GERMAN TARIFF PACT.

CUSTOMS RULES CHANGES.

Concessions Made on Most Articles Imported from United States.

Washington, May 3.—The "project of commercial agreement" between America and Germany, which is to govern the trade relations of the two countries for an indefinite period in the future, is composed of four distinct parts.

In the first place, there is the "agreement" itself, which, briefly stated, extends to Germany the reductions of duty authorized on all of the articles mentioned in the third section of the Dingley act. This amounts simply to the addition of champagnes and sparkling wines to the list of articles upon which Germany has reduced rates. In 1906 the total imports into America of German champagne were 9,236 dozen quarts, valued at $93,973. The reduction of duty on this champagne at $2 a bottle would consequently amount to a little over $18,000, which would be the monetary value of the concession to Germany if the trade should not greatly increase, as, of course, is to be expected. It is of interest to note that the importation of French champagne last year amounted to 381,000 dozen quarts, valued at $5,615,000.

Other articles of the fundamental "agreement" provide for the speedy application of the new rates, for their extension to the whole customs territories of the parties, and for the concession of a list of American articles on which minimum rates will apply on importation into Germany.

The second part of the agreement is a detailed statement of the list of these articles. At present all American products are admitted into Germany at minimum tariff rates. Under this new agreement, only those articles specified may be so admitted. It is stated that, in fact, the list comprises 97½ per cent of the American imports into Germany, and appears, generally speaking, to include grains, fruit, timber, meats (except bacon), petroleum and its products, leather goods (including shoes), certain classes of India rubber goods, paper and paper stock, stones, glassware, railroad iron (not mentioning rails), steam and gas engines, phonographs, vehicles, small arms, locks, watches and parts thereof and music boxes and organs. General machinery and typewriters, now on the list of imports, are subjected to maximum rates.

CUSTOMS RULES MODIFICATIONS.

The third section of the agreement comprises the draft of a proposed note embodying changes to be made in the existing American instructions to customs and consular officers. These changes are not limited in their operation to German imports, but are applicable to imports into America from many other countries. Most important are the definition of market value as of the place where the goods are sold wholly for export; the provision that reappraisement hearings shall be open unless the board of appraisers certify that the public interests would suffer thereby, and the requirement that American Treasury agents in Germany shall be diplomatically credited to the German government and co-operate with the German chambers of commerce, whose certificates of value shall be competent evidence.

The last section of the document is an undertaking by the President to recommend to Congress the amendment of Section 32 of the Dingley act so as to allow a 10 per cent margin in the case of undervaluations before penalty shall be imposed upon the importer.

The preamble to the agreement says that it is desired "to adjust the commercial relations between the two countries until a comprehensive commercial treaty can be agreed upon." The agreement, in part, follows:

Article 1—In conformity with the authority conferred on the President of the United States in Section 3 of the tariff act of the United States, approved July 24, 1897, it is agreed on the part of the United States that the following products of the soil and industry of Germany imported into the United States shall from and after the date when this agreement shall be put into force be subject to the reduced tariff rates provided by said Section 3, as follows:

Argols, or crude tartar, or wine lees, crude, five per centum ad valorem.

Brandies, or other spirits manufactured or distilled from grain or other materials, $1.75 per proof gallon.

Champagne and all other sparkling wines, in bottles containing not more than one quart and more than one pint, $6 per dozen; containing not more than one pint each and more than one-half pint, $3 per dozen; containing one-half pint each or less, $1.50 per dozen; in bottles or other vessels containing more than one quart each, in addition to $6 per dozen bottles on the quantities in excess of one quart, at the rate of $1.90 per gallon.

Still wines and Vermuth, in casks, thirty-five cents per gallon; in bottles or jugs, per case of one dozen bottles or jugs containing each not more than one quart and more than one pint, or twenty-four bottles or jugs containing not more than one pint, $1.25 per case, and any excess beyond those quantities found in such bottles or jugs shall be subject to a duty of four cents per pint or fractional part thereof, but no separate or additional duty shall be assessed upon the bottles or jugs.

Paintings in oil or water colors, pastels, pen and ink drawings and statuary, 15 per cent ad valorem.

Article 2.—It is further agreed on the part of the United States that the modifications of the customs and consular regulations set forth in the annexed diplomatic note, and made a part of the consideration of this agreement, shall go into effect as soon as possible and not later than from the date when this agreement shall be put in force.

CONCESSIONS TO THE UNITED STATES.

Article 3.—Reciprocally, the imperial German government concedes to the products of the soil and industry of the United States enumerated in the attached list upon their importation into Germany the rates of duty indicated therein.

Article 4.—The provisions of Articles 2 and 3 shall apply not only to products imported directly from the country of one of the contracting parties into that of the other, but also to products which are imported into the respective countries through a third country, so long as such products have not been subject to any further processes of manufacture in that country.

