



FLEET IN MAGDALENA

TWO DAYS BEFORE TIME.

Target Practice for Many Prizes to Begin at Once.

San Diego, Cal., March 12.—When the American battleship fleet, under command of Rear Admiral Robley D. Evans, steamed into Magdalena Bay to-day, passing through the rocky gateway marked by Sall Rock on the north and Tule Point on the south, and dropped anchors behind the high peninsula's promontory, which stretches a protecting arm down from the mainland and makes Man-o-War Cove the most sheltered harbor of the lower Pacific Coast, the history making naval cruise of more than thirteen thousand miles, begun at Hampton Roads less than three months ago, practically came to an end, two days before the scheduled time.

Magdalena Bay is the present naval base of the Pacific for American target work and battle practice drills, and by right of temporary ownership through government lease the vessels if not the men of the fleet may feel that they are again in home waters.

There remains to be made the trip from Magdalena Bay to San Francisco, the destination originally announced and a matter of some eleven hundred miles, but it will not be begun until after target practice and fleet drills are finished. This last stage of the journey will be a tour of holiday making, with stops at San Diego, Los Angeles, Santa Barbara and Santa Cruz, where reception committees are planning all manner of entertainments for officers and men, the latter especially coming in for a large amount of attention. The sailors will find themselves heroes in the eyes of their Western admirers and will attend a series of fetes which include features ranging from gala balls under the patronage of exclusive social sets to prize-fights refereed by James J. Jeffries.

UNIFORMS TO BE WELCOME.

The California committees announce that the uniforms of the enlisted men, far from being a bar to any place of amusement, as has sometimes been known in other places, will be a mark for hospitality and welcome all along the Pacific Coast.

There is serious work to be done at Magdalena, however, before the sailors' thoughts can turn to the happy days of homecoming. Target ranges are to be established off the coast of Lower California at once, according to the wireless dispatches from Admiral Evans, and the divisions of the fleet will be sent out with guns booming as soon as they are ready. Long before the fleet passed through the Straits of Magellan the ordnance officers of the sixteen ships, the turret captains and heads of the various gun crews were busy with details of the coming practice, and in the run from Callao to Magdalena they completed the final arrangements.

Two target practices are held each year in the navy. The spring practice, which has been finished by all the vessels of the Pacific fleet, and which is about to be undertaken by the fleet from the Atlantic, known as the "record practice," as the results of which four trophies annually are awarded. Prize money in large sums also is distributed among the gun crews that make the best scores at the targets. At the fall practice the prize money is the one reward held out. There are fleet awards of money, class awards for the best work of ships in a given class and individual ship awards, so that some money is available for all good work, even if it is not the best in fleet or class.

The four trophies are bronze plaques, which are carried by the winning ships in four different classes until other ships wrest the same away at the spring practice. The trophies were provided by order of President Roosevelt and are richly prized by the winning crews.

THE FOUR CLASSES.

The four classes are: Battleships, cruisers, gunboats and torpedo boat destroyers. In the battleship class are included the state-named armored cruisers of the West Virginia and Maryland type, of which there are now in commission eight in the Pacific fleet. The battleship trophy is at present in possession of the Illinois, of the Atlantic fleet, one of the four of Admiral Evans's fleet which still carry 13-inch guns in their main batteries, as against the high-calibered 12-inch rifles of the modern ship. The Maryland has just made a record of 78.89 per cent of hits at the targets, and the naval enthusiasts along the coast already are proclaiming her the winner of the trophy in advance of the crew of the protected cruiser Albany, which is in San Diego harbor, and has just returned from Magdalena with what is believed to be a world's record for rapid and accurate fire. The trophy was won last year by the Albany's crew while they were on the Boston, which is now out of commission. There seems little doubt that the Albany will retain the trophy, and the crew already is celebrating.

The gunboat trophy is possessed by the Princeton, and the destroyer trophy by the Preble. On each of the trophy plaques, which bear designs of naval vessels in heavy seas or gun crews in action, is the inscription: "Trophy for excellence in naval gunnery. Presented by direction of the President of the United States to the vessel having the highest score in record target practice."

