MONEY LOSS NOT CAUSE.

SUICIDE DUE TO ILLNESS.

Friends Say David Willcox Had Little Financial Anxiety.

Those who were closest to David Willcox, the former president of the Delaware & Hudson Company, who shot himself to death last Wednesday on the North German Lloyd liner Barbarossa, scouted yesterday the idea that Mr. Willcox's act was caused by any worry over his financial affairs or the depreciation of his stock holdings in the recent severe slump in Wall street. All were unanimous in the belief that ill health alone drove him to end his life. At the same time it was pretty generally admitted that depression and disappointment over the affairs of the Delaware & Hudson Company, with which he had so long been associated as counsel and president, were chiefly responsible for the undermining of his health.

Mr. Willcox had always been keenly sensitive to personal criticism or to adverse comment on his management of the Delaware & Hudson. It was recalled yesterday that after the end of the big coal strike in 1903, during which the coal roads and their officials came in for a large amount of unfavorable criticism, Mr. Willcox had found it necessary to go away to recuperate. A man in the financial district who knew Mr. Willcox intimately said yesterday:

"Mr. Willcox never classed himself as a railroad man. He had been bred to the law, but owing to his long and faithful service for the Delaware & Hudson, when he was elected to the presidency, he strove to do the best he could to satisfy the stockholders. He had such a punctilious sense of duty that where another man would have paid no attention to unjust criticism he always let it worry him. His concern for the welfare of the interests with which he was intrusted broke down his health, and he finally relinquished his position regretfully. Even then, although he had plenty of money, he could not get away from the thoughts of the road with which he had been so long associated. The thought of coming back to New York without the prospect of returning to the work which had so long engrossed his best efforts, did not aid in lifting his depression, and I suppose that rather than go on in his poor state of health, he decided to end it all."

Mr. Willcox's cousin, William G. Willcox, who is the head of the insurance brokerage firm of Willcox, Peck & Hughes, at No. 3 South William street, was on the pier with three other close friends of the dead man when the Barbarossa was warped into the pier at Hoboken yesterday. After having a long conversation with Captain Langreuter in his cabin, arrangements were made for the removal of the body to the house at No. 19 East 68th street, owned by David Willcox.

William G. Willcox was a partner of Albert Willcox, in the insurance firm of Albert Willcox & Co. up to the time of Albert Willcox's death last summer. Albert Willcox and David Willcox were brothers and their attachment for each other had always been remarked by their friends. Both of them were bachelors, and the last surviving members of the family. David Willcox felt keenly the death of his brother and never fully recovered from his loss.

William G. Willcox said yesterday afternoon that before starting for Europe in search of health his cousin had given him power of attorney. He had not had an opportunity to go over the dead man's papers thoroughly, he said, but so far had discovered no will. Neither did he have any knowledge of what disposition of his estate the late president of the Delaware & Hudson intended to make. He said the estate would be found to be worth $1,000,000 at least. Despite his close intimacy with E. H. Harriman and his directorship in both roads, Mr. Willcox held only one hundred shares of Union Pacific and a like amount of Southern Pacific stock. The greater part of the balance of his estate is invested in Delaware & Hudson Company stock. This would indicate that the shrinkage of his holdings in the present year reached hundreds of thousands, but even at that he had enough left to keep him from worrying about the future. All the stock held by him is deposited with one of the trust companies. William G. Willcox was emphatic yesterday in his assertion that his cousin never speculated to any great extent, although he was always interested in the movements of Delaware & Hudson stock.

The theory that Mr. Willcox's breakdown, which led to his suicide, was due to worry over losses in the March panic received credence, perhaps, because he departed for Europe shortly after the stock market began to go to pieces. Mr. Willcox's friend E. H. Harriman was hard hit at that time, and it was said yesterday that soon after the slump had reached its lowest one thousand shares of Delaware & Hudson company stock, valued at a minimum of $150,000, were offered for sale by a broker supposed to be acting for the company's president.

Mr. and Mrs. R. G. Shaw, of Boston, and Gardner V. Lyon, of Oswego, N. Y., with his daughter, Miss Anna Lyon, came over on the Barbarossa. For the first few days out from Gibraltar they saw much of Mr. Willcox. Several bridge games were played, and Mr. Willcox seemed to take pains to make things as cheerful and lively as possible. It was recalled yesterday by the Shaws and the Lyonses that Mr. Willcox complained on several occasions of the weather, which had been stormy almost all the way across. Last Wednesday night, when Mr. Willcox took his life, was the roughest period of all, and most of the passengers retired early.

Two days before his death Mr. Willcox handed a letter to Captain Langreuter, with a request to have it mailed when the Barbarossa reached Quarantine. Captain Langreuter could not recall yesterday the name of the addressee on the letter, which was mailed when the Barbarossa got into port on Friday night.