Article 5.—The present agreement shall apply also to countries or territories which are now, or may in the future, constitute a part of the customs territory of either contracting party.

Article 6.—The present agreement shall be ratified by his majesty the German Emperor, King of Prussia, as soon as possible, and upon official notice thereof the President of the United States shall issue his proclamation giving full effect to the respective provisions of this agreement.

This agreement shall take effect on July 1, 1907, and remain in force until June 30, 1908. In case neither of the contracting parties shall have given notice six months before the expiration of the above term of its intention to terminate the said agreement, it shall remain in force until six months from the date when either of the contracting parties shall notify the other of its intention to terminate the same.

TREASURY REGULATIONS.

The section of the agreement embodying the changes in Treasury regulations reads as follows:

Excellency: Referring to the commercial agreement signed this date between the Imperial German government and the government of the United States, I have the honor to inform you that instructions to the customs and consular officers of the United States and others concerned will be issued to cover the following points, and shall remain in force for the term of the aforesaid agreement:

A.

Market value, as defined by Section 19 of the customs administrative act, shall be construed to mean the export price whenever goods, wares and merchandise are sold wholly for export or sold in the home market only in limited quantities, by reason of which facts there cannot be established a market value based upon the sale of such goods, wares and merchandise in usual wholesale quantities, packed ready for shipment to the United States.

B.

Statements provided for in Section 8 of the Customs Administrative act are not to be required by consular officers except upon the request of the appraiser of the port, after entry of the goods. The consular regulations of 1896, Paragraph 674, shall be amended accordingly.

C.

In reappraisement cases the hearing shall be open and in the presence of the importer or his attorney, unless the board of appraisers shall certify to the Secretary of the Treasury that the public interest will suffer thereby, but in the latter case the importer shall be furnished with a summary of the facts developed at the closed hearing upon which the reappraisement is based.

D.

The practice in regard to "personal appearance before consul," "original bills," "declaration of name of ship," shall be made uniform in the sense:

1. That the personal appearance before the consular officer shall be demanded only in exceptional cases, where special reasons require a personal explanation.

2. That the original bills are only to be requested in cases where invoices presented to the consular officer for authentication include goods of various kinds that have been purchased from different manufacturers at places more or less remote from the consulate, and that these bills shall be returned after inspection by the consular officer.

2. That the declaration of the name of the ship in the invoice shall be dispensed with whenever the exporter at the time the invoice is presented for authentication is unable to name the ship. Paragraph 678 of such regulations, as amended March 1, 1906, shall be further amended by striking out the words "whenever the invoice is presented to be consulated in a country other than the one from which the merchandise is being directly exported to the United States," and by inserting after the first sentence the following clause: "As place in which the merchandise was purchased, is to be considered the place where the contract was made whenever this was done at the place where the exporter has his office."

Paragraph 681 of the "Consular Regulations of 1896," relative to "swearing to the invoice," shall be revoked.

E.

Special agents, confidential agents and others sent by the Treasury Department to investigate questions bearing upon customs administration shall be accredited to the German government through the Department of State at Washington and the Foreign Office at Berlin, and such agents shall co-operate with the several chambers of commerce located in the territory apportioned to such agents. It is hereby understood that the general principle as to personæ gratæ shall apply to these officials.

F.

The certificates as to value issued by German chambers of commerce shall be accepted by appraisers as competent evidence and be considered by them in connection with such other evidence as may be adduced.

ALL WANT TO COME HERE.

Italians Flocking Out of Native Country as Fast as Possible.

The Rev. William B. Farrill, pastor of the Roman Catholic Church of Our Lady of Loretta, Hempstead, Long Island, arrived here yesterday from Naples on the White Star liner Cretic, after a business trip through the southern part of Italy.

On the way up from Quarantine the Cretic passed a number of steamers the decks of which were crowded with immigrants, the majority of whom were Italians. The Cretic was crowded to capacity, with 2,115 steerage passengers, 1,900 of whom boarded the steamer at Naples.

When told that the port was congested with aliens and that more than 20,000 steerage passengers were detained aboard a dozen ships awaiting their turn to pass through Ellis Island, Father Farrill said:

"I am not surprised, for it seems to me that every peasant in Southern Italy has packed his baggage and is on his way to America. I can't understand why they are leaving their native heath. I was greatly impressed with the land as I passed through Southern Italy. The soil is exceedingly rich, the climate superb, but the country has been practically abandoned. Village after village was deserted, and when I asked where the inhabitants had gone I was told they had embarked for America. Great stories of the unlimited wealth of the United States have been told and retold to the peasants. They think of nothing else, and whenever a steamer departs for America they fall over one another to get aboard.

"If they worked half as hard in Italy as they do in the United States they would accumulate wealth more rapidly. The fever to reach the land of gold is not so infectious in Northern Italy. The peasants in that section are more content to make the best of conditions in their own country, but the people of the south are getting out as fast as ships will carry them, and in a short time there will be few persons to till the soil in Southern Italy."

