AFRAID OF PUBLICITY.

FACTS HURT TAMMANY.

Murphy Asks to Cross-Examine Witnesses in Docks Hearing.

Frightened at the drift of sentiment against the old Dock Board on account of the revelations and exposures that The Tribune, followed by other papers, has made from an examination of the records of the department, Peter A. Hendrick, counsel for Charles F. Murphy, yesterday appeared before Justice Mayer and tried to stop the alleged leakage of information at the District Attorney's office.

As a matter of fact, none of the important testimony given before Justice Mayer in the present inquiry has been disclosed. Other information, such as the verification of business transactions partly recorded in the minutes of the old board, Assistant District Attorney Clarke has seen proper, in some cases, to make public. All the more damaging things, such as the Brown & Fleming and Murphy & Gaffney leases and the $3,000,000 of unadvertised treasurer's orders given out by Mr. Murphy to his friends, are matters of record. Controller Grout disclosed part of them more than a year ago. More of them have come to light only recently, because the minutes of the old board were not printed and bound so that they were easily accessible. Now that these and collateral transactions are receiving a thorough investigation and tend to show just how lightly Messrs. Murphy and his friends in the old Dock Board regarded the financial interests of the city, Mr. Murphy and his associates in control of the Tammany organization are in a painful dilemma. The facts hurt.

For the last two or three days Assistant District Attorney Krotel and one of his process servers have been trying to get hold of the books of the New-York Contracting and Trucking Company, of which Alderman Gaffney and John J. Murphy, Charles F. Murphy's brother, are supposed to be the principal owners. Frederick R. Killeen was haled to court yesterday on the supposition that he was an employe of the New-York Contracting and Trucking Company, and knew something about where the firm's books might be found. Clarence L. Barber appeared as his counsel and objected to his client being compelled to testify, and Peter A. Hendriek, counsel for Charles F. Murphy, was on hand to assist. After considerable argument, in which Mr. Barber moved that the Killeen subpœna be quashed and the witness be discharged, Justice Mayer took under advisement Mr. Barber's motion.

PRESENTS HIS DEMAND.

Mr. Hendrick then addressed the court as follows:

"I appear here on behalf of Charles F. Murphy, one of the defendants named in this proceeding, and against whom this proceeding is pending and being conducted. It appears, I assume, that there is an information lodged with the court?"

"Yes, a certain information. I cannot state what it is," replied the justice.

"I produce before the court a subpœna signed by the court, directing a witness to appear on this investigation, it being the same investigation in which information is lodged in a proceeding against Charles F. Murphy and others," continued Mr. Hendrick. "I ask that Mr. Murphy be accorded his constitutional and his legal right to appear on this examination, to be confronted by the witnesses produced on behalf of the people, and to be accorded his legal right to cross-examination of those witnesses. His right to this, I think, if your honor please, will become evident by an examination of the law."

The Court—"Let me interrupt you to say this: So far as I am personally concerned, sitting in this matter as a magistrate, I should be more than glad if it can be shown to me that this examination may be held in public, and that the client for whom you appear may have the opportunity for cross-examination. The only difficulty under which I labor in endeavoring to ascertain some method whereby it can be held in public is that there is nothing before me up to this time showing that a crime has been committed so as to justify me in issuing any warrants. There is an information before me, the contents of which at this time I am not permitted under the law, as I understand it, to disclose. Now, the only other proceeding which seems open is the proceeding known as the summons before the magistrate, which has no statutory force, and which is a mere invitation to a person to come to the magistrate, and that person may or may not accept that invitation. Now, under a summons proceeding there is no power to compel the attendance of witnesses, there is no power to punish a contumacious witness, and the proceeding is ordinarily an idle proceeding. Now, if you can point out to me how I may lawfully hold this proceeding in public and permit your client to be represented by counsel, and to examine and cross-examine witnesses, I say, in all sincerity, that I would be very, very glad to do so."

ACCUSED OF BEING A CRIMINAL.

"I have not the slightest doubt," said Mr. Hendrick, "after a very careful examination of the law, that we can convince your honor that this is right. Mr. Murphy is not only named in this subpœna—this process of the court—as a defendant, but he is publicly named by the prosecuting officer in this county, in the newspapers, day after day, as a defendant in this proceeding.