Although Mr. Willcox lived at the Metropolitan Club, there was nothing lavish about his mode of living. He was primarily a student. The fact that he voluntarily waived the claim some months ago to his share in the estate of his brother, Albert Willcox, in favor of the Tuskegee Institute and the Audubon Society would seem to disprove the rumor that he had been deeply affected by losses in Wall Street.

The vacancy left by Mr. Willcox's death in the board of directors of the Delaware & Hudson Company would be filled, it was said yesterday, by an interest identified with the company, by J. Rogers Maxwell at the annual meeting on May 14. Alexander E. Orr, who recently resigned from the executive committee of the road, will, it is understood, retire from the directorate at that time. It is considered probable that his place will be filled by George F. Baker.

The present board of directors is made up of Alexander E. Orr, Robert M. Olyphant, Chauncey M. Depew, L. F. Loree, John Jacob Astor, Frederick Cromwell, R. Suydam Grant, George I. Wilber, Charles A. Peabody, E. H. Harriman, Dumont Clarke and James A. Linen. The Astor and Vanderbilt interests in the company are not large, and it is said that Mr. Depew and John Jacob Astor may retire as directors. Mr. Harriman has a considerable interest in Delaware & Hudson, but he is far from being in control. In fact, the stock of the Delaware & Hudson is so widely distributed that it would be difficult for any one party absolutely to dominate the affairs of the property.

JUSTICES AFTER "RAISE."

Think $25,000 a Year About Right for Supreme Court.

Backed secretly by various justices of the Supreme Court of the 1st District of New York County, there will soon be presented to the Board of Estimate and Apportionment a proposition to increase the salaries of the Supreme Court justices of this district, and possibly also of the 2d District, from $17,500 a year to $25,000 a year.

The inspiration for the idea seems to have been furnished by Dean Ashley of the New York University Law School at a dinner a week or two ago, when he referred at length to the fact that many of the brighest minds on the bench were withdrawing on account of financial reasons. He said that large corporations in this city were willing to pay more than $17,500 a year for the services of a justice trained by many years of experience on the bench, and he cited the resignations of Justices O'Brien, Hatch, Russell, Kenefick and Rumsey, all of whom, it is said, are drawing much larger salaries than they received while they were on the bench.

It is understood that offers have been made to Justices Leventritt, Scott, O'Gorman and others to leave the bench and engage in private practice, with the certainty that they will receive more than $17,500 a year. It is common talk around the courts that Justice Leventritt is going to resign the coming summer. It is asserted that Morgan J. O'Brien had a guarantee of $35,000 a year on leaving the bench.

The Board of Estimate and Apportionment has jurisdiction over the extra allowances of justices of the 1st District, as it lies wholly within New York County. The justices receive a regular salary of $6,000 from the state, and in the 1st District $11,500 additional from the county of New York.

The constitution forbids the increase of a judge's compensation during his term of office, and any salary increase could benefit only justices hereafter chosen.

SURPRISED BY JEROME.

Proposed Probe of Count Excites Insurance Men.

The announcement that District Attorney Jerome had begun an investigation of the international committee's ballots in the New York Life election, in addition to one of the committee's charges against the company's agents, as published exclusively in yesterday's Tribune, caused great surprise in "opposition" circles yesterday. Intimations of such an investigation, it was learned, had been made at the Insurance bill hearing before the Legislature a day or two ago, but in the heat of the discussion they had passed unnoticed and unrecorded in the telegraphed reports of the hearing.

Meanwhile, it is believed, Mr. Jerome is going steadily forward in this investigation. Already, it is said, he has heard surprising evidence from more than one source bearing on the case. The committee's manager visited the Criminal Courts Building yesterday and was closeted for some time with Nathan A. Smyth, one of Mr. Jerome's assistants, in connection with Assistant District Attorney Howe's investigation of the frauds alleged by both sides in the New York Life election. Mr. Scrugham would not discuss his visit, further than to say he had submitted a batch of affidavits alleging forgeries by agents both of the New York Life and Mutual Life. He intimated also that the committee was seeking a "man higher up" in both companies. He did not say, however, whether he had been asked to explain the "perfecting," forgery, etc., evidence against the committee.

It is declared that nearly 50 per cent of the thirteen thousand odd pro-international votes cast in the New York Life election, but adjudicated as "bad," have been so adjudicated on the ground that they have been "perfected" or otherwise tampered with by a third party before delivery to the inspectors.

Superintendent Kelsey, on the occasion of a flying visit which he paid to the scene of the New York Life canvass yesterday, was told that the canvass would be finished on or about May 15.

The "analysis" of votes "adjudicated" up to yesterday, the reporter learned, is as follows:

	Administration.	International Committee.
Good	249,745	100,404
Void	14,979	13,038
Unadjudicated	7,586	8,392

This analysis shows that, despite the international committee's relatively light vote, almost as many of the committee's as of the administration's votes have been adjudicated as bad.

