PIN HOPE ON ASSEMBLY

RACING PEOPLE ACTIVE.

Hughes Men Think They Despair of Changing Senate Line-up.

[By Telegraph to The Tribune.]

Albany, June 5.—Efforts of the kind which resulted in the defeat of Governor Hughes's anti-racetrack gambling bills by the Senate at the regular legislative session are being brought into play with Assemblymen now. When the Legislature reassembles next week these efforts will be redoubled. The assertion was made to-day, coming with seeming authority from important racetrack people and horse owners, that the Assembly would either kill the bills outright or "kiss them along" until adjournment time, and then let them go by default.

Much interest is being shown by the few legislators and politicians here in this new and striking feature of the work of the racing agents. Hitherto the racing people have not considered the Assembly worth bothering with, and as a consequence the two bills were passed in that House at the regular session by overwhelming votes. Then Speaker Wadsworth, while personally opposed to them, was on record as not opposing them in the Legislature. Friends of the measures now are discussing the statement given out by his father in Buffalo recently that the bills were sure to be killed again.

Hughes men say this new move of the racing interests shows they have failed to change the line-up in the Senate, and the bills will be passed there by twenty-six votes. That presupposes the attendance of Senator Foelker, of Brooklyn, now recovering slowly from appendicitis. Racing people maintain stoutly that Foelker will not be able to be present, and it is known that they are doing all they can to convince him that he should not endanger his health by coming out too soon. Certainly, if Foelker does not return next week the Governor's measures will be in a bad way. Even with his return, this flank attack by way of the Assembly, now bitterly hostile to Governor Hughes, puts the Governor's measures in a serious position, while anti-Hughes men say emphatically that if Foelker comes they can carry the Senate.

Governor Hughes returned to this city to-day from New York. He declined to say when he would send in his recommendation for the enactment of the anti-race track gambling bills, which he has held back thus far during the extraordinary session because of the illness and consequent absence of Senator Foelker. The Governor also declined to discuss the Senator's condition. At present the Governor seems to be in rather a difficult position. The Legislature practically has served notice that it will quit next Thursday or Friday because of the Republican National Convention. Governor Hughes does not want to recommend the racing legislation until he is certain of Foelker's presence; the latter has said to friends that he would not come here until he was needed for the vote. If, after the Governor had recommended the passage of his measures, some contingency should prevent the Brooklyn Senator's attendance, the bills again could be slaughtered easily by the Governor's enemies, and the Governor thus left without any ready method of continuing his campaign this year.

It may be that the Governor will not send in his message on the gambling bills Monday night, contenting himself then with a message on the bovine tuberculosis situation, over which farmers and the State Agricultural Department are much concerned. In that case his recommendation hardly could be made later than Tuesday if it were to receive consideration, unless he accelerated the course of the bills with emergency messages.

TAYLOR TO BE ON HAND.

His Wedding on June 16—Cordts Denies Rumors.

[By Telegraph to The Tribune.]

Middletown, N. Y., June 5.—Senator John C. R. Taylor, of the Orange-Rockland District, who, it was reported, would not be at Albany to vote on the anti-racetrack gambling bills because of his marriage and subsequent trip to Europe, will be married on June 16. Invitations for the wedding of Senator Taylor to Miss Jeanette Beakes, daughter of Mr. and Mrs. James Alonzo Beakes, of this city, were issued on Tuesday. Senator Taylor has announced that he will be present at the meeting of the Legislature and vote, first, last and all the time in favor of the anti-racetrack betting bills.

Kingston, N. Y., June 5.—Senator John M. Cordts, of the Ulster-Greene District, returned to his home to-day after calling on Republican party leaders in Brooklyn yesterday, and denied rumors that he intended changing his vote on the anti-racetrack gambling legislation. Senator Cordts voted for the Agnew-Hart bills at the regular session of the Legislature.

THE GOVERNOR'S ENGAGEMENTS.

Albany, June 5.—Governor Hughes, who returned to-day from New York, has no out-of-town engagements until next Wednesday. In the morning he will attend the commencement exercises of Union University, at Schenectady. On the same night he is to attend the commencement exercises of Fordham College.

KELSEY APPOINTS HARTFORD MAN.

Albany, June 5.—In accordance with the action of the recent session of the Legislature in creating a new bureau of audit in the State Insurance Department, to examine financial statements reported by insurance companies, Superintendent Otto Kelsey appointed to-day Joseph H. Woodward, of Hartford, Conn., as auditor and assistant actuary at the New York City office of the department, at an annual salary of $5,000. Mr. Woodward will immediately assume charge of his office and secure necessary assistants.