"Now, this is an important question, if your honor please. It is a question that involves a constitutional right of a man, and one that involves the question of decency in legal proceedings by the District Attorney's office. It involves the substantial constitutional rights of a man. Mr. Murphy is accused day after day by the District Attorney of being a criminal; proceedings are now pending against him as a criminal; he is named in the process of this court as a criminal, and if there be no crime committed, or if he be not accused of a crime, the process should not be issued against Mr. Murphy, and the District Attorney should not fill up day after day the papers with statements and insinuations that he is a criminal.

"Now, on the question of law, if your honor please, we will submit to you a brief that I think will be conclusive in your mind, as a lawyer, that he has this right."

Justice Mayer said he would announce to-day when he would hear Mr. Hendrick's request for a public hearing.

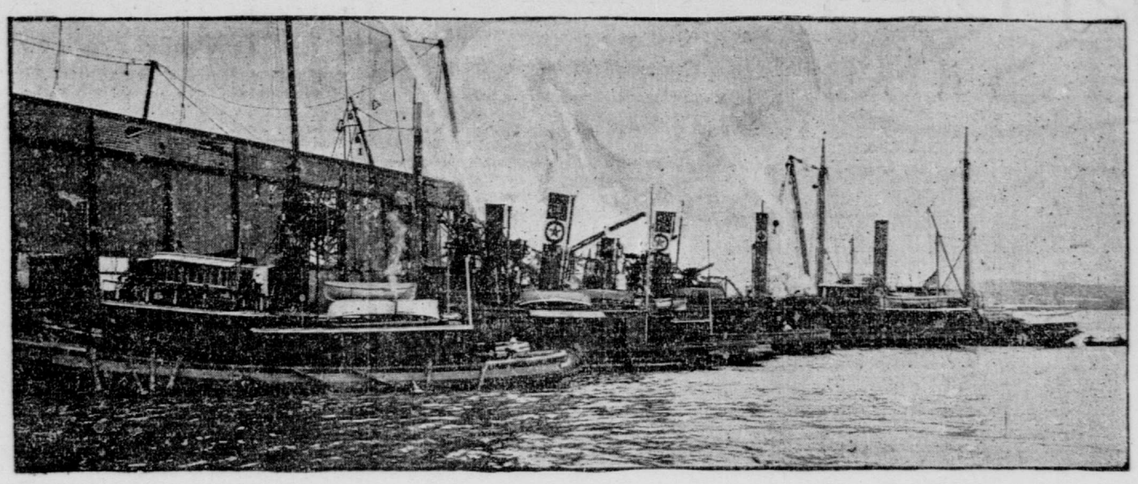
Assistant District Attorney Clarke was unable, on account of illness, to take an active part in the dock inquiry at the Criminal Courts Building yesterday. Mr. Krotel, however, examined Philip F. Donahue, the president of the Anawanda Club and a prominent politician in Murphy's Assembly District, to whom the rights for baths at One-hundred-and-fifty-fifth-st. fell after their relinquishment by Mrs. Hunt. He testified, according to Mr. Krotel, that he found the baths in a dilapidated condition when he took hold of them. The former lessee had paid $100 a year, and he undertook to pay $250 a year for a term of ten years, with power of renewal. He did not take the rights at first in his own name because at that time he was superintendent of a sub-postoffice station, and as a public official could not hold a contract with the city. When asked if he did not make considerable money out of the privilege, Donahue said he sold pie and lemonade at five cents a portion. When pressed for details as to his profits, Donahue refused to make any statement, declaring that that was his own business.

The Dust of the Streets

is laden with disease germs which collect on the clothing and would be absorbed by the skin if it were not for the daily bath. Sulphur destroys disease germs, and Glenn's Sulphur Soap is a disinfecting soap that has stood the test of years in purifying and healing qualities. Druggists.

Hill's Hair and Whisker Dye, black or brown, 50 cents.

FIRE TUGS FIGHTING THE FIRE AT SCANDINAVIAN-AMERICAN LINE PIER IN HOBOKEN YESTERDAY.



WEST SIDE SUBWAY NEXT

ITS COST JUMPS $5,000,000.

Through Trains on Second-ave. Elevated and Bronx Rapid Transit.

The sub-committee on plans of the Rapid Transit Commission yesterday afternoon tentatively agreed to ask the commission to take immediate steps toward building a new subway between the Battery and Forty-second-st. The committee also decided to allow the Interborough company to connect the Third-ave. elevated with the Bronx portion of the subway system, thus enabling the people living near West Farms to ride from their homes to the lower end of town over the elevated part of the subway in The Bronx and the Second-ave. line to the City Hall and South Ferry.