It is now estimated that the final elimination of duplicates, etc., will give about 247,000 to the administration, against the committee's possible 95,000. In the recent cloud of solemnity which has overhung the committee's opposition, a ghost of seemingly unconscious humor peeps through some of the votes deposited in all seriousness by the committee and adjudicated in the last few days. Witness a ballot carefully opened by the committee's well wishers by "trimming" the side of the envelope presumably inspected, laboriously resealed with mucilage, and deposited at the company's offices on election day as a pro-international ballot.

This ballot is signed by an inconclusive "I. M. Done," witnessed by an equally unknown "—D. Fule," and, although a pro-international ballot, bears across its face a vigorous philippic directed against the international committee.

ON THIRD MAN'S TRAIL.

Another Arrest in Bond Case Doubtful, However.

Following the statement of District Attorney Jerome that in all probability there would not be a third arrest in the Trust Company of America bond theft case, it was learned yesterday that the "third man," who is suspected of having at least furnished some of the brains for the conspiracy, is out of the country. He is a Boston lawyer, one of good family, whose name has not been published in connection with the case.

It is known that Oliver M. Dennett, under arrest on a charge of receiving the stolen bonds, named several men in the statement made by him on Friday. This statement, with that of William O. Douglass, the loan clerk who took the bonds, and other evidence in the case was taken to Lakeville last night by Assistant District Attorney Murphy. He and the District Attorney will spend to-day and to-morrow in going over it, with a view of determining whether any other persons can be connected criminally with the conspiracy. It is thought possible that Oakleigh Thorne, president of the trust company, will run over to Lakeville from his country home at Milbrook, Dutchess County.

William F. Sheehan, counsel for the trust company, said yesterday he had had no communication from ex-Mayor Josiah Quincy, of Boston prior to the time the company discovered the thefts of Douglass. But on Sunday, after the loan clerk had been arrested, Mr. Quincy called him on the telephone and told him the story of how Dennett had sought to retain him as counsel, stating a hypothetical case of a man who had taken $1,000,000 in securities from an unnamed financial institution.

It was learned yesterday that two of the brokerage firms holding securities of the trust company hypothecated by Dennett were Redmond & Co. and Carpenter, Baggott & Co. A member of the latter firm said last night they had informed the Trust Company of America that it would recover $36,000 in bonds held by them by paying up the loan made to Dennett on the security. Dennett, the broker said, had traded with them in a conservative way for two years or more, carrrying from 100 to 500 shares of stock at a time. He was usually ahead of the game, and in spite of a recent loss of $3,000 in Canadian Pacific had a balance of $5,000 to his credit when arrested.

Forbes J. Hennessy, counsel for Dennett, indicated yesterday that he hoped to obtain immunity for his client on account of revelations made by the broker in his statement regarding others.

Referring to the statement of ex-Mayor Quincy, in Boston, on Friday, that he had only a "slight acquaintance" with Dennett, Mr. Hennessy said:

It seems to me that there must be an error somewhere, for Mr. Quincy and Mr. Dennett have known each other intimately for a good many years.

The lawyer intimated that there might be some interesting developments in the case before many days.

A bank examiner of the State Banking Department said yesterday there would probably be some change in the methods of handling collateral on loans as a result of the exposure of the Douglass operations. Loan clerks should not be allowed to go out to luncheon, he said, as it gave them a chance to dispose of securities and dabble in Wall Street.

Boston, April 27.—According to ex-Mayor Quincy, he told a representative of the Trust Company of America last Sunday all he knew of Douglass and Dennett. Mr. Quincy says that he saw Douglass later than last Saturday morning, with Dennett.

FRIEDE TOWER PROGRESS.

Foundations Finished and Upper Work of Steel Being Pushed.

The foundations of reinforced concrete piles and piers for the Friede Globe Tower at Coney Island have been finished, and the work on the upper structure is going on as fast as the steel companies can make deliveries. The construction is a combination of bridge building and of building construction as employed on modern steel skyscrapers. In the enormous and intricate mass of steel of which the tower will be composed every combination and every law of steel structure is met through the simple jointure of angle plates and gussets.

Mr. Friede acknowledged that this result is due to American progress in the manufacture of structural steel. The inventor, since the first concrete pile for the foundations was driven, has had a series of photographs taken every week, showing the progress of the work. It is intended that the top of the tower shall be used for weather observation and wireless telegraphy, and with the addition of a gigantic searchlight, will become the most prominent and far reaching lighthouse in the world. The tower will be 700 feet high.

MILLION OFFERED FOR FRANCHISE?

[By Telegraph to The Tribune.]