PIER STRIKE SPREADS.

Both Sides Hold Out—Many Vessels Are Delayed.

A second attempt was made yesterday to bring about a settlement of the longshoremen's strike against the Ward Line and the Mallory Line companies through a conference with the representatives of the companies, but it proved a failure. One of the strike leaders, who are negroes, called on Superintendent Gibbs of the Ward Line. A compromise offer was made on behalf of the strikers, which was met by a counter proposition by the company. No settlement was reached and the negotiations were called off. The attempt to settle with the Mallory Line was equally unsuccessful.

About fifteen hundred of the longshoremen who were employed by these lines are now on strike in Manhattan and Brooklyn, of whom about one thousand are on strike against the Ward Line. Captain Barstow, superintendent of the Mallory Line, said that he had four hundred men at work, and it was stated at the Ward Line office that it had six hundred longshoremen employed.

The strike leader who conferred with Superintendent Gibbs of the Ward Line said that the strikers belonged to a union known as Longshoremen's Union No. 14, and that it would apply for a charter from the American Federation of Labor. Efforts are being made to organize the longshoremen of the other coastwise lines that they may make demands. The Vigilancia, of the Ward Line, sailed yesterday afternoon for Tampico, a number of hours late.

A good many vessels are held back at the Brooklyn piers owing to the strike. Police guarded the piers closely yesterday to keep the strikers at a safe distance, and all the entrances were watched. Fifteen negroes were put to work in an effort to break the strike of the longshoremen employed by Barber & Co., at Pier 36, foot of Pioneer street, Brooklyn, where the steamship Clan McMillan is being unloaded. More negroes are to be put to work along the Brooklyn waterfront where the longshoremen are on strike.

Altogether, it is estimated that about twenty-five hundred men have quit work at the Brooklyn piers through sympathy with the strikers. The Munson Line officials have a large force of white men at work, and threaten to send South for negroes to take the places of the two hundred men who quit work at their piers, and say they will not accede to the demands of the strikers.

At the entrance to the Bush docks a notice of warning to all venturesome strike breakers was posted. This notice contained a promise of a dose of cold lead for all those who disregarded the wishes of the strikers. Forty Irishmen, after a short conference with the committee of the strikers, decided to quit work. No cases of real violence were reported to the extra force of police which was detailed to prevent disturbances.

Many ships are tied up at the Bush docks. Unless the strike is ended or broken soon, it means the loss of $50,000 in fruit loaded on the various steamers.

The strike at the piers of the transatlantic steamships in Manhattan has not, so far as could be learned last night, extended beyond the piers of the American and Red Star lines, in West street. Superintendent E. F. Wright said that the White Star steamship Celtic would sail at 11 o'clock to-day. Eight gangs of strikebreakers were loading the vessel. The Red Star liner Kroonland, on which six gangs were working, is booked to sail to-morrow, a day later than schedule time. The strikebreakers have all been working overtime.

Lorenzo Madeno, of No. 58 James street, was arrested last night and locked up in the Oak street station on the charge of disorderly conduct. Richard Hudson, a clerk in the employ of the Long Island Railroad, accused Madeno of interfering with the workmen at the company's piers, at the foot of Roosevelt street, and of threatening them with bodily harm.

NEGRO EXHIBIT AT JAMESTOWN.

Has Exceeded Expectations and Will Be Opened by President on Georgia Day.

[By Telegraph to The Tribune.]

Richmond, Va., May 3.—Giles B. Jackson, the director general of the Negro exhibit at the Jamestown exposition, when seen at his headquarters in Richmond this morning, said that the exhibit from every point of view had exceeded the expectations of its promoters.

"Our dedication day," said Mr. Jackson, "will be June 10, the Georgia Day of the exposition, when President Roosevelt will deliver an address. He is also expected to speak to the Negro department and to touch the button in the main building which will open the exhibit representing ten millions of blacks, and showing their industrial development since their emancipation."

Among the speakers during the Negro jubilee week will be Charles Anderson, Collector of Customs of New York City.

FOUNDERS AND PATRIOTS' DINNER.

The New York Society of the Order of the Founders and Patriots of America will hold its eleventh annual banquet to-night at the Hotel Manhattan in commemoration of the 281st anniversary of the settlement of Manhattan Island and the beginning of Colonial government in what is now the State of New York.

Speeches will be made by ex-Governor Theodore Fitch, ex-Congressman John S. Wise, Governor Rollin S. Woodruff of Connecticut, General Stewart L. Woodford and General Grant and Admiral Coghlan.

Admiral Dewey is the governor-general of the order, whose membership is limited to men descended from Colonial settlers of the first fifty years after the founding of Jamestown and from immediate ancestors loyal to the cause of the colonists during the American Revolution.

NEW ROXBURY LATIN SCHOOL HEAD.