Incidentally it became known that the city will have to pay about $5,000,000 more to build the section of the subway between Union Square and Forty-second-st. than it would have had to pay two weeks ago under the alternative proposition made by the Belmont people more than a year ago. There was a time limit in the proposition which left it without binding effect after July 1, 1903. At the time that the Belmont syndicate bid for the building of the Brooklyn extension Mr. Belmont offered to build the Broadway section referred to for substantially $1,100,000, if he got the franchise along with that for the Brooklyn extension. The commission feared legal complications if it accepted the offer. Now the Interurban interests will receive for building it, it is thought, about $6,000,000 or $7,000,000.

Present at the meeting yesterday were President Orr and Commissioners Smith and Starin and Controller Grout, of the commission; President Belmont of the Interborough, his general manager, E. P. Bryan; Chief Engineer William Barclay Parsons and Edward M. Shepard, counsel to the commission. Under the plans proposed by Mr. Parsons last spring the Second-ave. line will be made a four track system.

Mr. Belmont said yesterday that if the connection were made there would be free transfers at One-hundred-and-forty-ninth-st., and that a five-cent fare would carry a passenger from the upper Bronx to the Battery.

Over the proposition to have an extension of the subway built between the Battery and Forty-second-st. the committee talked for an hour. The city, under the Rapid Transit act, can spend about $8,000,000 for subways without additional legislation. It was decided yesterday to go ahead and build the section between Union Square and Forty-second-st. with the money in sight, and after the necessary legislation is secured to drive the extension from Union Square south to the Battery. It is doubtful about its being built in Broadway. It is more likely to go down Seventh-ave. and through West Side streets to the lower part of the city. When Chief Engineer Parsons was asked about the probable plans of the commission he said:

"It is hardly proper to say much about the plans until after the meeting of the commission on Thursday next. I do not see how it will be practicable to begin advertising for bids for the proposed extension before about one year from to-day. I expect to have plans for the extension ready for the first meeting of the commission in October. After that it will be necessary to get the consent of the Board of Estimate and Apportionment and of the aldermen. Still later the consents of the property owners along the route will have to be obtained. Very likely there will be a station on the new subway at Thirty-fourth-st., with some sort of connection with the Pennsylvania station."

NEW PHILIPPINE LOAN.

Issue of $3,000,000 Certificates as an Emergency Measure.

[FROM THE TRIBUNE BUREAU.]

Washington, July 10.—Another loan of $3,000,000 is to be negotiated for the government of the Philippines. Authority for it is contained in the act providing a monetary system for the islands, wherein a total loan of $10,000,000 is authorized if it shall be found necessary for the purpose of maintaining the gold standard in the islands. The first loan of $3,000,000 was made in order that silver bullion might be purchased with which to coin the first 5,000,000 pesos for the new monetary system. This first loan proved a profitable financial transaction for the insular government. The certificates of indebtedness were made available for deposit with the United States Treasury to secure deposits of public money, and for this reason the certificates were sold at a profitable premium. The Treasury has declared its willingness to accept in the same way the similar loan for a like amount which has just been authorized by a legislative act passed by the Philippine Commission. This fact, it is believed, will make the present loan as eagerly sought as the former by financiers in this country. Then, too, the gold which is to be secured by the sale of the certificates is to be deposited to the credit of the insular government either in this country or in the Philippines, and will draw interest in excess of the amount of interest to be paid on the certificates, so that the loan promises now to be even more profitable than the first.

The present loan of $3,000,000 is being made as an emergency measure. It is not known what efforts will be made to discredit the new Philippine silver currency when it is declared legal tender in the islands, and the Philippine Commission has indicated its desire to be prepared to meet any attempt which may be made to cheapen the new currency by having an available gold reserve behind it from the beginning. The law creating the new financial system for the islands provides that at least 5,000,000 pesos shall have been coined and in the islands before the new money shall be declared a legal tender. This amount of the new coins has been made and shipped to the Philippines. While the total amount has not arrived there, the first shipments have been received at Manila, and the anomalous condition exists of the new coins now being disbursed by the fiscal agents of the insular government, although the executive order declaring them a legal tender has not been issued.

A circular was issued to-day from the Bureau of Insular Affairs of the War Department inviting bids for the new issue of certificates.