Each year the name of the winning ship is engraved on the trophy.

WASHINGTON PLEASSED.

Long Cruise Considered Remarkable Showing of Efficiency.

Washington, March 12.—The following announcement of the arrival of Admiral Evans's fleet at Magdalena Bay was made public at the Navy Department to-day:

Rear Admiral Evans reports the arrival of the fleet of Magdalena Bay, and states that the fleet was anchored inside on March 12, having made the trip from Callao in 11 days and 20 hours—two days ahead of schedule time.

The admiralty reports that the fleet is in better condition than when it left Hampton Roads, and that it is ready for any service on one day's notice.

Target practice will begin as soon as ranges can be established.

A feeling of genuine satisfaction prevails at the Navy Department to-day over the news of the arrival of the battleship fleet at Magdalena Bay. Taken primarily as a practice cruise, the voyage has come up to expectations, and ample and repeated opportunities have been afforded for drills, evolutions and other tactics, as well as opportunities for careful and exacting seamanship in waters of which many American naval men are comparatively new. Above all, the fleet practically has finished the trip without an untoward incident of consequence, and has arrived at Magdalena Bay two days ahead of the schedule time. Naval officials say there is genuine cause for congratulation over the manner in which the fleet has completed its voyage.

Conditions under which firing is allowed at Magdalena Bay are that there are to be 20 armed.

HUGH BONNER DEAD.

Fire Commissioner Succumbs Suddenly to Bright's Disease.

Fire Commissioner Hugh Bonner died at 12:30 o'clock this morning, at the Bonner home, No. 636 West End avenue, after a brief illness. Death was due to Bright's disease and pneumonia.

Dr. J. W. Kelly, of 59th street and Lexington avenue, who had been in attendance on the Commissioner; Mrs. Bonner and two sons were at the bedside when the end came.

Hugh Bonner was appointed Fire Commissioner on February 10, shortly after the scandal in the Fire Department and the retirement of Commissioner Lantry. He was a member of the uniform force for thirty-nine years. He had worked in all the grades up to the time he was made Commissioner.

When Commissioner Bonner returned to the department as Deputy Commissioner two years ago there was much speculation as to how he and Chief Croker would get along, as there was supposed to have been some feeling between the men after Bonner finally retired. The chief, however, expressed himself as much pleased at the appointment, and there has been no apparent friction.

Commissioner Bonner was born in 1839 and worked in all grades of the old volunteer department, becoming a foreman of the paid department upon its organization. He was made a battalion chief in 1873, and ten years later devised the plan for the school of instruction, which is still in operation. In 1884 he became first assistant chief, and in 1889 he was promoted to chief upon the retirement of Chief Shay, remaining chief until 1890.

In 1902 Commissioner Bonner was invited by the United States government to become chief of the Manila department and organize it on modern American lines. This task he accomplished, giving the capital of the Philippines an efficient department, and soon after his return he became deputy commissioner.

PRISON HELPED ITSELF.

Sing Sing Charged with Theft of City Water for Years.

Michael Clarence Padden, Water Register, made the direct charge yesterday that Sing Sing Prison for years has been stealing the city's water through an unmetred 8-inch pipe to the extent of about \$100,000 worth a year.

No one in the Water Department knew anything about the existence of the secret 8-inch pipe until yesterday, when Chief Inspector Hannan, of Mr. Padden's staff, turned in a detailed report, with drawings, showing two 6-inch metered pipes, with the 8-inch unmetred pipe midway between them. The rate charged to the state has been 24.6 cents a thousand feet, based on a daily consumption of about 150,000 gallons.

"So far as any one in this office knows," said Colonel Padden last night, "that 8-inch unmetred pipe has been delivering water to the prison for the last twenty years. It is big enough to deliver from \$50,000 to \$100,000 worth of water a year. I have ordered the installation of a new pitometer, which will determine officially the extent of the flow through the secret 8-inch pipe."

