



PRESIDENT HUNTING. CHASE ON IN EARNEST.

Favorable Conditions for Fine Sport—First Killing Reported.

Stamboul, La., Oct. 7.—Assistant Secretary Latta started out early to-day to find the President at his camp in the wilderness, but at a late hour to-night he had not returned. It is presumed that when he arrived at the camp the President was out on a hunt. Secretary Latta probably found it necessary to remain overnight, as he took a number of personal letters to the President. Mr. Latta was accompanied by his host, Leo Shields, who is familiar with the country.

Except that the temperature is too humid to render physical exercise enjoyable, the President is having favorable weather. Before his arrival there had been no rain for two weeks, and the conditions were unfavorable for hunting, the breaking of the dry twigs giving warning to the game, while the hard surface of the ground was trying to the feet of the dogs. Some of the dogs the President is using were so disabled recently by this condition that they came near being unfit for hunting.

The President's proverbial good luck was, however, with him. A gentle rain was falling when he arrived at Stamboul on Saturday, and there have been two or three showers since. None of them has been of great duration, but they have served the purpose of putting the forest in the best possible condition for both man and beast in stalking game.

While the atmosphere is steaming hot between showers, the President is reported to be showing himself capable of rising above this condition, in so far that neither heat nor rain has been permitted to interfere with the sport. The camp ground is well situated, and while on low land is not in a swamp, the site being comparatively dry.

Persons who have seen the tent say it is well furnished. There is a plank floor and a wooden wall running up four feet from the ground. The table is liberally supplied with fruits, canned delicacies and fresh venison.

Holt Collier, the champion Mississippi negro bear hunter, reported at the President's camp early to-day, ready for business in the canebreaks. He came down from Greenville on a boat and brought with him a fine kennel of dogs. The first report of a killing since the arrival of the Presidential party was received to-day. Ben Lilley, Collier's white rival, succeeded in bringing down a fine buck late Saturday afternoon soon after he made his appearance. The President dined yesterday on a choice cut of venison.

DR. LONG ON KILLING SHE BEARS.

President's "Nature Faking" Friend Gives Some Advice on Hunting.

[By Telegraph to the Tribune.] Stamford, Conn., Oct. 7.—Dr. William J. Long returned to-day from a long rest in Maine and continued his attacks on President Roosevelt, who headed him the "biggest nature faker of them all." He had a whole lot to say about the President's most recent article on nature faking, and wound up his opening outburst with "the only faker in this whole controversy. In my judgment, it is the big faker at Washington."

"How about the President's bear hunt?" was asked. "The last time he went hunting bears was in the spring, when mother bears had cubs and were weakened by the long winter's fast. According to his own boastful account he and his heroic band killed eleven bears, all mother bears and their little cubs, after a pack of dogs had driven the poor creatures into trees. Then he preached on the heroism of hunting and urged all sportsmen to unite in saving our few remaining bears."

PRESIDENT WILL PICK COTTON.

To Be Pitted Against Champion Negro Pickers of the Delta.

[By Telegraph to the Tribune.] Vicksburg, Miss., Oct. 7.—On the invitation of Major Lee Richardson, who is second only to John M. Parker as the largest cotton grower in the world, President Roosevelt will spend ten hours in the field picking cotton and will be pitted against some of the champion negro pickers of the Delta. Major Richardson, who was in Washington on the eve of Mr. Roosevelt's departure for the South, dramed the President to don blue overalls, a broad brimmed hat and homespun suspenders, and become a cotton picker—the first President cotton picker.

The President at once agreed, and the picking will be done on a plantation near here the day after Mr. Roosevelt reaches Vicksburg.

DO NOT AGREE WITH PRESIDENT.

Pittsburg Men Say His Boat Was Never in Danger of Collision with the Fred Hartweg.

Pittsburg, Oct. 7.—Members of the Pittsburg delegation to the Deep Waterways Convention at Memphis who have returned home do not agree with President Roosevelt that during the trip to Memphis there was any danger of collision between the steamboat Mississippi, on which was the Presidential party, and the Fred Hartweg, on which was the Pittsburg delegation.