THE ILLINOIS REACHES FAYAL.

Fayal, Azores, July 10.—The United States battleship Illinois has arrived here.

TO SPEND $500,000 ON THE NEW-YORK.

Washington, July 10.—Rear Admiral Bowles's recommendation that the armored cruiser New-York be brought to the Atlantic Coast for repairs has been approved. The vessel will be thoroughly overhauled at a cost of $500,000. In addition, she will be fitted with a new battery.

Effect of the new junk law. See to-morrow's Tribune.

ANOTHER PIER BURNED.

HALF MILLION IN FLAMES

The Scandinavian Line Again Suffers a Loss in Hoboken.

The new pier of the Scandinavian-American Line, at Seventeenth-st., Hoboken, was destroyed by fire yesterday afternoon, and for the second time in three years the line is without a pier. Some arrangement will be made for the line to use one of the German piers in Hoboken until the Hoboken Land and Improvement Company can rebuild the one destroyed yesterday. It is believed the loss by yesterday's fire will amount to almost $500,000. The dock alone cost $200,000.

The fire started in the storeroom on the outer end of the pier, and when the flames were first discovered they had a firm hold. There was no ship of the line in port, as the steamship Island, which should have docked yesterday morning, did not arrive. Had the Island been at the pier the fire might not have got the start it did. Had she been loading or unloading men would have been plentiful, and the fire would probably have been discovered before it had any headway.

When the fire was discovered the storage room was all ablaze, and by the time the first of the Hoboken fire engines reached the land end fully three hundred feet of the pier was blazing. Tugs of all sorts and sizes ran alongside the pier and began throwing water into the fire, but this seemed to have little effect. The city firemen were hampered in reaching the pier. The only approach to the pier was along a bulkhead leading from Fourteenth to Seventeenth st. From this bulkhead the pier jutted out seven hundred feet into the river.

The spread of the flames was as rapid as when the North German Lloyd and Scandinavian piers burned three years ago. There were three explosions on the pier, apparently caused by barrels of inflammable material, and after each the flames spread rapidly. The explosions occurred about halfway from the end of the pier.

The heat was intense, and the firemen had to relieve one another at the nozzles, and then retire to recover. Many of them dropped into the river, clothing and all, for

When the fire started there was hardly any wind, but what there was made the fire look dangerous, as it carried the flames toward the Tietjen & Lang drydocks and the free bath. In the drydocks were about a score of vessels. Those which could be taken out were pulled away to save them. The bathhouse was crowded with women, girls and children. They fled without waiting to dress, and two children were slightly hurt in the crush. When the fire was under control the bathers went back for their clothing.

West of the bulkhead were moored the United States training ship Portsmouth and the Ward liner Manhattan. These were in peril for a time, but the wind shifted, carrying the flames out over the river.

The naval reserves who were on the Portsmouth ran out her fire hose and did good work in keeping the fire from the bulkheading.

So rapidly did the fire burn that within three-quarters of an hour after it started the pier was ruined.

Considerable help was given by Captain Quiroga, of the Presidente Sarmiento, which was anchored a short distance above the scene of the fire. As soon as he noticed the blaze he had two steam launches sent to Hoboken with several lengths of hose, and instructed the lieutenant who commanded to give every possible assistance to the fleet of fire fighting boats.

Mr. Hegeman, of Funch, Edye & Co., freight agents of the Scandinavian-American Line, said that there was little freight on the pier at the time the fire broke out. This was freight remaining from the cargo of the steamer Hellig Olav, which sailed for Denmark last Wednesday. The loss from this source, therefore, he said, would be small. What the loss on the pier was he could not tell, as the pier, which was a new one, was owned by the steamship company, whose main offices are in Copenhagen. The cause of the fire was unknown. Only a watchman was on the pier at the time. The Island was reported approaching this port at 1:15 p. m. yesterday afternoon. She will be docked at one of the piers of the North German Lloyd Line in Hoboken.

PREVIOUS HOBOKEN PIER FIRES.

The One at the North German Lloyd Docks the Most Spectacular and Destructive.

The Hoboken fire yesterday vividly recalls a number of spectacular fires which have occurred within the last few years along the Hoboken water front, and which have brought losses of life running over three hundred and of property aggregating above $12,000,000. The most spectacular and destructive of the Hoboken fires was the one which occurred on the piers of the North German Lloyd Steamship Company, on July 1, 1901. The fire started in some cotton on one of the piers, and spread quickly to the other three and to the vessels docked there.