The records show that there has been a falling off in receipts from the state for the prison since 1904. From 1904 to 1905 the state paid us \$2,226.70, and only \$1,515.54 for the fiscal year ending January 15, 1907, and \$1,907.07 for the year ending January 25, 1908. This slight increase prompted objection by the warden's office, and when we investigated the meter record we discovered great irregularity in the daily flow. It seemed strange that the prison should pay less for water now than it did ten years ago, when it had fewer prisoners. Chief Inspector Hannan found two 6-inch pipes with meters of the 1861 pattern. One had been tampered with and rendered useless. Midway between the two 6-inch metered pipes we found an 8-inch pipe wholly without a meter, with water running.

"Under the law we can charge for arrears for six years when we discover such an irregularity. Under the law of 1861 the city can end its contract with the state any time, and if we cannot get our pay for water actually used we certainly will cut off the prison."

"The prison officials do not offer any explanation for the presence of the secret pipe. It certainly looks to me like an inside job. If we make a new contract the state will have to pay about five or six times what it is paying now."

DODGES COUNT BONI.

Anna Gould Sails for New York Under Assumed Name.

Paris, March 12.—It became known here to-day that Mme. Anna Gould, who sailed yesterday for New York on the steamer Adriatic, booked her passage under the name of Miller. She had originally taken passage for herself and her children on the Kronprinz Wilhelm, but changed her plans at the last moment.

Although she had the written consent of her former husband, Count Boni de Castellane, to take the children out of France, she adopted the ruse of changing steamers and using an assumed name in case the count should attempt at the last moment to prevent their departure. Count Boni had been under the impression that Mme. Gould and the children were on board the Kronprinz Wilhelm, and had telegraphed his greetings to the children in care of that steamer.

Count Boni de Castellane has issued a letter characterizing as a piece of buffoonery the suit brought by Prince Helle de Sagan, his cousin, accusing him of forging certain letters signed with Sagan's name and reflecting upon Mme. Gould.

It has been learned that Prince Helle de Sagan left Paris last Tuesday, but it has been impossible to learn whether he is on board the Adriatic or the Kronprinz Wilhelm, which sailed yesterday from Cherbourg for New York. Mme. Anna Gould being a passenger on the former steamer, Prince Helle's passport was taken out in the name of De Benevent, which is one of his titles.

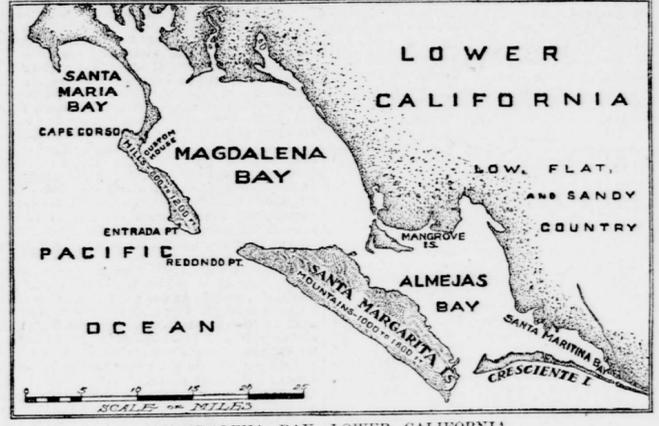
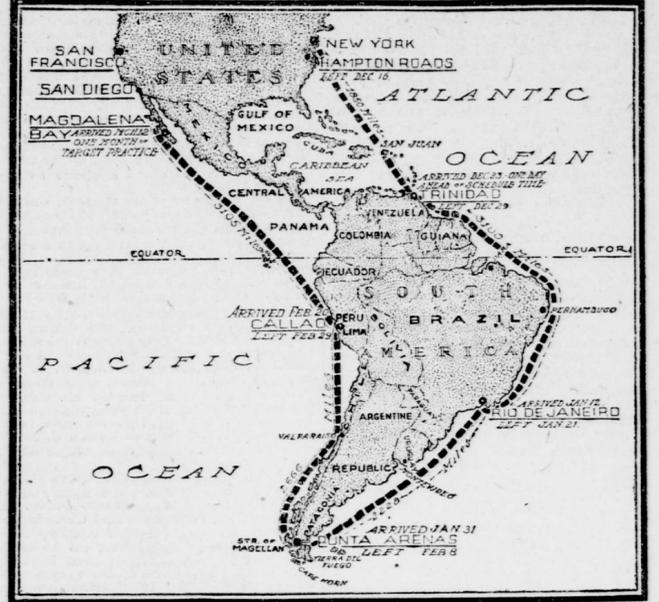
YALE STUDENTS RUN OVER BOY.