Rochester, April 27.—It is stated on good authority that the Vanderbilt syndicate controlling the Mohawk Valley electric system and also the Rochester Railway system has offered one million dollars for the recently granted franchise of the Canandaigua & Southern trolley line. The right of way has been secured to build the road from Canandaigua to Atlanta, N. Y., the territory to be covered being without present railroad facilities and highly desirable from a revenue point of view. The proposed plan is to make the road an extension of the Rochester & Eastern trolley, also owned by the syndicate. Several resorts are planned for Canandaigua Lake, and as Rochester traffic to these points will be heavy the syndicate watched every move when the State Railroad Commission granted the franchise recently in New York.

VIRGINIA RATE CASES DECIDED.

Richmond, Va., April 27.—The State Corporation Commission to-day handed down a decision in the rate cases by which, after July 1, passenger rates on trunk lines are reduced to 2 cents a mile; on their feeders to 2½ cents; on certain minor roads they will be 3, and one or two lines 3½ cents. On freights a uniform schedule is established, thereby making a slight reduction.

KEEN FIGHT AT GOLF.

HONORS FOR HERRESHOFF

Beats Forrest in Final Round of Lakewood Tournament.

Fred Herreshoff, the interscholastic golf champion, won additional honors yesterday when he defeated H. M. Forrest, of Philadelphia, by 5 up and 3 to play in the final round of the open tournament on the links of the Country Club of Lakewood. This makes the Garden City amateur a double winner, as earlier in the week he won the low score prize in the qualifying round.

Forrest also did well. In addition to the runner-up cup he also received a prize for the best gross in the handicap. His card read 82—6—76. This was low net as well, but not caring to take both prizes the Philadelphian contented himself with the gross, which left the net prize for W. B. Potts, of Seabright, whose card read 89—12—77.

When the survivors gathered for the semi-final round in the morning it was generally conceded that Herreshoff would win from Charles L. Tappin, of Westbrook, but the gallery appeared divided as to the Forrest-Taintor match. The latter has been playing well of late, thanks to several weeks on Southern courses. In Forrest, however, he found an opponent who not only kept on the flag, but was giving nothing away on the greens. The result was that after the first few holes the Philadelphian always had the advantage, and finally won by 4 up and 2 to play.

In the other half of the semi-final Herreshoff was having none too comfortable a time with Tappin. The former carelessly made a practice swing in a hazard at one of the water holes, and this cost him a hole which would otherwise have been halved. The match ended on the seventeenth green, where Herreshoff laid the veteran a stymie which Tappin failed to negotiate.

Forrest's friends had it figured out that their man because of his deadly short game would at least worry the Pinehurst and Hot Springs hero. Off the tee Herreshoff generally outdrove his man from thirty to fifty yards. That in itself was practically a winning advantage, but to add to the other's discomfiture Herreshoff after the first two holes also did the better work on the greens.

The Garden City man, despite two or three mistakes, went out in 43, which enabled him to turn for home 3 up. He made 3s at both the short holes, one of which he won, thanks to another spell of weak putting by the Philadelphian. A heavy lie practically cost Herreshoff the next hole, Forrest getting a 4. The latter failed to take advantage of a chance for a half at the thirteenth after the Garden City man missed his put for a 3. They divided the fourteenth in 3, good work, as neither man got home on his drive. The match ended at the next hole, where Herreshoff drove within twenty feet of the pin and barely missed getting a 2. The hole is 274 yards.

P. A. Fogarty, the Midland player, finished a series of hard fought contests by winning on the twenty-first green in the final round for the second cup, defeating C. A. Lee, of Tuxedo. W. B. Potts, of Seabright, won handily in the third set. The summary follows:

First cup (semi-final round)—H. M. Forrest, Philadelphia, beat C. West Taintor, Richmond County, 4 up and 2 to play; Fred Herrehsoff, Garden City, beat Charles L. Tappin, Westbrook, 2 up and 1 to play.

Final round—Herreshoff beat Forrest, 5 up and 3 to play.

Second cup (semi-final round)—P. A. Fogarty, Midland, beat W. M. Carpenter, Berkeley, 1 up (19 holes); C. A. Lee, Tuxedo, beat A. W. Black, Lakewood, 7 up and 6 to play.

Final round—Fogarty beat Lee, 1 up (21 holes).

Third cup (semi-final round)—W. B. Potts, Seabright, beat Hazen Morse, Apawamis, 6 up and 5 to play; D. H. Thomas, Dunwoodie, beat G. H. Potts, Seabright, 2 up and 1 to play.

Final round—Potts beat Thomas, 1 up.

Defeated eight (first set; semi-final round)—Harold Sands, Palmetto, beat Charles A. Spofford, Hanger Hill, 2 up and 1 to play; E. L. De Forest, Shinnecock, beat W. M. Weaver, Camden, 3 up and 2 to play.

Final round—De Forest beat Sands, 2 up and 1 to play.