The Kaiser Wilhelm der Grosse was towed out into the stream with slight damage, but the Bremen, Saale and Main caught from end to end, imprisoning and burning to death scores of the crews and longshoremen engaged in loading or unloading them. They afterward broke loose and drifted down the river, to the great danger of the shipping of the port. The loss of life has never been accurately known, but it was estimated that nearly three hundred persons perished in the blazing prisons. The loss to property was about $10,000,000.

Another spectacular and dangerous fire was the one at the Phœnix Line pier, on March 19, 1902, when the steamer British Queen was destroyed. At that fire a number of burning barges and lighters drifted out into the stream and started many fires along the waterfront on both sides of the river. Several lives were lost and about $1,800,000 woth of property was consumed.

There have been several smaller fires, notably two at the pier of the Lehigh Valley Railroad Company, on February 10, 1902, and last Sunday.

MR. BRYAN GOING TO EUROPE.

Lincoln, Neb., July 10.—William Jennings Bryan has announced his intention of going to Europe this autumn to study social conditions in monarchies. It is his intention to sail early in September and remain abroad until the end of the year.

ALASKAN ANIMALS FOR FAIR.

Tacoma, Wash., July 10.—A collection of Alaskan wild animals will form a part of the government exhibit at the St. Louis Exposition. Executive Commissioner Johnston has received telegraphic authority from the Acting Secretary of the Interior to take out of Alaska a pair each of the land and water birds and one family each of polar bears, moose, mountain sheep and mountain goats. This permission was necessary because the last Congress passed a law forbidding the shipment of fur bearing animals from Alaska.

FRAUD ORDER ISSUED.

ENDLESS CHAIN SCHEME.

Use of Mails Denied to American Streetcar Transportation Co.

[FROM THE TRIBUNE BUREAU.]

Washington, July 10.—One of the first official acts of Postmaster General Payne on arriving in Washington from the Catskills yesterday was to sign his name to an order forbidding the use of the mails to the American Streetcar Transportation Company, of Brooklyn. This company presents to the public an alluring scheme by which tickets for rides on any streetcar in the country can be obtained for one cent each. Assistant Attorney General Robb, in drawing up his case against the company, goes into the scheme with his slate and pencil and arrives at the conclusion that to do what the company promises would involve the participation of seventy-seven billion people before the sixteenth series of the endless chains had been reached, with only two hundred chains started, and the company, it is said, has started many more than this number.

The plan, as explained in the opinion of Mr. Robb, contemplates the purchase by an individual of a book containing four coupons, called "introductions," for $1. Three of these coupons are to be sold by the purchaser to three of his friends for 25 cents each. These purchasers are to remit 75 cents to the company for coupon books of their own, and when they have done this the original purchaser receives twenty-five car tickets for the 25 cents he has expended.

Mr. Robb makes his opinion novel and interesting by figuring out a single chain to the sixteenth series. The number of persons required to continue the chain proceeds geometrically by multiples of three, while at the same time the field of available purchasers narrows correspondingly with each step of progression. With a single chain which has reached the sixteenth series, the number of persons involved, according to Mr. Robb's figures, amounts to 129,132,873. If all these persons are to receive twenty-five car tickets each, they must find 387,398,519 persons who will each purchase a coupon and send it to the company with 75 cents. It is to be noted, Mr. Robb remarks, that not only these 129,132,873 persons, but in addition, all their predecessors in the chain, aggregating in number 43,044,291, have been removed from the field of available purchasers. Thus, if these 129,132,873 persons are each to receive twenty-five car tickets, they must deal with 387,398,519 persons exclusive of themselves and their predecessors.

This is only one chain, Mr. Robb remarks, and the company is assumed to be operating at least two hundred chains. If these two hundred chains should reach the sixteenth series, there would be 25,826,574,600 people involved, who must, in order to get their penny car tickets, secure 77,479,703,800 more persons who will buy "introductions" and remit to the company 75 cents each. If they should succeed in this, the total number of car tickets which the company would have to dispense would be 645,664,365,000, or more than 8,000 car tickets for every man, woman and child of the 80,000,000 population of the United States.

