

TRANSIT PROBE TO-DAY. SHONTS FIRST WITNESS. Public Service Commission Ready for Searching Investigation.

Thodore P. Shonts, president of the Interborough-Metropolitan merger, will be called as the first witness in the investigation of New York's great rapid transit system by the Public Service Commission at 2 o'clock this afternoon.

Commissioner Wilcox said last night that everything was in readiness for the opening of the investigation. After Mr. Shonts has been examined H. H. Vreeland, president of the Metropolitan Securities Company, Oren Root, general manager of the New York City Railway Company and vice-president of the Metropolitan Securities Company, Frank Hedley, general manager of the Interborough Rapid Transit Company, and Mr. Ivins, president of the Interborough-Metropolitan merger, will be called in that order.

"I think," said Mr. Ivins, "that as a matter of fact we will consume all the afternoon in the examination of Mr. Shonts. I don't believe there will be time for any of the other witnesses."

"How long will the investigation last?" Mr. Ivins was asked. "I do not know. It is impossible to say—perhaps to eternity," he replied, smiling broadly. The investigation will be continued Friday. Mr. Wilcox said he had not determined whether to hold one session or two sessions a day. "The hold one session each day," he said, "that we will hold one session each day, with the exception of Saturday. That will be in the afternoon. But this point we shall definitely determine later."

Mr. Wilcox declined again to say whether Thomas F. Ryan and August Belmont would be called as witnesses. Mr. Ryan is president of the Interborough-Metropolitan merger and the roads that compose it. Subpoenas will be served on these as they are needed. Mr. Wilcox skinned yesterday a number of blank subpoenas, sending them down to Mr. Ivins's offices.

After a short conference between the chairman of the commission and special counsel, it was said that plans had been fully matured for the investigation. "There is a lot of work still to do," said Mr. Ivins, "but we are well prepared for the start."

Mr. Ivins has been putting in a large amount of work on the case, and has selected by him will push the investigation with more than his usual energy. He was selected by the commission for this task because of his intimate knowledge of transit methods and affairs.

While Commissioner Wilcox will have entire charge of the investigation the other members of the Public Service Commission will probably attend to-day's hearing. Mr. Wilcox has been doing so in this investigation he has not had sufficient time for the other work of the commission, although he will be called on to do so on this account. It is thought that if this is holding hearings in the afternoon, if this is done the morning will have the morning to devote to the other work of the commission.

In conducting the hearings Mr. Wilcox acts in a semi-judicial capacity. After all is over he will submit the testimony, together with his own recommendations, to the commission sitting as a committee of the whole, as provided by the public service act.

BELMONT INQUIRY NOW. Public Service Commission to Investigate Steincay Tunnel.

To the long list of investigations either started or about to be started by the Public Service Commission another important one was added yesterday morning when the commission adopted unanimously a resolution instructing Commissioner Malitte to "investigate and report upon the status of the subway and tunnel, commonly known as the Steincay tunnel, and to ascertain what rights and franchises are held by the owners of the tunnel."

This tunnel, generally known as the Belmont tunnel, runs from 42d street, under the East River, to Long Island City, and there connects with the Brooklyn Rapid Transit system, thus furnishing direct transit from the Borough of Queens to Manhattan. The city and the various Belmont interests have had a long fight in the courts over the tunnel. It has been held that there was no valid franchise ever granted for building the tunnel in the first place, and again it has been said that if there was such a valid franchise it became null and void because of the failure of the Belmont interests to have the tunnel ready for operation on January 1, 1907.

Commissioner Basset received a Queens County declaration last Thursday, who, fearing that an additional fare of 3 cents would be charged through the tunnel, and that there would be no through service, he immediately brought the matter before the commission. The result was the resolution adopted yesterday. Mr. Malitte will have full charge of the investigation from November 1, it is said.

The commission, by adopting another resolution, directed George S. Rice, its chief engineer, to report to that effect that he had no through service for the McAdoo system. Mr. Rice was also directed to report what portions of these tunnels the City of New York had the right to be purchased, and what portions are to be operated by the public service.

and complex that it seems almost impossible to unravel them. But the task of unravelling has been undertaken by Mr. Ivins and Chairman Wilcox. They believe they can accomplish it. Wilcox says that the only living men who have a comprehensive grasp of the situation are Mr. Belmont and Mr. Ryan. The latter is at present in Europe, but it is thought will voluntarily return if his presence is needed.