[By Telegraph to The Tribune.]

Boston, May 3.—At a special meeting of the board of trustees of the Roxbury Latin School to-day the Rev. Theodore C. Williams, of New York City, was elected principal, vice Head Master William C. Collar, resigned. Mr. Williams is widely known as a traveller and lecturer. He is a graduate of Harvard and Andover Theological Seminary and has been pastor of All Souls' Unitarian Church, New York. Later he was head master of the Hackley School, at Tarrytown, remaining there about six years. Since 1905 he has been travelling in Greece and Italy.

ARMY AND NAVY NEWS.

Admiral Goodrich to Command Brooklyn Navy Yard.

[From The Tribune Bureau.]

Washington, May 3.

TO SUCCEED ADMIRAL COGHLAN.—Rear Admiral Caspar F. Goodrich, U. S. N., will succeed Rear Admiral J. B. Coghlan, U. S. N. (retired), as commandant of the navy yard at Brooklyn on June 1. Rear Admiral Goodrich is one of the best known and ablest officers of the naval service. He was graduated from the Naval Academy at the head of his class, in 1864, and has seen much important service. He was naval attaché on the staff of General Wolseley during the Tel-el-Kebir campaign, in 1882; was a member of the Endicott fortifications board in 1885, has been in charge of the naval torpedo station and was at one time premier of the Naval War College. He commanded the auxiliary cruiser St. Louis and the United States ship Newark during the Spanish-American War. Rear Admiral Goodrich is at present on duty in Washington. Mrs. Goodrich is the daughter of Charles E. Milner, of New York, and their home is at Pomfret, Conn.

COAST ARTILLERY PRACTICE.—The new artillery practice year will begin hereafter on January 1, instead of July 1, so as to correspond with the calendar year, instead of the fiscal year. By this means it will be possible to announce the yearly allowance of ammunition for the coast artillery in its practice with the big guns of the seaboard fortifications. This year there will be no change in the allowance, and no special amendments are made in the arrangements for firing for practice. Such changes in the practice firing of eight, ten and twelve inch guns are mainly technical, and in the end amount to the ten shots which have been fired with each gun annually. There will be a number of new coast artillery companies by virtue of the law of January 25, but these are not provided for in the present allowance of ammunition, as they will not be organized for some months and will not get down to working order so as to require rules and regulations for artillery practice.

BROOKLYN DRY DOCK DELAY.—The Navy Department will again take up the question of the completion of the new dry dock at the navy yard at Brooklyn. Some weeks ago a recommendation was made that the present contract be annulled because the contractor refused to proceed with the work. He said that the progress of the dock construction had been obstructed by local influences for which the government was responsible. This is denied by the Navy Department and it seems to be impossible to adjust the matter short of an annulment of the contract. There has been no work done on the dock since last August, and the delay in completion has been serious, considering the need of a dock and the demand upon the facilities at the Brooklyn yard. The question is now under consideration again in view of the reports which have recently been received from Brooklyn.

CHANCES FOR CIVIL ENGINEERS.—An examination will take place at New York on July 5 and probably at Chicago on the same date, with a view to filling six vacancies existing in the grade of assistant civil engineer in the navy. There has been much difficulty in obtaining qualified candidates, but it is hoped that with the improved conditions in the corps the coming examination will fill all the vacancies, in which case it is likely the examination will be the last to which civilian candidates will be eligible. There is a disposition to limit appointments to the corps of civil engineers to graduates of the Naval Academy, and it is certain there are enough junior officers of the line and sonio; midshipmen who are anxious to enter the corps, where the prospects of promotion are better than in the line, and where the opportunities for special work are greater. The pay of the civil engineer ranges from $1,800 to $3,500, and as these officers always have furnished quarters or receive commutation for quarters amounting to from $24 to $96 a month, according to the rank of the officer, the lowest pay may be said to be $2,088 a year. This is considered an attractive billet for young civil engineers, and with the prospect of new legislation next session there ought to be no difficulty in obtaining the civil engineers desired.

MILITARY SURGEONS SCARCE.—The army medical department is not destined to obtain the thirty or more asistant surgeons required to fill the vacancies in the junior grade of that branch. The examinations which began on Monday are believed to have provided few if any acceptable candidates from the thirty-three medical school graduates who were authorized to appear before boards convened in different parts of the country, including one at Fort Jay, New York, for those who live in or near New York City. The report from Fort Jay states that of the several candidates authorized to appear before the board there, only one reported, and he was found physically disqualified. Of the four candidates who were authorized to report to the board at Fort Sheridan, Illinois, two failed to appear, one was found disqualified and one has proceeded with the examination. At Fort Thomas, Kentucky, the only candidate who presented himself was pronounced physically disqualified. The failure to obtain acceptable candidates for the army medical department is attributed to the fact that there is little to attract young officers to a corps where promotion is seriously impeded and where relief has been so far denied by Congress.