Defeated eight (second set; semi-final round)—C. L. Letson, New Brunswick, beat Theodore Keer, Baltusrol, 5 up and 4 to play; A. F. Southerland, Englewood, beat Philip Rheinlander, Lakewood, by default.

Final round—Southerland beat Letson, 2 up and 1 to play.

Defeated eight (third section; semi-final round)—Fred Pring, Arsdale, beat M. J. Busby, Atlantic City, by default; C. W. Harman, Wykagyl, beat J. M. Teeter, Crescent, by default.

Final round—Harman beat Pring, 3 up and 2 to play.

HANDICAP CUP.

	Gross.	H'cap.	Net.
H. M. Forrest, Philadelphia	82	6	76
W. B. Potts, Seabright	89	12	77
W. E. Conklyn, Dunwoodie	87	7	80
A. J. McClure, Albany	89	9	80
L. A. Hamilton, Wykagyl	87	6	81
C. W. Taintor, Richmond County	87	6	81
W. M. Carpenter, Berkeley	94	12	82
R. L. Redfield, Essex County	90	7	83
K. S. Munday, Lakewood	89	6	83
A. J. Watson, Lakewood	92	9	83
C. A. Spofford, Hauger Hill	92	8	84
Harold Sands, Aiken	90	6	84
J. F. Shanley, jr., Merion	93	8	85
S. L. Allen, Riverton	104	18	86
P. A. Fogarty, Midland	94	7	87
F. A. Potts, Seabright	106	17	89
J. F. Shanley, sr., Deal	108	18	90
J. McFadden, Forest Hill	112	18	94
F. S. Gannon, jr., Lakewood	115	16	99
Philip C. Poinier, Elizabeth	114	14	100

HANDICAPS AT FOX HILLS.

Class A and class B handicaps brought out good fields yesterday at the Fox Hills Golf Club. The results were:

	Gross.	H'c'p.	Net.
Class A:			
M. L. Fearey	93	12	81
P. W. Kendall	88	4	84
J. F. Marvin	98	12	86
J. J. Hazen	95	8	87
J. B. Wooten	103	12	91
H. Walser	96	5	91
Class B:			
H. M. Weed	100	21	79
A. Hollick	104	20	84
J. D. Baucus	100	15	85
J. E. Kelley	109	22	87
E. G. Potter	109	20	89
L. F. Young	107	18	89
J. B. Dittridge	108	17	91
H. H. Lloyd	113	20	93
A. H. Pogson	111	15	96
C. L. Smith	120	21	99

FOUR-BALL MATCH AT DYKER.

Seven cards were returned out of twenty pairs in the four-ball medal play handicap yesterday at the Dyker Meadow Golf Club. The winners were Parker and Shipley. The scores follow:

	Gross.	H'cap.	Net.
A. Parker and W. Shipley	83	10	73
D. Chauncey and J. L. Taylor	84	7	77
H. W. Beebe and W. H. Thurston	90	12	78
J. M. Rhett and W. R. Simon	82	4	78
Frank Lyman and F. S. Storm, jr.	89	9	80
E. A. Bent and B. S. Perkins	102	18	84
A. D. Byrne and W. M. Read	95	9	86

TIE ON ARSDALE LINKS.

In the handicap at the Arsdale Golf Club yesterday sixteen players returned cards. E. B. Ripley and F. Bancroft tied with a net score of 80. The leading scores follow:

	Gross.	H'c'p.	Net.
E. B. Ripley	107	27	80
F. Bancroft	105	25	80
Sullivan	88	6	82
Woodruff	82	—	82
J. B. Baker	85	—	85
R. McBradley	108	18	90
F. L. Smith	105	15	90
E. Strebigh	107	27	90
Marsh	114	24	90

BAVIER HAS GOOD DAY.

Wins Two Prizes at Final N. Y. A. C. Shoot.

With the largest field of the year, the trap shooting season of the New York Athletic Club came to a close at Travers Island yesterday. Twenty-five guns were present and six events were decided. Interest naturally centred in the final legs of the April Cup and the Huggins trophy. The latter was a trophy for which the Mercury Foot gunners have been competing during the last two months. It was at 25 targets, and yesterday's leg was taken by W. N. Bavier. It gave him two legs and as F. Pelham and F. Schaeffler both had as many, a shoot-off was in order. This was won by Mr. Bavier, who returned a card of 25 against 24 by F. Pelham and 23 by F. Schaeffler.

Mr. Bavier also won the April Cup. He was high gun in yesterday's leg and it gave him a tie on the trophy with F. Hodgman. Bavier won the shoot-off by the score of 25 against 23.

Fred Schaeffler won one of the club shoots, and in a special event, at 25 targets for a shield offered by E. Frieck, he was also the winner, returning a card of 24 out of a possible 25 targets.

MR. RIDGELY DENIES RUMOR.