The members of the Pittsburg delegation profess to believe that an injustice was done C. L. Nichols, pilot of the Hartweg, who was suspended on orders from the President.

Captain John Moran, who was on the Mississippi, says he was close to the President when the Hartweg came near, but at no time were the steamers closer than 100 feet, and he says there was not the slightest danger of collision.

"I was on the Hartweg," said Captain W. B. Rodgers, "and I never saw a fleet handled better. There was no accident, and at no time was there the least danger of an accident or collision. The President must have a mistaken notion when he thinks that experienced river men would take any chances at such a time."

HELD ON MESSAGE FROM BELGIUM.

Passenger on Red Star Steamer Zealand Charged with Embezzlement.

When the Red Star Line steamer Zealand, from Antwerp, reached Quarantine late yesterday she was boarded by Detective Gleason, of the Central Office, and Charles Roennet, chancellor of the Belgian Consulate in this city. The two were looking for a Belgian who, according to a cable message received at the consulate several days ago, was accused of embezzlement in Belgium.

The man was found and turned over to the immigration officials pending an investigation. It was said by one of the passengers that the man boarded the vessel at Dover," said Mr. Roennet, "and he was leaving the boat at the pier, and I am not so sure that he is guilty. We shall investigate the case to-morrow morning and then cable to Brussels for instructions."

NEW YORK DAY AT JAMESTOWN

Exposition, Thursday, October 10, low rates and convenient service, via Pennsylvania Railroad. The direct line—Advt.

WRECKED BY BIG GIRDER.

Huge Beam Knocks Down Railroad Construction Work.

A steel girder 100 feet long and of the heavy construction which modern railroads use in building bridges became loose yesterday afternoon while being swung into place over East Main street, in New Rochelle, and caused a wreck that will take twenty-four hours to clear up. One man came within a few inches of being killed.

The New York, New Haven & Hartford Railroad is six-tracking its line, which runs from New Rochelle to Port Morris and Casanova, in the Bronx. Incidentally, the road and the city are abolishing the death trap under the tracks at East Main street.

Temporary false work was erected to support the old tracks and admit of putting in new girders on both sides. One girder had been placed on the uprights, and a second, weighing many tons, was being swung into place when something happened, just what no one seems to know, but the giant steel beam swung around and down, knocking the false work down and tearing away a portion of one of the tracks of the old roadbed.

When the false work went down it carried with it electric wires of all kinds. One telephone cable alone contained 100 active wires, and its breaking cut off communication over a large section. Many other cables and single wires went down, as did electric light and the trolley road's wires.

The electrical display was brilliant, and it was not until electricians cut the wires in all directions back of the wreck that anything could be done toward clearing up.

William Bruno, of the firm of Jacino & Bruno, of New Rochelle, was passing underneath the bridge on a motor cycle, and a piece of steel fell upon his rear wheel, crushing it.

BALLOON CUP RACE.

Major Hersey to Represent United States in International Contest.

Washington, Oct. 7.—At the request of Professor Willis L. Moore, chief of the United States Weather Bureau, Secretary Wilson of the Department of Agriculture has authorized Major Henry B. Hersey, chief inspector of the government meteorological service, to represent this government in the international aeronautic cup race from St. Louis on October 21.

Major Hersey, who has just returned to this country from Spitzbergen, having assisted Walter Wellman in his effort to reach the North Pole with an airship, arrived in Washington to-day and requested permission of Secretary Wilson to take part in the race. The scientific knowledge the government expects to derive as a result of Major Hersey's participation was deemed by the department of sufficient importance to grant his request.

Major Hersey will use the same balloon in which Lieutenant Lahm won in the international race in Europe last year. He will make temperature and humidity observations at various altitudes during his flight across the country to the Pacific Coast. This will be the first international aeronautic race ever held in the United States, and all of the leading European clubs will be represented.