The Interborough-Metropolitan company owns the greater part of the stock of the Metropolitan Securities Company and the Metropolitan Street Railway Company. The Securities company holds a controlling interest in the stock of the New York City Railway Company. These three companies will have to do with the surface lines comprised in the Interborough-Metropolitan system, and all their will come in for considerable attention during the investigation.

It is through the ownership of the Metropolitan Securities Company that the merger has been able to pay the 5 per cent dividends on its cumulative preferred stock, although the actual earnings would barely pay a dividend of half that amount. The city and the various Belmont interests have had a long fight in the courts over the tunnel. It has been held that there was no valid franchise ever granted for building the tunnel in the first place, and again it has been said that if there was such a valid franchise it became null and void because of the failure of the Belmont interests to have the tunnel ready for operation on January 1, 1907.

The principal officials of the road are August Belmont, chairman of the board, Theodore P. Shonts, president, Charles A. Conant, E. Mora Davidson, W. J. Mills, John B. McDonald, vice-presidents, H. M. Fisher, secretary, J. K. Conroy, treasurer, and James I. Burke, assistant treasurer.

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The usual number of complaints were received from residents in The Bronx, and referred to committees or filed.

BELMONT TUNNEL NEARLY READY. Change in the Work There Simply Precautionary, Says Chief Engineer.

E. B. Shailer, chief engineer of the Deegan Contracting Company, when asked yesterday about the report that the men in the south tube of the Belmont tunnel had to be taken off the heading that leads from Man-o-War Rock toward the Long Island City, said:

"We stopped work there about a month ago because we were then on a rock bottom, and we want to have the two cutting shields joined on rock, which is safer than to have the tube connections made on a mud foundation. Another reason why we are working only on the heading leading from Long Island City is to prevent the dangers of a tunnel when the connections of a tunnel like the Belmont occur."

The rest of the air pressure test did not show any signs of a blowout. The two headings will be connected next week. There are no blowers in the way; only about fourteen feet of boring is still to be done.

LEATHER COMPANIES ENJOINED. Order Restrains United States and Central Concerns from Consolidating.

Vice-Chancellor Emery signed a formal order yesterday at Newark, N. J., in the suit of Jones C. Colgate and other leather companies against the United States and Central Leather Company from carrying out an consolidation agreement. The Vice-Chancellor announced some time ago he would grant the injunction, but he had not done so until now.

Don't forget that Box of Shipley's Unsuspected CANDIES For your Family or Friends in the Country. CALL-MAIL or PHONE YOUR ORDERS. HOW ABOUT YOUR VACATION? YOU KNOW YOU'D PREFER A BOX OF Shipley's Candies.

ORE DOCK STRIKE ENDS. Men Back on Old Terms—Threat of Violence at Iron Mines.

Duluth, Minn., July 31.—The ore dock workers, who have been on a strike for recognition of the union and an increase in pay, voted today to return to work to-morrow. Neither of the requests of the men was granted by the Duluth, Mesaba & Northern Railroad, and the men will return to work under the conditions that existed when they struck. All employees will be taken back without prejudice.

The railroad to-day in a letter renewed the offer to treat with the men individually or by committee on an open shop basis if the men would return to work. The men, fearing that unless they accepted the terms offered they would not be able to get back their places, voted to return to work after a long discussion.

Payroll mine No. 4, at Eveleville, resumed operations today after an afternoon stoppage. The settlement of the dock strike has paved the way for a resumption of mining on the range. The steel company will proceed to open mines, but trouble may follow.

Petrella, the strike leader, sent a telegram to the Governor to-day, saying that strikers would leave the country had they been unable to bring their just wages, that armed deputies prevented the men from meeting in their own halls, and that unless immediate measures were taken by the Governor the men would be compelled to go into bodily conflict to safeguard their rights.