Coming back to what actually happens in the working of the scheme, Mr. Robb says that out of three hundred cases taken at random, 64 per cent of the purchasers of "introductions" get nothing for their outlay, while the remainder get only a portion of the twenty-five tickets each. The money in the scheme is shown when Mr. Robb declares that the average amount received by the company for tickets in these three hundred cases is 20 cents for each car ticket. It is because of the impossibility of making the scheme work out—an impossibility not set forth by the company to its patrons—that the plan is regarded as in the nature of a fraudulent lottery and a violation of law.

Adam Kessel, jr., secretary of the American Street Car Transportation Company, of Brooklyn, against which the Postoffice Department has issued a fraud order, said late yesterday afternoon that they had received no intimation of any such action, and up to that time had received their mail regularly. Thomas W. Bolles, jr., is president of the company and W. Neumann is treasurer. The company has been doing an extensive business for several years. Six women are employed all the time in the offices of the concern, in the Temple Bar Building.

The scheme is an endless chain enterprise whereby the public is supposed to be able to get five-cent streetcar tickets for one cent. They call it a "co-operation" scheme, and describe it to prospective patrons in their advertising as follows:

First—You must secure an introduction from a friend or agent, which will cost you 25 cents. You then return the introduction and 75 cents to us and receive a book of three introductions. Up to this point you have invested $1. You then dispose of the three introductions from the book received from us for 25 cents and keep the 75 cents. You then have only 25 cents invested. The stubs are returned to us and as the introductions which you dispose of arrive at our office you are notified as to the number of tickets ready for you, as follows:

Should only one introduction return, you receive eight car rides; if two introductions are returned you receive sixteen rides, and if three introductions are returned you get twenty-five car rides.

The company gets 25 cents for one hundred car rides under all circumstances and has, it is said, made large profits through the failure of persons to sell their certificates. The officials of the company say their business is legitimate.

DIAMONDS AND PROSPERITY.

Last Year's Importations of Precious Stones Broke All Records.

[FROM THE TRIBUNE BUREAU.]

Washington, July 10.—Prosperity goes hand in hand with diamonds and other precious stones. This is the lesson the new Department of Commerce and Labor teaches by its statistical statement for the fiscal year just ended, showing that more than $30,000,000 worth of diamonds and other precious stones were brought into the United States in that period. This breaks all previous yearly records by many millions, and with the stock of scintillators which has been accumulating in the past easily places the nation among the most brilliant in the company of the powers. There is something even more than general prosperity in the American purchases of so many diamonds. It shows the development of a comparatively new industry in the United States, the cutting of diamonds. Of the $24,000,000 worth of diamonds imported in eleven months, $10,000,000 worth were uncut diamonds. This total of $10,000,000 worth of uncut diamonds is a large increase, compared with the importations in preceding years, the figures for eleven months of the year 1902 being $5,500,000, while for the corresponding period of 1901 they were $6,500,000, for the corresponding months of 1900 $3,500,000 and for the corresponding months of 1898 a little over $2,000,000.

The diamonds imported are divided by the Bureau of Statistics' statements into two groups: Diamonds uncut, including miners', glaziers', and engravers', not set, and diamonds cut but not set. The value of diamonds uncut, including miners', glaziers', etc., imported in the eleven months ended with May, has grown from $2,500,000 in 1898, to $10,000,000 in 1903, while that of diamonds cut but not set has grown from $4,000,000 in 1898 to $14,000,000 in 1903, these figures being in each case for the period of eleven months.

The inference is that the cutting of diamonds is becoming an important industry in the United States, which is suggested by the rapid increase in the importation of uncut diamonds, is strengthened by the fact that the census statistics of lapidary work show that the total value of production of lapidary work in 1900 were more than $5,500,00, against less than $500,000 in 1890, and that the value of the materials used in this work in 1900 was more than $4,500,000, against less than $250,000 in 1890.

A big Italian festival. See to-morrow's Tribune.

"Look!

Do you see that? Isn't it fine?"

That is what you hear everywhere you go in Colorado. A trip through the State is a constant succession of exclamations and interrogations. No portion of this great country of ours is so well worth visiting—so intensely interesting—so splendidly satisfying.

How to get there? Via the Rock Island, of course. Low rates daily after June 1. Information on request.

A. H. MOFFET, G. E. P. A.
Uptown office, 5th ave. & 35th St.
Downtown office, 401 Broadway.

Rock Island System

CORN AND WHEAT CROPS.

GOVERNMENT ESTIMATE.