St. Louis, Oct. 7.—The balloons St. Louis and Pommer arrived to-day from Paris and Brussels, respectively, to be entered in the international races. In the Pommer Oscar Erbsloeh won the international aerial congress race at Brussels on September 15. Test balloons with recording instruments are sent up daily to ascertain atmospheric conditions in preparation for the contests.

CHINA REGAINS RIGHTS.

Russia Restores Manchurian Telegraph Lines—Japanese Friction.

Peking, Oct. 7.—A new telegraph convention between Russia and China was signed here to-day. Under it China recovers all her previous telegraph rights in Russian Manchuria and two thousand miles of lines and connections are formally turned back to her. Russia surrenders the privileges which she has exercised since the Boxer outbreak and in the future will pay telegraph royalties to China.

This is different from the Japanese procedure in Manchuria. Japan increased her claims for telegraph and telephone privileges and extended both methods of communication in defiance of the sovereignty of China, entangling this matter with the entire political question in Manchuria.

The Corea-Manchuria boundary dispute between China and Japan is at a deadlock. Three battalions of Chinese troops who received orders to occupy Chen-Tao were stopped by Japan's protest to China and the presence on the border of a detachment of Japanese troops under command of a lieutenant colonel. China relies for justification of her claim to Chen-Tao on an acknowledgment of the Emperor of Corea about seventeen years ago that her sovereignty extended there, while Japan relies upon the predominance of Korean interests and actual possession of the town.

China is pushing the construction of the telegraph line from Ninguta to Hun-Chun.

COLUMBIA ATHLETES IN TROUBLE.

So Many Men Have Conditions That Teams May Be Disbanded.

Unless the rule prohibiting Columbia students who have entrance conditions from competing in athletics is revoked some of the organizations will probably be compelled to disband for the simple reason that there will not be enough men eligible to form the various teams. The rule, which went into effect on September 1, states in substance that all students having entrance conditions will be debarred from all athletic contests.

This means that 67 per cent of the men in the college division and 73 per cent of the science men will be ineligible to compete on the various teams. By enforcing the rule the "varsity" teams will suffer considerably, but the freshman teams will practically have to be disbanded. This peculiar situation has led the board of student representatives at Columbia to formulate a petition to the faculty asking that the rule be not enforced until September 1, 1908, by which time it is thought that the men will have removed their conditions and that the next freshman class will have had a warning that unless they enter Columbia without conditions they will be unable to join an athletic team.

The managers of the teams are drawing up a petition asking which they will present to the faculty. This petition is practically the same as the one sent in by the board of representatives.

AFTER ALL, USHER'S THE SCOTCH

that made the highball famous—Advt.

A WIRELESS RECORD.

MANILA TO NOVA SCOTIA.

Message Indicates Transmission Over Eleven Thousand Miles.

Sydney, N. S., Oct. 7.—While Marconi experts were testing new receiving cones at the top of the towers at the station at Port Morien an operator was in communication with the wireless station at Manila. The message received was that the American cruiser Philadelphia had arrived there. The Marconi people account for the occurrence by the theory that the cone at Manila must have been in perfect tune with that at Port Morien.

A message from Manila was picked up while being sent to some other station on the Pacific or to a war vessel. The message was recorded at the time by an operator in the receiving room at the Marconi station.

At the time the experts were experimenting with messages from Ireland. They had received several messages from the Irish station, and were in the act of making further tests when the instruments recorded the arrival of the Philadelphia at Manila.

The Marconi people say that no mistake was made, and that the message was undoubtedly sent by the Manila station, which is about eleven thousand miles distant, and that as a result experiments with the stations in the East will soon be attempted.

Port Morien, where the Marconi station is located, is the most easterly town in Cape Breton, twenty-five miles east of Sydney.

Washington, Oct. 7.—Bremerton Navy Yard, on the Pacific Coast, is the home station of the cruiser Philadelphia. The Philadelphia has not been mentioned in the Navy Department's record of movements of vessels for several months, and the department officials who could be seen to-night were not able to say definitely where the cruiser is at present. The Bureau of Navigation was closed for the night and no information from that source was available.