Governor Johnson to-night sent three men to the iron range to investigate conditions. The Governor to-day afternoon sent three men to Petrella's telegram.

The mining companies state that it is not true that they have refused to pay the men their wages; that they are willing to pay all the men anything coming to them; they also state that they have not prevented the men from holding meetings or prevented them from holding meetings therein. Any resistance of the kind you threaten would call for armed interference by me, when all men alike will be protected in their liberty and property.

St. Paul, July 31.—After a consultation with his advisers this afternoon Governor Johnson decided to send a personal representative to the Iron Range to investigate whether or not it would be advisable to send state troops, there would be no conflict, that this was deemed have been so conflicting that this was deemed necessary. This announcement was made after Frank B. Kellogg, attorney for the steel corporation, had been in consultation with the Governor for some time.

The companies of the Twin Cities, practically have been under a sailing order for several days. Adjutant-General Wood returned from Cape Lakeview to-day.

Hibbing, Minn., July 31.—Six hundred striking miners, who started out early this morning to sweep the entire Chisholm district and divide the Iron Range, were working were intimidated, the men in the hall where they started, driven Deputy Sheriff Magie and ten other armed deputies, and after being severely lectured by Chief of Police Madden were dispersed. Madden told the strikers if there were any blood attempts at intimidation there would be searched for shed. Many of the men were found. Many men worked to-day at all the mines.

BELL COMPANIES LOSE. Contracts with Customers for Exclusive Right of Service Void.

A decision of great importance in the fight between the Bell Telephone interests and the independent telephone companies in this state was handed down by Justice Andrews in the Supreme Court, Syracuse, some days ago. The decision was entered into by form of contract which has been made with the Bell local companies, giving the exclusive service and the exclusive right of the installation of service to the Bell companies is void because it is against public policy.

The case arose from the attempt of the proprietors of the Hotel in Syracuse to violate one of these contracts with the Central New York Telephone and Telegraph Company. The contract was made in 1902, and in consideration of the installation of the wires and booths and the furnishing of space for the booths and wires, were to pay for service and were to undertake to allow no other telephone to be installed.

Some time ago the owners of the hotel ordered the company to remove its wires and booths and arranged to install another system, and the Central New York Telephone Company decided to terminate the contract on ninety days' notice did not exist. The court then took up the consideration of the question as to whether the exclusive feature of the contract was against the public interest and in restraint of trade, and on those points a temporary injunction was granted in July, 1906. Later a motion was made for the permanent injunction, and the court granted the permanent injunction on the ground that the temporary injunction forbidding the installation of the independent telephone system has been granted. The case will be carried to the Court of Appeals.

Colonel Greene After Gold Mines. (By Telegraph to the Tribune.) Mexico City, July 31.—A dispatch from Alamosa, Sonora, says that Colonel W. C. Greene, of New York, has offered \$1,500,000 for the famous Palmarejo gold mine near Chihuahua, Chihuahua. The mine is owned by the Palmarejo and Mexican Gold Fields Company (Limited), an English corporation. The offer is under consideration.

Show Buffaloes in New Act. At Miller Brothers' "101 Ranch—Wild West" show at Brighton Beach last night, before the herd of buffaloes was scheduled to come out into the arena, some one fired a shot into the herd, and the buffaloes dashed into the arena and stamped down an iron fence as if it were made of paper. That's all.

HUDSON RIVER By Daylight. Hudson River Steamer Line. Steamers: HUDSON, ALBANY, MARY FLETCHER, HUDSON, ALBANY, MARY FLETCHER.

AMERICAN LINE. Twin Screw Express and Passenger Service. Plymouth-Caribbean-Home. American Line.

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DRY GOODS. Open Daily Until 6 P. M. CLOSED ALL DAY SATURDAY. Until Further Notice.

HEARNS. 8, 18, 20, 22, 24, 26, 30 West Fourteenth St. 7, 9, 11, 13, 15, 17, 19, 20, 21, 22, 23, 24, 25, 27 and 29 West Thirteenth St.

Midsummer Specials in Women's Ready-Made Garments. If you know good style and quality you'll want to invest in these astonishing values!