New Haven, March 12.—A racing automobile driven by Vase Shearer, of New York City, and containing five Yale students, ran over to-night and killed John J. Lynch, eleven years old. The lad killed John J. Lynch, eleven years old. The lad killed John J. Lynch, eleven years old. The lad killed John J. Lynch, eleven years old.

Shearer was held under \$100 bail, and his companions were held as witnesses. They were Frederick W. Bellamy, Brooklyn; Frederick W. Murray, Jr., New York City; Arthur Whitcomb, Newburgh; Thomas Hooker, Hartford; and Sidney Overall, Belmont. Hooker is editor of "The Yale News," Belmont is leader of the University Banjo Club, and Overall is a member of the football team.

THE FLEET AT MAGDALENA BAY.

Map showing the route traversed by Admiral Evans's battleship squadron since it left Hampton Roads.



MAGDALENA BAY, LOWER CALIFORNIA. Where the fleet will practise target firing after its long cruise.

TO DEAL WITH CASTRO SEES HOPE FOR HAYTI.

POWER FOR PRESIDENT. GEN. FREDERIQUE HERE.

Congress Expected to Give Him Full Authority to Act.

Washington, March 12.—The menace of prompt and effective retribution hangs over the head of Venezuela and her contumacious executive, President Castro. When the State Department has sent to Congress, pursuant to the Lodge resolution, the correspondence between the Castro administration and the United States, which has been conducted by this government with great gentleness and forbearance, Senator Lodge will, it is understood, introduce another joint resolution authorizing the President "to adopt such measures and use such force as in his judgment may be necessary and advisable in the event of refusal of just satisfaction by the government of Venezuela of the demands of the United States." This resolution having been adopted by both houses of Congress, there will doubtless follow another which will appropriate a generous sum "to defray the expenses and compensation of a commissioner to the Republic of Venezuela."

Just what course will then be considered advisable by the President cannot be foretold at this time, but it is noteworthy that as long ago as 1858 it was necessary for the President to appeal to Congress for authority to deal with the Republic of Paraguay, and that such authority was granted by joint resolution and \$10,000 appropriated to carry it into effect. In accordance with this resolution, President Buchanan appointed James B. Bowlin as commissioner, and "to meet any possible contingency" the Secretary of the Navy dispatched a fleet consisting of nineteen vessels, carrying 200 guns and 2,500 men, to Buenos Ayres, with Commodore Shubrick in command. Commissioner Bowlin held several conferences with the President of Paraguay, who seemed fully to appreciate the force of the argument presented by the commissioner, as on February 19 Mr. Bowlin sent a communication to that effect to the President, and on December 19, 1859, the President advised Congress that "all our difficulties with Paraguay have been satisfactorily adjusted."

It appears that Paraguay had unjustifiably fired on an American naval vessel, the Water Witch, engaged on a peaceful mission, and had killed a seaman, and that the republic had also inflicted serious damages on the United States and Paraguay Navigation Company. Commissioner Bowlin collected \$10,000 for the family of the seaman and received a full apology for the insult to the flag, and an agreement to arbitrate the claims of the mercantile company was concluded, all invitations to arbitrate this case having been emphatically refused previous to the arrival of the American fleet at Buenos Ayres.

CITY WOULD AVOID AUTO SUIT.

Henry V. Scheeler has sued the city for \$300,000 because a Health Department automobile ran down Mrs. Agnes Scheeler on December 6, 1896, inflicting injuries from which, it is alleged, she died.

The Corporation Counsel is clothed with authority by the Health Department officials in the discharge of their duties accidentally injure any one.