NEARLY 2,200 MILES BY WIRELESS.

Steamer Presidente in Long Distance Communication with San Diego.

San Diego, Cal., Oct. 7.—The Pacific Coast Steamship Company's vessel Presidente, which is in Alaskan waters, was in communication with the wireless station at Point Loma last night. The Presidente, it was learned, was 2,200 miles north of San Diego.

STRICKEN AT DAUGHTER'S WEDDING.

Mrs. Catherine Hynes Died from Heart Disease—Had Predicted Death.

Mrs. Catherine Hynes, of No. 975 40th street, Brooklyn, was attacked with heart disease on Sunday night at the wedding of her daughter, Agnes, to John J. Mellin, a resident of Borough Park. An ambulance from the Norwegian Hospital was sent for, and Dr. Norton revived her, but she had a relapse and died yesterday morning.

Mrs. Hynes had remarked that it would kill her if her daughter married any one not of her religion. They are Roman Catholics and Mr. Mellin is a Protestant. Mrs. Hynes at first objected to the marriage. Father O'Neill, of St. Catherine's Church, on 41st street and Fort Hamilton avenue, performed the ceremony.

WOMAN PICKS ADMIRAL'S POCKET.

Wallet of P. F. Harrington Taken as He Stands in Church Doorway.

[By Telegraph to the Tribune.] Richmond, Va., Oct. 7.—The pocket of Rear Admiral P. F. Harrington, retired, it became known to-day, was picked by a woman at Williamsburg on Saturday during the crush under the trees incident to the open air address of the Bishop of London, following the presentation of the King's Bible and the President's lecture to Bruton Church.

Admiral Harrington was standing in the doorway of the church to receive the surging of the crowd. A young and pretty woman also took refuge in the doorway. She stood close to the admiral for several minutes. It was not until after she had made a rather hasty exit into the crowd that the admiral discovered that his wallet, which contained something over \$50, was missing. The woman could not be located again.

MAY NEED SEPARATE DIVORCE COURT.

Baltimore Judge Sounds Alarm Because of Increase in Suits.

[By Telegraph to the Tribune.] Baltimore, Oct. 7.—Judge Elliott, of the Circuit Court, who tries a large percentage of the divorces suits, said to-day that if these cases continue to increase as they have recently, it will be only a question of time when there will have to be a separate court to handle the business.

PROVIDENT LIFE REORGANIZED.

Philadelphia Says Pennsylvanians Now Have Control of Concern.

Philadelphia, Oct. 7.—The Provident Life Savings Assurance Society of New York has been reorganized and most of the stock purchased by a syndicate of Pennsylvanians, according to John C. Grady, Director of Docks and Wharves of this city, who is said to have had an offer of the presidency of the society.

O. F. Thomas, E. R. Thomas and F. A. Heinz, who had control of the Provident Savings, purchased it from ex-Leutenant Governor Woodruff, who had reorganized it.

FINDS FAMILY AFTER LONG CHASE.

[By Telegraph to the Tribune.] Worcester, Mass., Oct. 7.—Richard F. Smith, of Brockton, Mass., after vainly searching and chasing his wife and two children all over New England, found them here to-day and kidnapped one of the children, Richard F., Jr. Mr. Smith, on discovering this, reported the boy to the police as kidnapped, but Smith, in the mean time, invoked the aid of Deputy Sheriff Richardson and had his wife served with papers showing he had legally appointed the child's guardian. He was not held then by the police. The chase began on June 23, when Mrs. Smith took the children and ran away.

ITALIAN CITIES IN DARKNESS.

Rome, Oct. 7.—The employees in the municipal gas works at Milan, Genoa, Alexandria, Modena and Messina went on strike simultaneously to-night, and the cities in question were in partial darkness.

DEWEY'S FRESH GRAPE JUICE.

Drink it right from the Press in Window. H. P. Dewey & Sons, 133 Fulton St., N. Y.—Advt.

KILLS MAN IN BROADWAY.

CROWD FEARS TO ACT.