Washington, April 27.—William B. Ridgely, the Controller of the Currency, who returned late today from the Jamestown exposition, denied that the presidency of the Commercial Bank of Chicago, in succession to the late James H. Eckels, had been offered him.

ARMY AND NAVY NEWS.

Contract To Be Made for Repairs of Statue of Liberty.

[From The Tribune Bureau.]

Washington, April 27.

WILL LIGHT LIBERTY'S TORCH.—The torch of Liberty, on Bedlow's Island, will shortly be lit. Lack of funds has prevented the government from the illumination originally designed for that impressive object in New York Harbor, but a contract will shortly be awarded by the Quartermaster General of the Army to make repairs and improvements on Bedlow's Island to an extent estimated to cost the government about $60,000. These will include extensive grading of the approaches, the installation of electric lighting, including eight arc lamps in the torch of the statue; an electric elevator and a winding stairway to the top.

ORDERS ISSUED.—The following orders have been issued:

ARMY.

Major EBEN SWIFT, from 4th to 9th Cavalry.

Major TYREE R. RIVERS, from 9th to 4th Cavalry.

Major BEECHER B. RAY, paymaster, from Department of the Lakes, May 31, to General Hospital, Presidio of San Francisco.

Retirement of Brigadier General JOHN W. BUBB announced.

Colonel RICHARD E. THOMPSON, signal corps, from Department of California to Seattle as chief signal officer, Department of the Columbia, and as officer in charge Washington-Alaska military cable and telegraph system, relieving Lieutenant Colonel William A. Glassford, signal corps, who will proceed to San Francisco, Cal., and report in person as chief signal officer, Department of California.

Second Lieutenant ERNEST STECKER, Philippine Scouts, from General Hospital, Washington Barracks, to Fort Sill.

NAVY.

Rear Admiral J. N. HEMPHILL, detached from the board of inspection and survey, Washington, to duty as commander of the third squadron, Pacific fleet.

Lieutenant E. A. BROOKS, detached from the Alabama, to the Naval Hospital, New York.

Lieutenant D. P. MANNIX, detached from the General Board, Washington, to duty on staff of the commander, third squadron, Pacific fleet.

Lieutenant R. E. POPE, detached from the Denver; to the Alabama.

Ensign A. T. CHURCH, detached from the Connecticut; to the Cleveland.

Ensign W. B. WOODSON, detached from the Atlanta; to the Denver.

Ensign A. STATON, detached from the Cleveland; to the Connecticut.

Passed Assistant Surgeon C. H. DE LANCEY, from the Naval Medical School Hospital; to the navy yard, Washington.

By cable from Rear Admiral J. H. Dayton, commander in chief Pacific fleet, Manila, April 25:

Lieutenant L. SHANE, detached from the Wilmington; to his home.

Lieutenant Commander F. MARBLE and First Lieutenant A. C. ROGERS, U. S. M. C., to the Naval Station, Cavité.

Assistant Paymaster H. L. BEACH, to the Pennsylvania.

MOVEMENTS OF VESSELS.—The following movements of vessels have been reported to the Navy Department:

ARRIVED.

April 24—The Chicago at Acajutla.

April 25—The Chicago at San José de Guatemala.

April 26—The Mayflower, the Dolphin and the Sylph at Hampton Roads; the Cincinnati at Hong Kong; the Baltimore at the navy yard, New York; the Prairie at Cienfuegos.

SAILED.

April 24—The Chicago, from Acajutla for San José de Guatemala.

April 25—The Chicago, from San José de Guatemala for Acapulco.

April 26—The Milwaukee, from Santa Barbara for San Francisco.

MR. WALDO MISTAKEN.

Only Accidental Holes on Warships Plugged with Lead.

[From The Tribune Bureau.]

Washington, April 27.—Officials at the Navy Department are at a loss to account for the statement alleged to have been made by Representative Waldo, of Brooklyn, in Boston last night. According to the reports which reached the department to-day, Mr. Waldo said that in a number of vessels built by private concerns and subsequently sent to the Brooklyn navy yard for repairs or completion, rivet holes were found which had been plugged with soap, putty, etc. It is admitted that there is a slight foundation for the literal statement, but it is declared to convey a wholly erroneous impression.

In some rare instances rivet holes bored in the wrong place and afterward plugged with lead have been discovered, but there has been nothing to indicate that there was any intent to defraud the government. In almost every instance such holes have been in the interior work of the vessel, where it was evident that some careless workman had bored a hole in the wrong place and had subsequently plugged it up. Such holes, except in the armor of a vessel, do no harm, and such mistakes are likely to occur occasionally.

Naval Constructor Nutting, who has been for five years on duty in the Brooklyn yard, said to-day that even these instances had been so rare that there was not the slightest suspicion that there had been any effort to defraud, and he did not remember of a single instance where any harm could have resulted from the plugged hole. He had never seen one plugged with soap. There may have been a few instances where a hole was discovered to have been plugged with putty, but in the interior of the vessel it would only be necessary to remove the putty and replace it with lead.