CAPTAIN KIRKMAN LOSES APPEAL.

St. Louis, March 12.—The Federal Court of Appeals decided to-day that Captain Kirkman, United States Army, now serving a term in Leavenworth Military Prison, must complete his sentence.

DEATH PENALTY FOR ALIA.

Denver, March 12.—Giuseppe Alia, who shot and killed Father Leo Heinrichs in St. Elizabeth's Church in this city on February 23, was found guilty of murder in the first degree to-day. Hanging was the penalty fixed by the jury.

J. P. MORGAN IN NITRATE TO RECOVER MILLIONS.

Heads Syndicate Making Twelve and One-Half Million Purchase.

The brief cable announcement from Chili that an Anglo-American syndicate had bought a large nitrate field in that republic brought out the information yesterday that the syndicate was composed of J. P. Morgan & Co., William H. Grace & Co., Baring Brothers and the Anglo-South American Bank. The amount paid for the property was \$2,500,000 and includes, besides the fields, the nitrate railway running from the port of Coloso to Aguas Blancas, the port itself, which is private property, and several harbor near Antofagasta.

The property was bought from Granja & Co., who some time ago found it necessary to borrow \$500,000 from the government of Chili, giving the nitrate field as security. While there are already large English investments in the nitrate fields of Chili, the deal just announced marks the first important step in this business by American capital, although the importations into the United States from Chili in 1907 amounted to 473,588 tons, valued at \$13,118,214.

The total nitrate production of the country in 1907 was 42,000,000 quintals. A quintal is 100 pounds. This year it is estimated that the output will be 50,000,000.

The Granja property produced last year 3,500,000 quintals, valued at about \$250 a quintal. The production is regulated by a syndicate of producers known as the "Combinacion Salitrera," which fixes the production of each of its members according to the wants of the world's markets.

LOSES LIFE IN BLAZE.

Boarder Burned to Death in Tenement Fire.

Michael Higgins was burned to death in the apartments of Michael Naughton, on the third floor of No. 688 Tenth avenue, last night. Thomas Culman, a laborer, like Higgins a boarder with the Naughtons, was also severely burned.

How the fire started is a mystery. Mrs. Naughton, her three children and two other boarders were also in the apartments, but escaped.

The house was a five story tenement, sixteen families living on the four upper floors.

HUGHES MEN IN MISSOURI.

Conventions Indorse Governor in Two Districts.

St. Louis, March 12.—Resolutions indorsing Governor Hughes, of New York, for President, were adopted by Republican conventions of the 11th and 12th Missouri Congress districts to-day. In the 11th district Grant Gillespie and Dr. Goldburn H. Wilson were elected delegates and Dr. Goldburn H. Wilson was elected delegate and Dr. Goldburn H. Wilson was elected delegate and Dr. Goldburn H. Wilson was elected delegate.

These are the first instructions for the New York Governor issued by any convention in the country up to the present time.

The resolutions adopted by the 12th district convention indorse the administration of President Roosevelt, and continue:

"In the selection of his successor we believe that the Republican party should present the name of a candidate who can be relied upon to follow up the work so ably and fearlessly inaugurated by the present administration and at the same time represent the legitimate interests of the country and promote general prosperity."

"We believe in the person of the Hon. Charles E. Hughes, of New York, such a candidate as would be found, and we therefore instruct the delegates and electors selected by us in this convention to re-appoint the Republicans of this district in the Congressional convention to vote for the Hon. Charles E. Hughes in said convention until his nomination is secured or his name withdrawn from the consideration of the delegates assembled."

Republican conventions had been held in the 11th and 12th districts on February 21, and the delegates to the National Convention elected were instructed for Taft. Prior to the holding of the conventions, however, Walter S. Dickey, Republican state chairman, warned the delegates that both the district and Congressional committees had been ousted by the state committee.

BELL AERODROME FLIES.

Goes 319 Feet at Lake Keuka—Slight Accident.