ARMY DOUGH TROUGH TRIALS.—The army commissaries are experimenting with a collapsible dough trough, something which will enable the breadmakers of the army to mix the dough in the field without being seriously encumbered with the paraphernalia which is easy enough to keep on hand in garrison. In all field work it is necessary to reduce the weights to be carried by the army wagons, and it is also necessary to have as little space occupied as possible. Several experiments have been made with a dough trough built of canvas and so constructed that it could be folded when not in use to facilitate its transportation. This was found not to be steady enough, and did not retain the heat. Further trial is to be made with a dough trough built of wood or fibre. It will be eight or ten feet in length—just long enough to be slid into the army wagon. The capacity of one of the troughs to be tried will be eighty rations, but they can be made of dimensions sufficient to contain two hundred rations of dough. The sides, ends and top are detachable and fold up in such a manner as to reduce the size to the minimum and permit of convenient transportation. There is nothing like this dough trough in the market, and the manufacturers will make several types in order that the army commissaries may test them fully.

ORDERS ISSUED.—The following orders have been issued:

ARMY.

Major General LEONARD WOOD, from command Philippines Division to Governor's Island, and assume command Department of the East, relieving Major General FREDERICK D. GRANT, who will then proceed to Chicago, and assume command Department of the Lakes, relieving Brigadier General WILLIAM H. CARTER, who will proceed to Omaha, and assume command Department of the Missouri.

Major General JOHN F. WESTON, to command Philippines Division.

Major General ADOLPHUS W. GREELY, upon discontinuance Northern Division, to Vancouver Barracks, and assume command Department of the Columbia.

Brigadier General ALBERT L. MYER, to San Antonio, and assume command Department of Texas.

Brigadier General EARL D. THOMAS, to Omaha and assume command temporarily Department of the Missouri.

Brigadier General CHARLES L. HODGES, to Philippines Division.

Lieutenant Colonel WALTER L. FINLEY, to a portion of the 13th Cavalry at Fort Riley.

Captain MATHEW E. SAVILLE, 27th Infantry, to Army and Navy General Hospital, Hot Springs.

Captain HERBERT G. SHAW, assistant surgeon, from general hospital, Presidio, San Francisco, to Vancouver Barracks.

Contract Surgeon RICHARD P. BELL, from transport Kilpatrick to Fort Levett.

Captain FRANK H. LAWTON, commissary, Kansas City; detailed acting quartermaster, relieving Major CHARLES P. STIVERS, commissary.

Lieutenant Colonel CLARENCE DEEMS, artillery corps, Fort Schuyler; to command Fort Howard and artillery district of Baltimore.

Captain ANDREW J. DOUGHERTY, from 28th to 30th Infantry.

Captain ASA T. ABBOTT, retired, from University of South Dakota, Vermillion, June 30; to his home.

First Lieutenant PHILIP W. CORBUSIER, 14th Cavalry; detailed professor of military science at Agricultural and Mechanical College of Kentucky, Lexington, to take effect August 4, relieving Captain WILSON B. BURTT, 18th Infantry, who will proceed to his regiment.

Captain GEORGE A. NUGENT, quartermaster, from detail in quartermaster's department.

Brigadier General CHARLES MORTON, to San Francisco.

NAVY.

Lieutenants N. E. NICHOLS, W. W. SMITH and A. STATON, commissioned.

Midshipman T. WITHERS, Jr., detached from the Alabama; to the Denver.

Midshipman C. A. BONVILLIAN, detached from the Columbia; to the Alabama.

Midshipman S. W. CAKE, detached from the Columbia; to the Virginia.

Passed Assistant Paymaster F. T. WATROUS, to duty in connection with the fitting out of the Olympia, navy yard, Norfolk.

By cable from Rear Admiral James H. Dayton, commander in chief Pacific fleet, Manila, May 2:

Lieutenant Commander G. W. LAWS, detached from Cavite Station; to home.

Ensign S. M. SMEALLIE, detached from the Maryland; to the Chauncey.

Midshipman A. W. FITCH, detached from the Pennsylvania; to the Chauncey.

Midshipman F. G. BLASDEL, detached from the Chauncey; to the Pennsylvania.

Midshipman W. O. SPEARS, detached from the Pampanga; to the West Virginia.

Midshipman C. M. AUSTIN, detached from the Chauncey; to the West Virginia.

Midshipman H. DELANO, detached from the Paragua; to the Rainbow.

First Lieutenant A. STOKES, U. S. M. C., detached from the Raleigh; to the marine barracks, Cavite.

Pay Director J. E. CANN died at Portsmouth May 2.

MARINE CORPS.

Captain HENRY O. BISSET, detached from the Army and Navy General Hospital, Fort Hayard, to the marine barracks, navy yard, New York, to command.