Watchman Struck Down by Hatchet in Hands of Maniac.

After being followed along Broadway from the Battery last night by a crowd which howled and hooted at him, Charles Knack, sixty-two years old, suddenly stopped, at Exchange Place, grabbed a carpenter's hatchet and killed James Daniels, a watchman, of No. 340 West 17th street. He swung the hatchet wildly and no one dared approach him. The crowd looked on, too stunned by his deed to act. One woman was pulled out of his way just as he was about to strike her.

Finally Knack started to run down Exchange Place, followed by the crowd, which had increased to large proportions. George Gibson, of No. 16 Catherine slip; John Mehgen, of No. 99 Wall street, and William J. Flemming, a corporal in the 12th Infantry, who witnessed the attack, ran after Knack and caught him at Broad street. Mehgen was struck in the arm by the old man. The other men grabbed Knack's arms and overpowered him. The crowd closed in around Knack and he was thrown violently to the ground. Detective O'Connor, of the Central Office, arrested Knack and took him to the John Street station.

In the meanwhile an ambulance from the Hudson Street Hospital had been summoned. Daniels still lay in the street. Dr. Stuart hastily examined the man and pronounced him dead. The body was taken to the station house in the patrol wagon.

An ambulance from St. Gregory's Hospital, which had been summoned, arrived at the same time as the one from the Hudson Street Hospital. Dr. Arnold, of St. Gregory's, was asked to attend to A. Rutzert, twenty years old, of No. 17 Stone street, and T. J. Fox, of No. 1642 Park avenue. Their hands were badly cut in trying to take the hatchet away from Knack. They said that when they grabbed hold of him he drew a knife from his pocket, and began to slash at them.

At the station Dr. Stuart attended to the bruises and cuts received by Knack. It was found that the old man's left forearm had been broken. His nose was badly cut and there was a gash over his eye.

Coroner Acritelli arrived and examined the body for identification. A slip of paper was found in his pocket giving his name and address.

Knack talked incoherently when he was examined by Coroner Acritelli. He said he was sitting in Battery Park when several boys started to annoy him. While he was walking up Broadway he said some of these boys followed him and threw stones at him. Then he said he came to the city yesterday from Jersey, where he owns property. When he was asked by Coroner Acritelli why he struck Daniels the old man said Daniels threw stones at him. Assistant District Attorney Manley arrived and the examination was continued in a private room.

Dr. Stuart said that Knack had an old fracture of the skull. It is believed that this injury and litigation over property in New Jersey are responsible for Knack's mental derangement. The jeers of his tormentors evidently excited him to kill Daniels.

Among the papers found in his possession was an old German passport and a copy of a will on which was noted in red ink that the will of his uncle deeding certain property to other heirs was a forgery. There was also a petition of Marie D. Knack asking the New Jersey Court of Errors and Appeals to set aside certain deeds of property which it appears were held by Anna and James Usher.

The examination over Knack was removed to Bellevue a prisoner on the charge of homicide. Daniels was employed by the Rheinfank House Wrecking Company, of No. 620 East 14th street, as night watchman for the materials of the old Consolidated Exchange.

SAVES LIVES OF GUESTS.

Launch Captain Prevents Asphyxiation of Nine in Cabin.

Providence, Oct. 7.—It became known late to-day that Captain Howard Posner, of the Edgewood Yacht Club, by his prompt action saved the lives of nine of his guests when the exhaust muffler on the engine of his 45-foot launch, the Grace Alice, blew off as the craft sped through the waters of Narragansett Bay last evening. The fumes of the escaping gas in a moment filled the cabin of the boat, but Captain Posner, going from window to window, threw open the sash and prevented death among his guests. Lottie Forshner, daughter of Knapp Forshner, a prominent turfman, and Eben Marsh, a well known Providence young man, fell to the floor unconscious, but were revived when the shore was reached. The other members of the party were more or less overcome.

ZEPPELIN'S AIRSHIP BOUGHT.

Government Reported to Have Paid \$500,000—A Passenger Balloon.