COL. HODGES ON CANAL COMMISSION.

Appointed by Secretary Taft to Succeed Jackson Smith.

Washington, June 5.—Secretary Taft announced to-day the appointment of Lieutenant Colonel Harry F. Hodges, corps of engineers and chief purchasing officers of the Isthmian Canal Commission, as a member of the commission to succeed Jackson Smith, resigned. Lieutenant Colonel Hodges will retain his status in the army. He is to be assistant to Chairman Goethals, and with him will have general supervision of the work on the canal. He has for years been a member of the lighthouse board and is on the board of engineers for rivers and harbors.

Secretary Taft also announced the appointment of Major Carroll A. Devol, quartermaster's department, who has been on duty in Washington as a member of the General Staff, to be the head of the department of labor, quarters, subsistence and commissary, with headquarters on the isthmus. He will be assisted in his work by Major Eugene F. Wilson, of the artillery corps. The place of chief purchasing officer, made vacant by the appointment of Colonel Hodges on the commission, will go to Captain Frank C. Boggs, corps of engineers, who is now assistant purchasing officer.

M. S. R. CERTIFICATES TAKEN UP.

The Central Trust Company and William A. Read & Co. have purchased the $3,500,000 one-year 5 per cent certificates to be issued by the receivers of the Metropolitan Street Railway Company and the New York City Railway Company. The certificates, which are to be dated June 15, will be a first lien on all of the properties and income of the companies. Under the decree of the court no additional receivers' certificates can be issued without providing that the proceeds shall be used to take up the $3,500,000 now to be issued.

ARMY AND NAVY NEWS

Big Battleship Fleet Will Not Be Divided.

[From The Tribune Bureau.]

Washington, June 5.

FOR ENCOURAGEMENT OF PEACE.—The Navy Department authorities are not inclined to consider with much favor the proposition that a part of the Atlantic fleet be left on the Pacific Coast. One suggestion has been received which contemplates the separation of the fleet, so that eight of the battleships shall remain in the Pacific and the rest of the command shall return to New York, arriving at that place about February 22. The naval advisers of the President are firm in their belief that no advantage can be gained by this course, and that military security will best be preserved by keeping the naval fighting force together. This represents a unit of power which will be impressive and influential in proportion to its aggregate strength. Even with all the ships on the Atlantic Coast, it would only be a matter of three months to place the entire command in the Pacific Ocean in case of need, and, with a mobile combined naval force at the disposition of the government, a possible enemy would be deterred by the prospect of certain pursuit and equally sure punishment. The big fleet would not have to be in the neighborhood of the object of attack. The fact that it existed and was able to move in the direction of trouble would be in itself sufficient to discourage hostilities.

ORDERS ISSUED.—The following orders have been issued:

ARMY.

Lieutenant Colonel ELI D. HOYLE, 6th Field Artillery, from Fort Slocum to his regiment.

Following first lieutenants detailed captains in ordnance department, from July 1, to stations indicated: HARRY B. JORDAN, 8th Cavalry, to Rock Island arsenal; GLEN F. JENKS, coast artillery corps, to Frankford arsenal; FREDERIC W. HINRICHS, Jr., coast artillery corps, to office chief of ordnance, Washington; ADAM F. CASAD, coast artillery corps, to New York City.

First Lieutenants THOMAS B. DOE, RICHARD C. BURLESON and JOHN LUND, detailed captains in ordnance department.

First Lieutenants OTHO V. KEAN, 1st Field Artillery; CHARLES B. GATEWOOD, WALTER M. WILHELM and BIRCHIE O. MAHAFFEY, coast artillery corps, and Second Lieutenant ALEXANDER W. MAISH, 12th Infantry, detailed to fill vacancies first lieutenants, ordnance department, to New York City.

Major JAMES ULIO, retired, detailed professor of military science, North Dakota Agricultural College, Fargo, from August 27.

Major JOHN H. STONE, medical corps, from army of Cuban pacification to Newport News.

Leaves of absence: Captain MATTHEW F. STEELE, 6th Cavalry, one month from August 15; First Lieutenant FRED V. S. CHAMBERLAIN, 2d Infantry, three months.

Second Lieutenant RALPH W. DRURY, 9th Infantry, to Fort Leavenworth; examination for promotion.

NAVY.

Captain J. B. COLLINS, detached the Brooklyn; to command the Indiana.