First Lieutenant DANIEL J. B. BLAKE, detached from the Columbia, to take charge of the recruiting district of Indiana, relieving First Lieutenant ROBERT Y. RHEA, who will proceed to the marine barracks, navy yard, Norfolk.

Lieutenant Colonel CHARLES A. DOYEN, detached from the headquarters of the marine corps, to command marine barracks and school of application, Annapolis.

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

ARRIVED.

May 1—The Callao at Hong Kong; the St. Louis at navy yard, New York.

May 2—The Cæsar at Norfolk.

SAILED.

May 1—The Nanshan, from Cavité for Yokohama.

May 2—The Stringham, the Wilkes, the Blakely, the Stockton and the Delong, from Washington for a cruise; the Ajax, from Hampton Roads for Bradford; the Cleveland and the Denver, from Hampton Roads for Tompkinsville; the Chicago, from Acapulco for Magdalena Bay; the Boston, from Acapulco for Mare Island.

The Denver and the Cleveland detached from the sixth division, Atlantic fleet, and ordered to proceed by way of the Suez Canal to the second division, Pacific fleet.

OCTOPUS MAKES RECORD.

Fast Time by Submarine in First Newport Tests.

[By Telegraph to The Tribune.]

Newport, R. I., May 3.—In the comparative submarine boat tests that are now being carried on in Narragansett Bay, off Newport, to decide the merits of the two submarines, the Octopus and Lake, the Octopus broke two speed records to-day while going over the government's measured mile course. In three times over the course the boat made an average speed of a fraction over eleven knots, while using only her gasolene engines.

Besides being tested for surface runs, the Octopus had a series of trials in the semi-submerged condition, and in these made ten knots. In these the electric motors alone were used.

To show the Octopus's ability to go under water at a second's notice, the boat made a quick dive, going down 20 feet and immediately coming to the surface again. The Octopus will have submerged tests to-morrow.

GET BRAZILIAN DIAMOND MINE.

New York, Boston and Pittsburg Capitalists Buy the Sopa—Machinery Ordered.

[By Telegraph to The Tribune.]

Pittsburg, May 3.—The Sopa diamond mine in the state of Mines Geraes, Brazil, has been purchased by a syndicate of New York, Boston and Pittsburg capitalists. The price is said to be about $1,500,000, and contracts for $300,000 worth of mining machinery have already been let. The Pittsburg end of the syndicate is headed by Harry A. Marlin, former president of the Pittsburg Exchange, while the Boston interests are represented by F. Milton Johnston, mining engineer of New York. For the last fifty years the mine has been worked by native labor.

The new owners will install the latest machinery.

CHICAGO BONDS PAID OFF.

A large part of the bonds of the Chicago Terminal Transfer Railroad Company were presented yesterday at the office of the United States Trust Company and paid off, funds for the purpose having been deposited with the trust company by the Baltimore & Ohio Railroad Company under the terms of the recent court order in Chicago. It is understood that bonds presented to-day and within the next few days also will be paid off. The foreclosure sale of the Chicago Terminal property, which had been scheduled for yesterday, was postponed because of the court order, which enjoined all proceedings except the cancellation of the bonds, pending litigation of the question of the Baltimore & Ohio's lease.

THE PRINT CLOTH MARKET.

Fall River, Mass., May 3.—Sales in the print cloth market for the week are estimated at 200,000 pieces. The amount of goods disposed of during the week will equal the total output. There has been active demand for both wide and narrow styles for deliveries well into the fall months. Prices for narrow odds are up 1-16c from last week.

As has been the case for the last three or four weeks, manufacturers are finding difficulty in taking care of all the orders that are being placed. Slight concessions are being made for a few styles for deliveries perhaps six or eight months ahead, but for nearby or spots the tone is strong. Indications point to a firm market for some time to come, and it is the general opinion that if the present demand is continued, higher prices may result.

The quotations are: 28-inch, 64 squares, 4 9-16c nominal; 28-inch, 64 by 60, 4 7-16c; 38½-inch, 64 squares, 7c; spots, 6⅞c, contracts; 39-inch, 68 by 72, 7¾c nominal.

BUSINESS TROUBLES.

The schedules in the assignment of Myles J. and Kate E. Murphy, importers of linens and novelties at No. 155 West 23d street and No. 500 Fifth avenue, show liabilities, $6,146; nominal and actual assets, $2,737.

These petitions in bankruptcy were filed yesterday with the Clerk of the United States District Court:

An involuntary petition against the R. & H. Laundry Company, a New York corporation (no address), by V. Arthur White, with a claim of $1,355. The charge is made that one of the directors has recently in the Supreme Court asked for a dissolution of the company and the appointment of a receiver; also, it is charged that the corporation has not been operated in the interests of the stockholders, and that preferential payments have been made.

An involuntary petition against Morris Rogoff, waists, No. 409 Broome street, by creditors with claims as follows: Samuel Leviton, $230; M. Bernstein & Sons, $180; Jacob Meyer, $200. Charges are made of preferential transfer of assets.