WALDO STICKS TO HIS CHARGES.

Says the Louisiana Was Turned Over to the Government in Poor Condition.

When seen at his home in Brooklyn last night, Congressman Waldo reiterated his charge of faulty construction in battleships built by outside contractors. He said he knew of ships the plates of which were not properly rivited together. Wood and even putty had been used to fill the rivet holes in more than one instance.

"The Louisiana," said Mr. Waldo last night, "was delivered by the contractors at the Brooklyn Navy Yard and was said by them to be complete. Inspection showed, however, that her deck was all askew, her watertight compartments were in such condition as to be almost useless and the fittings in general about the vessel were in poor condition. The Navy Department sent a report to Washington telling of $31,000 which had been used for repairs. The government employes worked six weeks on the boat before she was in shape."

Mr. Waldo would not say that the Louisiana had "substitute-rivets" in her plates, but said that several hundred in the hull had to be replaced.

It was said at the navy yard yesterday that the Louisiana was not in condition for service when she arrived at the yard.

ACCUSES COLLIER'S OFFICERS.

Seaman on Naval Vessel Says He Was Beaten and Otherwise Maltreated.

[By Telegraph to The Tribune.]

Norfolk, Va., April 27.—On a warrant sworn out to-day by Francisco Jutingo, a seaman aboard the naval collier Abarenda, Captain J. T. Rogers and First Assistant Engineer Reilly, of that vessel, were arrested charged by the complainant with having beaten, wounded and imprisoned him without justifiable cause and with having fired revolvers at him. The defendants would make no statement. The case will be heard on Monday. Both of the defendants were bailed. Jutingo alleges that he was maltreated while the vessel was at sea. The captain and engineer of the collier are merchantmen and not regularly enlisted in the navy.

FOOD ECONOMY

How to Save Money and get Strong.

Nature always economizes. There is no waste in nature except as man brings it about.

In keeping up life and energy nature requires just so much of the simple elements that go to make up proper food—man often causes waste of energy by overeating.

A Minn. man cut down on his food schedule a d was able to get rid of a lot of ills and be comfortable. He writes:

"For 25 years I suffered from chronic rheumatism and many other serious ills, including indigestion, headaches and sluggishness of mind and body, which were very trying.

"I was advised by a doctor, who is an ardent advocate of Grape-Nuts, that my trouble lay in too much food—too much meat—eaten too fast without proper mastication. He advised me to try Grape-Nuts.

"An experiment of only a few days convinced me that he was right.

"I made the change and have found Grape-Nuts not only valuable as a food, but extremely helpful to perfect digestion by thorough chewing.

"Two eggs and a handful of Grape-Nuts with a little cream, thoroughly chewed, for breakfast now take the place of four eggs, some bacon or ham and a lot of pancakes or fried potatoes.

"With a corresponding change in my other two meals I find myself for the first time in 25 years entirely free from rheumatism, indigestion and medical attendance. And my wife declares I am more agreeable and intelligent than ever!" Name given by Postum Co., Battle Creek, Mich. Read the book, "The Road to Wellville," in pkgs. "There's a Reason."

The Financial World.

Wall Street spent most of its time this week waiting for President Roosevelt's Jamestown address, every pessimistic energy stretched to the utmost in forecasting utterances that were going to cause a market upset. The speculative oracles were not prepared for doctrine like this, which patriotism declares and which patriots will applaud:

"We are unalterably determined to prevent wrongdoing in the future; we have no intention of trying to wreak such an indiscriminate vengeance for wrongs done in the past as would confound the innocent with the guilty. Our purpose is to build up rather than to tear down. We show ourselves the truest friends of property when we make it evident that we will not tolerate the abuses of property. We are steadily bent on preserving the institution of private property."

In addition to its nonsensical shivers over an "administration program" the busy bears were full of woe over agricultural conditions. Of course, at this season of the year crop damage tales are due—they always come; and, quite as usual, the grain markets show their seasonal nervousness. Anything else would be abnormal.