Commander W. S. BENSON, detached Naval Academy; to command midshipmen's practice squadron.

Lieutenant Commander S. S. ROBISON, detached the Tennessee; to the Pennsylvania.

Lieutenant Commander F. H. CLARK, Jr., to the Tennessee

Lieutenant F. D. BERRIEN, to Naval War College.

Midshipman R. K. TURNER, detached Naval Academy; to the Milwaukee via the St. Louis.

Midshipman R. C. SAUFLEY, detached Naval Academy; to the Kansas July 1.

Midshipman G. S. BRYAN, detached the Illinois; home, four months' leave.

Surgeon F. C. COOK, detached Naval Academy; to the North Carolina.

Passed Assistant Surgeon C. G. SMITH, to naval hospital, Portsmouth.

Passed Assistant Surgeon W. N. M'DONELL, detached recruiting station at Buffalo; to the Severn.

Passed Assistant Surgeon J. M. BRISTER, detached naval hospital, Puget Sound; continue other duties.

Assistant Surgeon C. J. HOLEWAN, detached training station, San Francisco; to the Arethusa.

Second Lieutenant J. MARSTON, commissioned in marine corps.

MARINE CORPS.

Captain C. C. CARPENTER, detached marine barracks, navy yard; to naval prison, Boston.

Captain D. C. M'DOUGALL, to headquarters, special duty.

Captain L. M. HARDING, detached command marine barracks, Sitka, Alaska; to command marine barracks, naval station, New Orleans.

Captain W. C. HARLEE, to navy yard, Norfolk, temporary duty as captain marine corps rifle team.

Captains H. O. BISSETT, H. L. ROOSEVELT, assistant quartermaster, and P. M. BANNON, and First Lieutenant E. A. GREENE and Second Lieutenant M. E. SHEARER, all to Washington, examination for promotion.

First Lieutenants C. F. WILLIAMS, detached navy yard, New York; J. A. ROSSELL and W. T. HOADLEY, detached navy yard, Washington; R. B. CREECY, detached second naval district, Newport; and Second Lieutenants N. A. EASTMAN, P. A. CAPRON and F. H. DREES, detached School of Application, Annapolis; all to marine battalion, Isthmian Canal Zone.

Second Lieutenant J. NEWTON, detached headquarters; to marine barracks, navy yard, Norfolk.

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

ARRIVED.

June 4.—The Dolphin, at Washington; the North Carolina and the Hartford, at Annapolis; the Rocket, at Mare Island.

June 5.—The Chattanooga, at Swatow.

SAILED.

June 3—The Dolphin, from Annapolis, for Washington.

June 4.—The Chester, from Newport, for Annapolis; the Nina and the Plunger, from Newport for navy yard, New York; the Relief, from San Francisco, for Mare Island.

The Chester ordered to navy yard, Portsmouth, July 10, from shaking-down cruise.

The Scorpion ordered in reserve, navy yard, Boston.

The torpedo boat Bagley, ordered from Naval Academy to navy yard, Norfolk, in reserve.

U. S. WANTS CONSTITUTION ISLAND.

West Point Board of Visitors Inspects Estate of Miss Anna B. Warner.

West Point, N. Y., June 5.—Although here unofficially, the eight members of the board of visitors who arrived on Monday are none the less deeply interested in the affairs of the Military Academy. They are visiting the various departments and giving close attention to the oral examination of the cadets, which began to-day.

It is known that the government is seeking to acquire possession of picturesque Constitution Island, situated in the middle of the Hudson River, off West Point, and owned by Miss Anna B. Warner, the aged author, who, with her recently deceased sister, Susan, has lived there half a century. With this in mind, the board paid a visit to the island to-day and the Congress portion of the board manifested much interest in the prospective purchase. Late to-day there was an exhibition drill given by the second and third classes.

BUILDING OF BATTLESHIP AT BROOKLYN

Washington, June 5.—Work of construction on the next 20,000-ton battleship, to be built at the Brooklyn navy yard, will begin shortly. William J. Baxter, naval constructor at the Brooklyn yard, conferred with Chief Constructor Washington L. Capps yesterday in this city in regard to the preliminary work necessary before construction is begun.

SIXTY-NINE DEFICIENT AT ANNAPOLIS.

Washington, June 5.—Sixty-nine students in the second, third and fourth classes at the Naval Academy this year have been found deficient in their studies in their final examinations. Nine of these were in Class 2, twenty-one in Class 3 and thirty-nine in Class 4. Thirteen of the students will be dropped, nine will be turned back, others will be re-examined, and some will be allowed to resign.