A voluntary petition by Max Glassberg, trading as the Columbia Store Fixture Company, No. 324 East 14th street, showing debts of $11,805, and assets of $3,040. The latter includes $3,000 of insurance policies. The principal creditors are the Progressive Realty Company, $25,173; S. Karf, $2,400; Louis Black, $4,371; Mutual Alliance Trust Company, $3,500.

Schedules of Najem Mollish, involuntary bankrupt, show debts of about $50,000 or $55,000, no total having been made. The assets are about $56,000. The principal creditors are Malleck & Herrons, $6,438; Ama Sabra, $4,325. The assets consist of notes, $5,356; stock of silk kimonas, $18,105; machinery and fixtures, $3,369; accounts due, $12,470; insurance policies, $7,000, deposited in bank, $3.

TO TAKE FITZGERALD TESTIMONY.

Ex-Congressman Henry Bacon, of Goshen, N. Y., was appointed yesterday to take evidence in the disbarment proceedings which have been instituted against Justice Thomas W. Fitzgerald, of the Court of Special Sessions, Brooklyn. The petition was filed with the Appellate Division of the Supreme Court by the Brooklyn Bar Association several days ago. The charges are neglect of duty and others of a serious nature.

WANT MILK DISPENSARIES.

The New York City Federation of Women's Clubs, in session at the Hotel Astor, adopted a resolution yesterday calling on the city to provide temporary structures in the parks for the distribution of pure milk for the children of the tenements. Nathan Straus has offered to provide an abundant supply of pasteurized and modified milk, in nursing bottles and by the glass, in addition to providing competent medical supervision of the work, if these dispensary structures are built. The Board of Aldermen has already recommended an appropriation of $8,000 for the work, which will soon be brought before the Mayor for indorsement.

NEW YORKER TO REPRESENT CORNELL.

Ithaca, N. Y., May 3.—Joseph H. Kohan, of New York, was selected to-night to represent Cornell in the Central Oratorical League contest, and left here to-night for Chicago. His speech is entitled, "When Shall the Jew Pass?" W. W. Taylor, of Brooklyn, to-night won the Woodford prize of $100.

CITY NEWS IN BRIEF.

Mrs. Alice Chism, who was arrested on Sunday at the request of Robert McBride, her brother-in-law, charging her with disorderly conduct, was discharged in the West Side court yesterday.

The annual meeting of the Temple Emanu-El will be held on May 9 in the vestry rooms of the temple, Fifth avenue and 43d street. The annual election of officers will take place on the same evening.

The will of Frank A. Ehret, son of George Ehret, who died on March 26 at his home, No. 1197 Park avenue, was filed for probate in the Surrogate's office yesterday.

Joseph, the five-year-old son of Joseph Bauman, of No. 1287 Avenue A, was drowned yesterday in the East River, at 75th street. The child was playing on the pier with several other youngsters. He tried to board a coal boat, according to his companions, when he lost his footing. The body has not been recovered.

Of ninety-four defendants charged with violating the automobile law tried yesterday in Special Sessions fifty-three prisoners pleaded guilty and were let off with fines ranging from $10 to $25. Harry W. Parker, a chauffeur, was fined $50 for a second offence.

TRADE E&W. MARK

Troy's best Product

The fisherman knows for strength he must use a linen line.

EARL & WILSON.

Collars of linen.

MARINE INTELLIGENCE.

MINIATURE ALMANAC.

Sun rises 4:56 | Sun sets 6:58 | Moon rises 12:57 | Moon's age 22

HIGH WATER.

A.M.—Sandy Hook, 12:21 | Gov. Island 12:25 | Hell Gate 2:14
P.M.—Sandy Hook 1:14 | Gov. Island 1:17 | Hell Gate 3:10

WIRELESS REPORTS.

The New York, which reported to Sable Island at 7 a. m. yesterday, when 684 miles east of Sandy Hook, is expected to dock about 8 a. m. to-morrow.

The Umbria, which was reported yesterday as 713 miles east of Sandy Hook at 9 a. m., is expected to dock about 8 a. m. to-morrow.

The Blücher, which reported to Sable Island at 10 a. m. yesterday, when 230 miles southeast of that station, is expected to dock about 1 p. m. to-morrow.

La Savoie, which reported to Slasconset at 6 a. m. yesterday, when 160 miles east of Nantucket Lightship, is expected to dock about 8 a. m. to-day.

INCOMING STEAMERS.

TO-DAY.

Vessel.	From.	Line.
*Brasile	Naples, April 20	La Veloce
*La Savoie	Havre, April 27	French
*Mexico	Havana, May 1	Ward
*Prins Willem III	Hayti, April 28	D W I
Indrasamha	Gibraltar, April 18	Japan
Alamo	Galveston, April 27	Mallory
El Sud	New Orleans, April 27	So Pacific
Citta di Torino	Gibraltar, April 22	La Veloce
St Andrew	Antwerp, April 20	Phœnix
City of Columbus	Savannah, May 1	Savannah
Brooklyn City	Swansea, April 20	Bristol
El Mar	Galveston, April 28	So Pacific

SUNDAY, MAY 5.