Midsummer Specials in Women's Ready-Made Garments. Ladies Silk Suits—elaborate tucked and tailed models with lace, Persian Vests, article color, black, checks and stripes, etc.—\$18.00 to \$24.98. 9.98. That were \$24.98 1.98. That were \$24.98 2.98. That were \$24.98 3.98.

Women's Fine Washable Dresses Also Greatly Reduced! 1.98 were \$2.08. 2.98 were \$3.08. 4.98 were \$5.08. 6.98 were \$7.08.

Women's Fine Washable Dresses. Jumper, Princess and charming Two-Piece and Shirt Waist Styles—Batistes, Dotted Swisses, Dimities, Mulls, Lawns, Linen and Linens, black, white, colors, also dots, checks, stripes and fancy, with Claret, Val and Point de Paris Laces, Shirtings, bands, tucks, etc.—also finely tailored styles.

Midsummer Reductions in Women's Washable Waists. Ladies and Lawn—Effective combinations of Val, Claret and Baby Rib—high or Dutch neck—\$2.98. 1.98. Fine Lawn and Batiste—Fronts of shadow, Embroid, lace and Val lace and other elaborate designs, with Val lace and open handwork—were \$3.98. 2.98.

Midsummer Reductions in Petticoats and Hosiery. Women's heavy Taffeta Silk Petticoats—black, color and washable—tall or fancy styles—were \$5.98. 4.79. Extra Silk Black Satin Petticoats—black, color and washable—were \$1.25. 84. Black Gilt Petticoats—Light and washable—each according to Stock—two ruffles—also lace—were \$1.25. 59. Women's Fine Black Cotton Hose—double toe and heel—were \$1.25. 19. Women's Gilt Lace Thread Hose—double toe and heel—were \$1.25. 29. Children's Marcelline Lace Hose—black, toe and heel—were \$1.25. 24.

New York's Largest Dry Goods Store! Complete Merchandise Assortment Throughout the Summer. NO LIQUORS BUT EVERYTHING IN GROCERIES DRUGS DRY GOODS.

Reading and Writing Rooms, with telephone, time-tables, L and Subway Stations at 14th St. current magazines and newspapers—made in attendance. Nine Passenger Elevators. All surface cars transfer to 14th St.

No heat in buildings—dynamas and engines being in power house outside our stores. Electric cooling fans on all floors. Perfect Ventilation—Good Light—Courteous Attention. Restaurant—Best of viands at moderate prices, with special refreshment features during the warm season.

ALL DELIVERIES by our own wagons daily within a radius of twenty-five miles—FREE. PAID PURCHASES to amount of THREE DOLLARS and over, FREE BY EXPRESS within one hundred miles; FREE BY FREIGHT anywhere in New York, New Jersey, Pennsylvania and New England.

Women's Fine Corsets At Midsummer Prices. Summer weight Corset, Batiste and Flax Novelties—new models for Princess and other tight-fitting gowns—front and side garters attached—lace, eyelet embroidery and ribbon—size 18 to 26 and \$5.00. 1.98. regularly \$2.75 and \$5.00. 1.98.

Midsummer Prices for Women's Extra Size Underwear. Extra Size Corset Covers—cool linen finish—tight fitting—high neck—size 18 to 26 and \$5.00. 1.98. Extra Size Muslin Night Dresses—voice of H. S. tucks—V or high neck—ruffle finish—were \$4.98. 4.98. Extra Size Muslin Night Gowns—voice of H. S. tucks—V or high neck—ruffle finish—were \$4.98. 4.98.

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Special Lunches To-day (Thursday) 11:30 to 2:30. No. 1—Soup, English Pot Roast with Young Vegetables, Horseradish and Sweet Cream, Tea, Coffee or Milk. 30. No. 2—Soup, Cold Veal (stuffed), Spaghetti, Italian Sauce, Tea, Coffee or Milk. 30. No. 3—Soup, Broiled Lamb Chops with Stewed Tomatoes, Tea, Coffee or Milk. 30. No. 4—Soup, Roast Beef, New Peas, Fruit Pudding, Wine Sauce, Tea, Coffee or Milk. 30. If customers prefer they can have Breakfast Daily, 9 to 11 A. M.

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