But any fair investigation at trustworthy sources will disclose this Spring relatively insignificant basis for the gloomy recitations so assiduously sent circulating—no more than for the yarns of wholesale "retrenchment" and "contraction" by all the important railroads of the country, the same rumor mongering sponsorship back of both misrepresentations. Yet, naturally enough, the ardent distribution of so much circumstantial sensationalism has not been without influence upon the investment as well as the speculative mind, for the sequel to the dreadful experiences begotten by last month's destructive markets has not been to induce carelessness as to any rumor, even such as are superlatively absurd. Fortunately though, in this particular instance there is refutation at hand from an unquestionable authority. Mr. B. F. Yoakum, Chairman of the Executive Committees of the Rock Island and Frisco railroad systems, returning from a trip through the Southwest, says, without any straddling qualifications, that conditions in that section of the country are highly satisfactory and that his lines still have more traffic than they can handle expeditiously. So far as his own lines at least are concerned, Mr. Yoakum says it looks as if the traffic now in sight would give the railroads all they could handle until the next crop moving season, and after that, of course, the volume of traffic would depend largely on the outcome of the crops—in which connection Mr. Yoakum says that the effects of the damage to the winter wheat crop have been vastly exaggerated. Where wheat may have been killed it has in a great many instances been replaced by cotton, corn and other crops, which will serve to offset the loss on wheat. Discussing the curtailment policy adopted by some of the railroads, Mr. Yoakum says that it will not, in his opinion, have as much effect on business as is generally supposed. The Rock Island lines, he says, have altered their plans little if at all.

These are the expressions of a man who is no theorist—a conservative man who knows—whose views are the result of personal observation, specific knowledge. And with reasonable people such a statement will be conclusive.

Testifying to the accuracy of these statements is the remarkable exhibit of March earnings by Southwestern railroads. Both gross and net increase are simply phenomenal. And this rounds out nine months of the current fiscal year in splendid fashion. It is now a certainty that when railroad books close, June 30, they will show a year's business never before approached.

The foremost problem confronting railroad executive officers is how expeditiously to handle the vast traffic presented. They are straining every energy to do the work of transportation thoroughly, and they can be depended upon to use all means at their command. In sharp contrast are the utterances and actions of these real railroad managers with those of the Wall Street managers who affect to shudder at every shadowy development.

In general business, as in railroad circles, there is intense activity. Demand for copper is unabated, at record breaking high prices. Every pound which can be mined finds awaiting it an immediate and profitable market. This condition is not confined to our own country, as shown by the signal strength of Rio Tintos in the London Stock market. Copper is needed everywhere, particularly for the manufacture of electrical appliances, and there is not the least reason to anticipate any weakening of the trade situation.

Amazing prosperity is maintained in the steel business. Every manufacturing concern, from the great Steel Corporation down, can accept no more important orders for 1907, but are busy making engagements for 1908. Just as in copper, so in steel, demand is world-wide and in excess of productive capacity. This is the natural result of long maintained prosperity. The report of the United States Steel Corporation for the first quarter of 1907 will be made public this week and will give some idea of how solid and enduring and how full of promise steel conditions are. J. P. Morgan, Elbert H. Gary, George W. Perkins and their associates builded even better than any man knew when they organized the United States Steel Corporation.

All money markets show easing tendency. Last week the Bank of England, the Imperial Bank of Germany and the Bank of the Netherlands each reduced its discount rate, such action following large offerings in the open market of funds at less interest than the official rates. Money in London, Paris and Berlin is appearing in great volume for investment purposes. An example is furnished by the flotation in Paris of a loan to the New York, New Haven & Hartford of 145,000,000 francs, and it is probable that a number of our other railroads will take advantage of this situation to effect loans abroad. Certainly no better form of security exists than the short time notes or the well secured bonds of a prosperous American railroad.

In our own money market there is marked relaxation. The call rate for the week centered around 2 per cent. and the lender, not the borrower, was seeking business. Plentiful time funds were on offer at or below 5 per cent. Already we are feeling the beneficial effects of the Aldrich law, which permits government funds actively to circulate instead of being locked up in the Treasury vault. In the opinion of many experts, the operation of this law will make difficult the recurrence of those wild antics which have heretofore sent the call loan rate often soaring to 100 per cent. or over. At any rate, one fact is established—there is no lack of funds. Given a fair chance to circulate, and with some decent provision for automatic expansion and contraction of credits, there is an ample supply of real money with which to operate our financial system.

Among the week's developments is one which is notable and may be of far reaching importance. The Westinghouse Company offers a new stock issue, and upon a new plan. Present stockholders are entitled to subscribe in proportion to their holdings at the price of $75 upon a par value of $50. This subscription price is just about equivalent to the actual market of the stock. This is a departure from the method usually employed of offering stockholders subscription privilege considerably below market value, resulting in the creation of "rights" which immediately become a speculative proposition. Such creation of "rights" is practically offering a bait to speculators. Under the Westinghouse proposition the company's treasury will get the full benefit of proceeds of the sale of stock, while the company's shareholders are afforded an opportunity to increase their holdings on a perfectly equitable basis. Of course, any attempt to purchase in the open market such a quantity of stock as is offered would result in quick large advance. The progress of this financial operation will be followed with keen interest. It seems a step in the right direction. And it is fortunate that so important a measure is directed by a financier of the character of George Westinghouse—one whose name stands for what is sterling, progressive, irreproachable.

H. ALLAWAY.

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