Hammondsport, N. Y., March 12.—Professor Alexander Graham Bell's new aerodrome, the Red Wing, had its test flight over Lake Keuka to-day at the hands of F. W. Baldwin, the engineer in charge of its construction by the Aerial Experiment Association. He acted for Lieutenant Thomas Selfridge, U. S. A. The aerodrome, after gliding over the ice on Lake Keuka for about two hundred feet, rose gently to the height of about ten feet and sailed at the rate of elevation for a distance of 319 feet at the rate of from twenty-five to thirty miles an hour. After having covered this distance a portion of the "tail" gave way and the aerodrome was brought down for repairs. This is declared to be the first successful public flight of a heavier than air flying machine in America. The flight was witnessed by a number of people from Hammondsport.

The aerodrome was propelled by a 40-horsepower eight cylinder air cooled gasoline motor weighing 145 pounds. The propeller was made of two blades of steel measuring six feet two inches in diameter, having a pitch of four feet and weighing 150 pounds, the engine and apparatus about 200 pounds, and the operator and operator a weight of 500 pounds. The total supporting surface, including tail and rudder, was 453 square feet, which gives a flying weight of 123 pounds a square foot.

The main wing-piece of the aerodrome consists of two superposed surfaces, having a spread of forty-five feet from tip to tip, and an average depth from fore to aft of five feet three inches. The surfaces are of the double wing design and are bowed laterally.

The experiment to-day was declared to be highly satisfactory in every way except for the minor accident to the "tail."

DEATH OF A "MOSBY MAN."

[By Telegraph to the Tribune.] Hempstead, Long Island, March 12.—John W. Munson, a veteran of the Civil War on the Confederate side, died suddenly at East Meadow this morning from heart disease. Mr. Munson was chief of staff to Colonel Mosby, whose Confederate guerrillas did so much damage cutting communications and destroying supply trains in the rear of the Union army. Mr. Munson was sixty-one years old. He formerly lived in Virginia, where he owned a large stock farm. He left Virginia three years ago and came to East Williston, Long Island. He recently leased the large stock farm of one thousand acres belonging to the estate of J. W. Barnum, at East Meadow. He leaves a wife and six children.

GREAT BEAR SPRING WATER.

"It's purty, has made it famous."—Adv't.

U. P. STOCKHOLDERS ACT.

Demand That Directors Restore Alleged Stock Deal Profits.

Formal demand was made yesterday upon the board of directors of the Union Pacific Railroad Company, in the name of four stockholders of the road, that it at once institute proceedings for the recovery of approximately \$24,000,000, which the stockholders allege was realized by certain of the directors in the sale of stocks of various railroads, which they owned, to the Union Pacific Railroad Company. The directors specifically mentioned in the notice, which was signed by Lewis A. Storr, William A. Arnold, Albert C. Bates and Henry R. Buck, all of Connecticut, were E. H. Harriman, H. H. Rogers and James Stillman.

In their notice to the directors the stockholders refer to Mr. Harriman's testimony before the Interstate Commerce Commission in January and February, 1907, and mention alleged deals in which they say he and his associates participated, among them being the sale by the directors already named of 30,000 shares each of Illinois Central stock to the Union Pacific Railroad Company "at an extremely high price." The notice asserts also that Kuhn, Loeb & Co., fiscal agents for the Union Pacific, sold to the latter 105,000 shares of Illinois Central stock at the same price. They point out that Mr. Harriman refused to answer questions before the Interstate Commerce Commission regarding those sales of stock, and go on to say that they are advised that it is well established in law that a person cannot purchase on account of another that which he sells to his own account. They are further advised, the stockholders say, that this is especially true with regard to corporate directors, and that the corporation can, by appropriate actions, compel such directors to "disgorge their unlawful profits."

In their demand for restitution the stockholders say also that the acquisition by the Union Pacific Railroad Company of stock in the Railroad Securities Company was unlawful in that it was an ultra vires transaction and resulted in a loss to the Union Pacific of over \$4,000,000. "This," they add, "is only part of the loss of \$40,000,000 sustained by the Union Pacific on the speculation in stocks into which our company and its subsidiary corporations have been thrown by the present management."