Condition of Corn Considerably Under the Ten Year Average.

Washington, July 10.—Preliminary returns to the chief of the Bureau of Statistics of the Department of Agriculture show the area of corn planted to be about 89,800,000 acres, a decrease of about 4,200,000 acres, or 4.5 per cent, from the area planted last year, as revised in December.

The average condition of the growing crop on July 1 was 79.4, as compared with 87.5 on July 1, 1902, 81.3 at the corresponding date in 1901 and a ten year average of 89.8.

The following table shows for each of the twenty principal corn States the acreage, compared with that of last year, on a percentage basis, and the condition on July 1 in each of the last three years, with the ten year July averages:

States:	Acreage compared with last year.	Condition, July 1 — 1903.	1902.	1901.	Ten year average.
Illinois	97	78	91	87	90
Iowa	88	74	90	87	93
Nebraska	96	75	90	88	92
Kansas	90	73	99	74	93
Missouri	88	74	102	70	91
Texas	105	88	41	64	81
Indiana	95	76	90	84	93
Georgia	101	85	88	82	86
Tennessee	96	86	95	88	89
Kentucky	93	82	94	88	90
Ohio	93	75	87	78	89
Alabama	102	92	77	87	87
North Carolina	91	82	98	78	92
Arkansas	97	77	97	71	89
Mississippi	101	94	69	88	85
Virginia	97	84	93	92	91
South Carolina	99	79	93	67	87
South Dakota	97	87	75	80	89
Oklahoma	95	85	99	82	92
Pennsylvania	98	84	82	87	93
United States	95.5	79.4	87.5	81.3	89.8

The average condition of winter wheat on July 1 was 78.8, as compared with 82.2 last month, 77 on July 1, 1902; 88.3 on July 1, 1901, and a ten year average of 78.2.

The following table shows for each of the twelve principal winter wheat States the condition on July 1 in each of the last three years, and that on June 1, 1903, with the ten year July averages:

States.	This month.	Last month.	July 1, 1902.	July 1, 1901.	Ten year average.
Kansas	86	83	56	91	70
Missouri	60	70	99	93	78
California	73	76	84	96	78
Indiana	69	84	82	90	70
Nebraska	90	94	98	94	74
Ohio	82	87	78	88	74
Illinois	67	75	89	88	68
Pennsylvania	90	89	78	93	86
Oklahoma	90	93	80	89	83
Texas	90	87	52	52	78
Tennessee	68	76	60	90	84
Michigan	87	86	93	59	72
United States	78.8	82.2	77.0	88.3	78.2

The average condition of spring wheat on July 1 was 82.5, as compared with 95.9 last month, 92.4 on July 1, 1902; 95.6 on July 1, 1901, and a ten-year average of 85.9.

The following table shows for each of the five principal spring wheat States the condition on July 1 in each of the last three years and that on June 1, 1903, with the ten-year July averages:

States.	This month.	Last month.	July 1, 1902.	July 1, 1901.	Ten year ave.
Minnesota	84	95	90	96	87
North Dakota	73	95	98	100	85
South Dakota	86	100	94	100	84
Iowa	87	91	92	92	93
Washington	80	89	93	93	94
United States	82.5	95.5	92.4	95.6	85.9

The government crop report, as figured by Statistician Brown, of the Produce Exchange, indicates a winter wheat harvest of 463,498,000 bushels, comparing with an indication of 433,362,000 on June 1, and with last year's harvest of 411,788,666 bushels. A spring wheat crop of 257,129,000 bushels is indicated, comparing with the June 1 estimate of 298,546,000 bushels and with an actual harvest last year of 258,274,342 bushels. The total indicated wheat crop is 720,627,000 bushels, as against 781,908,000 bushels indicated on June 1 and last year's harvest of 670,063,008 bushels.

The report on corn is the first for this year, and indicates a yield of 2,620,000,000 bushels, as compared with 2,523,648,312 bushels harvested last year.

NEW TREATY WITH GREECE IN FORCE.

Washington, July 10.—United States Minister Jackson, at Athens, has informed the State Department that ratifications of the consular convention between the governments of Greece and the United States were exchanged at Athens yesterday.

MILITIA'S PART IN MANŒUVRES.