Berlin, Oct. 8.—The "Tagblatt" publishes a dispatch from Stuttgart saying that the airship and landing stage belonging to Count Zeppelin, on the Lake of Constance, had been bought by the Imperial government for \$500,000. Landing stations for balloons are to be established at Strassburg and Kiel, and the government has given Count Zeppelin a commission to build another airship of 285 horsepower to carry eighteen passengers.

ROBBERS OF AMERICAN SENTENCED.

Men Who Took Edward Rees's Money and Jewels Sent to Prison.

Paris, Oct. 7.—Two English crooks, Bailey and Butlow, were sentenced here to-day to three and five years' imprisonment, respectively, for having robbed an American named Edward Rees of \$2,500 and a quantity of jewelry. Mr. Rees came here from the United States at the request of the local police to aid in the prosecution of the two men.

WARFIELD IN FIGHT WITH MACHINE.

[By Telegraph to the Tribune.] Baltimore, Oct. 7.—Governor Warfield has decided to enter the fight for United States Senator in spite of the Democratic machine's efforts to sidetrack him. He expects the Independent anti-organization Democrats to rally to his support. He wants the Senatorial primaries so conducted that the nomination will go to the candidate receiving a plurality of the votes cast. The organization plan provides, however, that the nominee shall receive 60 per cent of the vote, the leaders knowing full well that no candidate will receive that amount, and that the real contest will be thrown into the Legislature should the Democrats obtain control of that body. Governor Warfield said to-day: "I will be in the fight with both feet. This is the chance for the people to say what they want. It is their fight."

"THE TIMES" ALARMED.

London Paper's Views on American Relations with Japan.

London, Oct. 8.—"The Times" to-day publishes an editorial article on the adverse effect which the dispatch of the American battleship squadron to the Pacific is likely to have on the amicable settlement of pending questions between America and Japan. The paper protests against the assumption in the American press that the positions of Great Britain and the United States are identical on the immigration dispute, and says that the fact that Great Britain has an alliance with Japan makes the cases quite different.

"The Times" believes that the American-Japanese differences will be amicably settled, in spite of the dispatch of the Pacific fleet, but says that if anything could impede or retard their solution it would be the dangerous assumption that Japan would agree to stop immigration as a matter of course if Great Britain and America joined in calling upon her to do so.

LUSITANIA SPEEDING.

Average of 23.36 Knots from Daunt's Rock—Sea Heavy.

On board the steamer Lusitania, 9 p. m., Sunday, Oct. 6 (by wireless, by way of The Lizard, Oct. 7).—The Lusitania, which left Queenstown at 10:25 o'clock this morning for New York, was approximately in latitude 51:05 degrees north and longitude 15:08 degrees west at 9 p. m. to-day. From Daunt Rock the steamer had averaged 23.36 knots and was 257 nautical miles from that point.

The wind was westerly, rain was falling and a heavy sea was running. It is understood that the Lusitania is attempting to make a record. The vibration aft is marked.

THE ST. PAUL IN PORT.

Heavy Storm and Fog—Vessel Twenty-four Hours Late.

Southampton, Oct. 7.—The American Line steamer St. Paul, which left New York on September 28, steamed into the harbor here to-day, twenty-four hours late. Her voyage is described as thrilling. She met severe gales and seas pounded her hull and washed over her decks. After the storm the steamer ran into dense fogs and the chief officer, Mr. Osborne, who commanded the vessel owing to the indisposition of Captain Passow, had to grope his way to Plymouth by means of the lead.

From the time the St. Paul left New York Mr. Osborne saw neither ships, stars nor other points of observation. When the fog lifted the steamer was in Plymouth Sound. The White Star Company has intimated to the Southampton harbor authorities that an increased depth of water will be required for vessels larger than the Adriatic.

JEWS AGAIN ATTACKED.

Mourners Shot in Cemetery at Odessa—Troops Inactive.