E. H. Harriman refused to discuss the demand made by the four stockholders. "You had better see Mr. Miller, our secretary," he said; "he may know something about it. I don't."

Mr. Miller said he had received a copy of the demand and had turned it over to the law department. He said that the four stockholders, whose names were signed to the paper, had only 150 shares of stock among them. This was all the information that could be obtained from him and Mr. Harriman was again appealed to. "Why don't you go and see these stockholders?" he asked. "Don't come to me. I can't tell you anything about the case."

Leonard M. Wallstein, of No. 40 Wall street, is counsel for the four protestants. He said that behind these men were people of substance, that they were really bent upon an important objective and that the demand for restitution would be pushed to the end.

"There are two reasons for this petition," he said. "One is that before a suit is brought we must give notice that we feel there are certain things which it is imperative for the board of directors to do. That is the purpose of this petition. If the things are disregarded, then the affair will proceed to its logical conclusion."

"The other is that we do not want the directors of the Union Pacific to feel that by segregating the stock issues they are erecting a wall of immunity. Segregation will not build a wall, and they are liable for the profits."

"We have the best sort of evidence that there was cleared from the Illinois Central deals \$9,457,500 and \$683,500, respectively; that Harriman profited to the extent of \$900,000 by the St. Joseph & Grand Island deal, and that there were enormous profits in the Railroad Securities deal, which we are not certain enough concerning yet to make a positive statement. In the Atchison, Topeka & Santa Fe, the Baltimore & Ohio, the Chicago & Northwestern, the Chicago, Milwaukee & St. Paul, the Chicago & Alton and the New York Central stock deals there were profits approximating \$15,000,000. That, without the Railroad Securities deal, means \$28,000,000 profit."

"As yet we are not in a position to say where suits will be brought, if they have to be begun. Frankly, I do not think that this petition in itself will serve any other purpose than, as I said, of serving notice."

"Let it be understood in the first instance that this is in no sense an attack on Harriman, personally. Furthermore, this is not an attack by Stuyvesant Fish. So far as I know, and I say by saying it with no equivocations or reservations, Mr. Fish is not interested in this movement. Some persons have seen fit to charge that, it being known that I was one of Mr. Fish's attorneys in the Illinois Central fight, but I am not acting for him in this matter."

TWO U. P. PROTESTANTS IN HARTFORD.

[By Telegraph to the Tribune.] Hartford, March 12.—Henry Robinson Buck and Lewis A. Storr, two of the stockholders whose names are appended to the formal demand on the Union Pacific directors, are a civil engineer and an attorney respectively. Mr. Storr, who has been a stockholder since the reorganization and now holds about 145 shares, said that while the action was not inspired in Hartford much work in preparation for it had been done here.

TWO NEW RECORDS MADE.

Big Cruisers Smash All Transatlantic Speed Figures.

Queenstown, March 12.—The steamer Mauretania to-day established a new transatlantic record by beating her own best previous eastward record by two hours and thirty-five minutes. She arrived off Dunn's Rock at 4:14 o'clock this afternoon, and this makes her time in transit five days and five minutes. She cleared Sandy Hook Lightship at 11:59 a. m. on March 7, and traversed the 252 route, the total distance traversed being 252 knots.

The average of knots for the whole trip has been 24.2, as against her own previous record of 23.0. The best eastward daily average of the Lusitania is 23.2. The best day's run was 57 knots, with an average of 21.7. This was made on Tuesday. It has been equalled previously, however, for on January 29 the Mauretania covered the same distance in a day while bound east.

The highest average run by the German transatlantic liners is 23.8. This was made by the Kaiser Wilhelm II.

Liverpool, March 12.—A wireless message received by the Cunard Steamship Company states that the Lusitania, which left here for New York on Saturday, made a record run of 627 knots from Monday noon to Tuesday noon.

The Lusitania's run of 627 knots establishes a new world record, the best previous daily westward run being 618 knots, on November 6, on that occasion the Lusitania also made the record for a westward voyage, 4 days 18 hours and 40 minutes.