Washington, July 10.—Although it has been practically decided that there will be no manœuvres this year between the regular army and militia in the seacoast States, arrangements have nearly been completed by which the organized militia of these States will be brought as far as possible in touch with the army, as contemplated by the Militia act of 1903. The entire militia of Maine, consisting of two regiments of infantry, is to be assembled near Portland, August 22 to 29, for the purpose of taking part in the combined army and navy manœuvres at Portland. The 1st Regiment Massachusetts Heavy Artillery also is to take part in the manœuvres at Portland.

ARMY AND NAVY ORDERS.

Washington, June 10.—The following army and navy orders have been issued:

ARMY.

Major GEORGE RUHLEN, quartermaster: Captain ERASMUS M. WEAVER, artillery corps; Captain LEONARD D. WILDMAN, signal corps, detailed board to meet at War Department to consider signal masts to be erected at coast artillery posts.

Contract Surgeon JOHN M. HEWITT from Fort Worden, home for annulment of contract.

Captain CHARLES F. PARKER, artillery corps, to Niagara Falls to attend meeting of association of electrical engineers.

First Lieutenant CHARLES E. HAY, jr., 24th Infantry, to office judge advocate general.

First Lieutenant JOHN R. DEVEREUX, assistant surgeon, from Fort Snelling to Fort Meade to relieve Major Frank R. KEEFER, surgeon.

First Lieutenant CHARLES E. MARROW, assistant surgeon, from Fort Sheridan to Fort Crook.

Contract Surgeon HARRY D. BROWN from Presidio to Vancouver Barracks.

Second Lieutenant JESSE D. ELLIOTT assigned to 6th Infantry, Company F.

Second Lieutenant WESLEY W. K. HAMILTON, artillery corps, from 72d Company to 67th Company, coast.

Second Lieutenant THOMAS A. JONES, artillery corps, from 67th Company to 72d Company, coast.

NAVY.

Lieutenant G. MALLISON, detached office judge advocate general; to works of Moran Brothers.

Lieutenant H. F. BRYAN, detached works of Bethlehem Steel Company; to Alabama.

Midshipmen R. W. RYDEN and W. W. SMYTH, to the Maine.

Paymaster F. T. ARMS, detached the Columbia, Navy Yard, New-York.

Paymaster H. E. JEWETT, detached the Puritan; to the Columbia.

Paymaster P. G. KENNARD, detached navy yard, Mare Island; to the Independence.

Assistant Paymaster W. B. ROGERS, to the Puritan.

A man who has been training firemen for over twenty years. See to-morrow's Tribune.

Colorado

and return

$30

For first-class round-trip tickets from Chicago on sale daily. Correspondingly low rates from other points.

Only one night en route Chicago to Denver via the

Colorado Special

The Best of Everything.

Leaving Chicago 6.30 p. m. daily; with buffet-smoking cars, Booklovers library, drawing-room sleeping cars, dining cars and free chair cars through to Denver.

A second fast train leaves 11.30 p. m. daily and provides additional service of Pullman tourist sleeping cars with berth rate only $2.50.

Chicago, Union Pacific and North-Western Line

All agents sell tickets via the Chicago & North-Western and Union Pacific Rys.

For particulars address, H. A. GROSS, 461 Broadway, or R. TEN BROEKE, 287 Broadway, New York.

C330

APOLLOETTE

PIANO PLAYER

FREE.

We are going to give with every ANDERSON PIANO sold this summer one APOLLOETTE—that is, the Very Best Piano Player made—ABSOLUTELY FREE. The price of the Anderson Piano is $325 and the Apolloette is worth $150. We will sell both for the price of the piano alone—$325.

Anderson & Co

370 Fulton St., Near Smith St., Brooklyn.

PARKER'S HAIR BALSAM

Promotes the growth of the hair and gives it the lustre and silkiness of youth. When the hair is gray or faded it BRINGS BACK THE YOUTHFUL COLOR. It prevents Dandruff and hair falling and keeps the scalp clean and healthy.

RADWAY'S READY RELIEF

Stops ALL PAINS; CURES Sore Throat "Colds," Etc. All Druggists.

Information

A Library Edition of the Tribune Almanac

Is absolutely necessary to complete your Library.

Handsomely bound in Cloth and Gilt Lettered, Price, - - - - $1.00.

A few paper covered ones left. Price, - - - - 25c.

Order now from TRIBUNE OFFICE, New-York.

The largely increased circulation of The Sunday Tribune necessitates our going to press early Saturday night. Advertisers will confer a favor by sending in their copy at the earliest possible moment.