*New York	Southampton, April 27	American
*Umbria	Liverpool, April 27	Cunard
*Panama	Colon, April 29	Panama
*San Juan	Porto Rico, April 30	N Y & P R
Blücher	Cherbourg, April 26	Hamb-Am
Florida	Naples, April 19	Lloyd Italian
El Paso	Galveston, April 29	So Pacific
El Sud	New Orleans, April 29	So Pacific

MONDAY, MAY 6.

*Vaderland	Dover, April 27	Red Star
*Ryndam	Boulogne, April 28	Holland-Am
*Philadelphia	San Juan, May 1	Red D
*Cameno	Barbados, April 29	Lamp & Holt
Minneapolis	London, April 27	Atlantic Trans
El Alba	Galveston, April 30	So Pacific
Trave	Bremen, April 25	N G Lloyd
Campania	Naples, April 22	Italian
Carpathia	Gibraltar, April 27	Cunard
Momus	New Orleans, May 5	So. Pacific

TUESDAY, MAY 7.

*Kaiser Wilhelm II	Bremen, April 30	N G Lloyd
Cevic	Liverpool, April 26	White Star
Eugenia	Palermo, April 22	——
Denver	Galveston, May 1	Mallory
El Alba	Galveston, May 1	So. Pacific

*Brings mail.

OUTGOING STEAMERS.

TO-DAY.

Vessel.	For.	Line.	Mail closes.	Vessel sails.
Lucania	Liverpool, Cunard		6:30 a m	10:00 a m
Celtic	Southampton, American		7:30 a m	11:00 a m
Zulia	Curacao, Red D		8:30 a m	12:00 m
Coamo	San Juan, N Y & P R		9:00 a m	12:00 m
Talisman	St Kitt's, N Y & Dem		9:00 a m	11:00 a m
Parima	St Thomas, Quebec		9:30 a m	12:00 m
Morro Castle	Havana, Ward		10:00 a m	1:00 p m
Minnetonka	London, Atlan-Trans		——	11:00 a m
Columbia	Glasgow, Anchor		——	12:00 m
Barbarossa	Naples, N G Lloyd		——	11:00 a m
Patricia	Hamburg, Hamb-Amer		——	10:30 a m
La Bretagne	Havre, French		——	3:00 p m
Giulia	Naples, Austrian		——	——
El Valle	Galveston, So Pacific		——	3:00 p m
El Dorado	New Orleans, So Pacific		——	3:00 p m
Algonquin	Jacksonville, Clyde		——	3:00 p m
Proteus	New Orleans, So Pacific		——	12:00 m
Saale	Mobile, Mallory		——	3:00 p m
Colorado	Galveston, Mallory		——	3:00 p m
City of Memphis	Savannah, Savannah		——	3:00 p m

SUNDAY, MAY 5.

Sarnia	Jamaica, Hamb-Am		6:30 a m	9:00 a m
Grangense	Para, Booth		4:30 a m	6:30 a m
Kroonland	Antwerp, Red Star		——	——

MONDAY, MAY 6.

Advance	Colon, Panama	11:30 a m	3:00 p m
Byron	Para, Lamp & Holt	7:00 a m	10:30 a m
Telesfora	Argentine, Barber	12:00 m	3:00 p m
Montevideo	Cadi, Spanish	——	10:00 a m

TRANSPACIFIC MAILS.

Destination and Steamer.	Close in N. Y.
Hawaii, Japan, Corea, China and Philippine Islands (via San Francisco)—Siberia	May 6, 12:30 a m
Hawaii (via San Francisco)—Alameda	May 7, 12:30 a m
Japan, Corea, China and Philippine Islands (via Victoria and Vancouver, B. C.)—Empress of China	May 8, 6:00 p m
Japan, Corea and China (specially addressed only), (via Seattle)—Aki Maru	May 8, 6:00 p m
Japan, Corea, China and Philippine Islands (via Tacoma)—Oanfa	May 9, 6:00 p m
Tahiti and Marquesas Islands (via San Francisco)—Mariposa	May 17, 12:30 a m
Australia (except West), New Zealand, Samoan Islands, Fiji Islands and New Caledonia (via Vancouver and Victoria, B. C.)—Miowera	May 18, 6:00 p m

SHIPPING NEWS.

Port of New York, Friday, May 3, 1907.

ARRIVED.

Steamer Olinda (Cuban), Hansen, Port Padre April 22, Gibara 25, Nuevitas 27 and Nipe Bay 28, to W D Munson, with 68 passengers and mdse. Arrived at the