Odessa, Oct. 7.—The unionists of Odessa to-day continued their attacks and outrages on Jews. They began by surrounding the Hebrew cemetery, where a funeral service was going on. They stoned the Jews and then fired a volley from revolvers. Many persons were wounded. The Jews fled. Later in the day members of the Black Hundreds divided themselves into small groups, and after ransacking several Jewish shops mercilessly beat the proprietors. A police sergeant who attempted to intervene was attacked. He drew his revolver and killed one of his assailants. There were fewer police than usual on the streets to-day. After further Jew baiting detachments of Cossacks arrived on the scene, but instead of pursuing the Black Hundreds they laughed at the rapidity with which they made their escape.

MORAN SUMMONS LODGE.

Asks Senator to Tell What He Knows of Boston Corruption.

Boston, Oct. 7.—As a result of statements concerning the corruption alleged to exist in the Boston city government, made by United States Senator Henry Cabot Lodge at the Republican State Convention on Saturday, the Senator was summoned to-day by District Attorney John R. Moran to appear before the grand jury and tell what he knows of the situation at the City Hall. The Senator was directed to appear at the Court-house next Monday.

In his speech Saturday, Senator Lodge said: "The government of the city of Boston has sunk in the eyes of men to a point of degradation utterly unknown in the annals of the city."

"The air is heavy with the stories of corruption at the City Hall, of offices sold, of percentages taken, of payrolls loaded, of loans made to support men in idleness, of widespread frauds at the ballot-box, which should be rigidly investigated and brought to the light of day."

EXPLOSION AND FIRE IN SUBWAY.

Traffic on Broadway Division Delayed and Passengers in Panic.

Southbound traffic on the Broadway division of the subway was blocked for twenty minutes last night, a train load of passengers was badly frightened and Thomas R. Saxton, a guard, was badly burned in an accident that occurred about 7:30 o'clock. The train was just pulling into the Manhattan street station when there was a blinding flash and an explosion, which seemed to come from under the rear car.

Women screamed and there was a mad rush for the door. The car had scarcely been emptied when it caught fire. Saxton ran in and tried to put out the flames. There was another flash, and he dashed for the door, screaming and holding his face in his hands. He was taken to the J. Hood Wright Hospital.

All the passengers soon left the train, and it was pushed on the center track up to the yards at 157th street.

The tunnel became filled with smoke as the train passed through, causing passengers on other trains to believe that there had been a severe accident in the tunnel. The explosion is said to have been due to a broken shoe touching a wire and causing a short circuit.

SAVLE FOR McDONALD.

GOT \$250,000 FORFEITS.

Inter-Met. Also Pays Him \$50,000 a Year for Five Years.

Testimony before the Public Service Commission yesterday in its investigation of the affairs of the transit system in this city revealed:

First—That John B. McDonald, after his disagreement with August Belmont, when the subway was completed, entered into a contract with the Metropolitan Securities Company to bid for and build the subway.

Second—That a syndicate, consisting of Thomas F. Ryan, E. J. Berwind, Peter A. B. Widener, Anthony N. Brady and Norman B. Ryan, was formed to purchase the subway.

Third—That the operating company to be formed, whose stock was to be controlled by the syndicate, should agree with the New York City Railway Company on an intertransfer system.

Fourth—That John B. McDonald agreed with the Public Service Corporation of New Jersey to build an intercity tunnel to connect the Erie and Delaware, Lackawanna & Western railroads, and the cars of the Public Service Corporation, which should have a transfer agreement with the New York City Railway Company.

Fifth—That owing to the objections of Alexander J. Cassatt, the tunnel scheme fell through.

Sixth—That the Metropolitan Securities Company paid John B. McDonald \$100,000 and \$10,000 counsel fee to Edward M. Grout as a bribe because the interstate tunnel was not built.

Seventh—That the Metropolitan Securities Company paid to John B. McDonald \$150,000 to prevent trouble because he was not able to build the tunnel.

Eighth—That John B. McDonald has an agreement by which he draws \$50,000 a year for five years from the Interborough-Metropolitan Company.

Ninth—That a payment of \$50,000—presumably a campaign contribution in the O'Neill-C