RARE MUDDLE IN THE BRIDGE DEPARTMENT. MARTIN AND PROBASCO CONTRADICT EACH OTHER AND SHEA CONTRADICTS BOTH—EVIDENCE OF NEGLIGENCE OF STRUCTURE.

With other departments of the city preparing to investigate the break in the bridge, the Department of Bridges was itself not far from a panic yesterday. The Health Department, for instance, was conducting an investigation, the District Attorney another, and the Police Department, through Commissioner Murphy, announced that it would see to it that the rules in regard to overcrowding the structure were not violated.

Meantime the Bridge Department was hard at work carrying on two great repairs. One was of the nine broken suspender rods and the other of a statement of Assistant Engineer Probasco that the break was caused by heat.

The new rods were in place by 2 o'clock yesterday morning, and traffic was resumed on the north roadway at 6:30 a. m.

When Messrs. Shea and Martin reached their offices yesterday morning they were confronted with the statement of Mr. Probasco, who had been engineer in charge in Mr. Martin's absence. Mr. Probasco had said that heat had broken the suspender rods, and that it wasn't much of a break, anyway.

MR. MARTIN'S STATEMENT.

Mr. Martin, after an hour or two of deliberation, finally issued a statement in which he directly asserted that heat had had little or nothing to do with the break, but that it had been due to defects in two of the rods, which, on breaking, had broken the rest because of an extra strain.

When Mr. Probasco read this statement, he shouted: "I am done talking. I will not say a word—not a word; no, sir, not a word!" "But you stand by your heat theory?" asked The Tribune reporter again.

"Heat did it. There, I won't say a word more. I stand where I have always stood. There, I won't say a word more," and here Mr. Probasco emphasized his determination by closing the door.

Further inquiry into the department's care of the bridge disclosed a woful lack of system. Mr. Probasco had said that there was no regular inspection of the bridge. Commissioner Shea declared yesterday that the bridge was inspected daily by the master mechanic, William Dempsey, who made his reports daily to Chief Engineer Martin.

Mr. Martin said later that there was a constant inspection of the bridge, and that he did not think it was necessary to have any change in the present system.

"Could you, then, let me see former reports of breaks or accidents?" a Tribune reporter asked.

"I have no such thing," was the answer. "No files?" was asked.

"Why no, none are necessary. When something is out of order my attention is called to it and the necessary repair is made."

Mr. Martin then referred to his formal statement, in which he said that the snapping of the rods began with the breaking of two rods which were defective. He added that these had evidently been broken a long time.

"If you have a regular inspection of the bridge, then why were not these breaks found?"

COULDN'T SEE THE BREAKS.

"Because," was the answer, "they broke so far below the roadway and in such an out of the way place that no inspector could see them. It was not until the rods on either side had also broken and permitted the cable to pull the first broken rods out of their trunion blocks that their breaks were seen."

Mr. Martin again referred to his report, in which he said that the rods on either side of the cables are sound would seem to indicate that my theory is correct. The bridge is now in perfect working order and it is entirely safe, but he can't tell you that the other cables are sound," asked The Tribune reporter, "if, as you say, you cannot detect a broken rod until enough of them break to pull it through its block?"

Mr. Martin answered this question only by saying that his report covered the subject conclusively.

In order to lay out the "heat prostrated" Probasco still further, Mr. Martin in his statement explained in detail just how the suspender rods were fastened into the trunion blocks, and how they could swing back and forth with every vibration, and with the expansion and contraction of the metal, because of heat or cold.

Mr. Martin was then asked if the breaks had not been hastened, if not caused, by rust.

"No," he replied, "the bridge is not suffering from rust of any kind."

"Has not the bridge been overloaded?"

"It may have been, but not to my knowledge. If the cars are run with the proper headway of 102 feet there is no danger."

"Are the cars running the same as usual now?"

"I believe they are. It is perfectly safe now to maintain the full schedule."

SHEA AS A HARMONIZER.

Commissioner Shea appeared to be somewhat at a loss to know how to harmonize the contradictory statements of the two engineers. He finally said:

"The defective material, the vibrations and the heat all caused these breaks. They are now repaired, and the bridge is as safe as it ever was."

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

PRICE THREE CENTS.

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