Where to go for the summer is always a perplexing problem. The Summer Resort Number of The Tribune to-morrow will guide you. Order it at once, as there will be a big demand for it.

PRESIDENT WILL DO ALL HE CAN.

Replies to Communication of Banker Favoring Porto Rican Citizenship.

[By Telegraph to The Tribune.]

Wilmington, Del., June 5.—John S. Rossell, a local banker, who represented the Wilmington Board of Trade on a recent trip to Porto Rico, and who communicated with President Roosevelt this week in favor of citizenship for the Porto Ricans, received a letter from the President to-day. The missive reads:

The White House,
Washington, D. C., June 4, 1908.

My Dear Sir: Mr. Loeb has called to my attention your letter of the 3d instant. I shall again urge the next session of Congress to pass a bill conferring citizenship upon the Porto Ricans. To me it is incomprehensible that there should be objection to the passage of this legislation. All I can do I will do. Sincerely yours,

THEODORE ROOSEVELT.

Mr. Rossell says that he has the support in this movement of several thousand naturalized Porto Ricans in New York.

KING ON WAY TO REVAL

A MOVE TOWARD RUSSIA.

Queen and Princess Also on Board British Royal Yacht.

London, June 5.—King Edward, Queen Alexandra and Princess Victoria started for Reval to-night on a visit to the Emperor of Russia. A large suite accompanied the royal party, including Sir Charles Hardinge, Permanent Under Secretary to the Foreign Office; Sir Arthur Nicolson, British Ambassador to St. Petersburg; Admiral Fisher and Lieutenant General Sir John French. They reached Port Victoria at 11 o'clock to-night and boarded the Victoria and Albert, which will sail at 4 o'clock to-morrow morning.

The cruisers Minotaur and Achilles and four destroyers will meet the yacht at Kiel and escort it thence to Reval, which should be reached early on Tuesday, when Emperor Nicholas will entertain his guests at luncheon and dinner aboard the Russian imperial yacht Standart, King Edward returning the compliment to the Russian Emperor and Empress on board the British royal yacht on Wednesday.

It is expected that Emperor Nicholas will visit England in the autumn, but this has not yet been definitely decided.

St. Petersburg, June 5.—The results of King Edward's visit are being keenly canvassed in political circles here, principally with regard to its relation to Germany, against which the broad trend of the King's recent policies is supposed to run. Serious politicians are of the opinion that King Edward's statesmanship has now to face the hardest test, the establishment of more intimate relations with Russia, on whose soil he will be the first English king to set foot. The task, however, will be made easier by political necessities.

Public opinion here is ready to meet England more than half way. All political parties, except the extreme Reactionists, regard an Anglo-Russian accord as natural to the completion of the chain of Franco-Russian and Anglo-French ties.

Subjects to be discussed at the meeting by King Edward and Emperor Nicholas will take a wide range. Particular attention will be given to questions relating to Morocco and Macedonia, regarding which the need of a common Anglo-Russian-French policy is especially felt. The Austrian succession also forces to the foreground the question of Central Europe, in which Russia is vitally interested.

Anti-German sentiment, which has been artificially stimulated by the recent Slavic reunion in St. Petersburg, has aided the movement toward an agreement. The participation of Austrian delegates in this conference has been askance at Berlin and Vienna in spite of protestations of its peacable intentions.

The Russian police recently dispersed a meeting of Pan-Slavic delegates at the office of the "Slovo," and this action is taken to mean that the government believes that the movement has gone too far.

Significance is also attached to an article in the official "Rossia," which, while speaking warmly in favor of the meeting between the King and the Emperor, says that the suggestion of any new grouping of the powers at present is impossible.

CHINA'S GRATITUDE TO AMERICA.

Plan to Spend Returned Indemnity by Educating Young Men Here.

Peking, June 5.—The government is at present engaged in framing a plan for the education of Chinese students in America. It is proposed to pay to American schools and colleges the greater part of the Chinese Boxer indemnity, which was cancelled by the United States and returned to China, and to send two hundred students annually to the United States for a period of ten years. The Empress Dowager is reported to be in favor of American education after the students have received a training under the Confucian system.

Prince Cen, son of Prince Ching, president of the Board of Foreign Affairs, and Liang Tun-yen, assistant secretary to the Board of Foreign Affairs, have been chosen to receive the American fleet of battleships at Amoy.

THE RUSSIAN NAVAL SCANDAL.

Douma Unanimous in Demanding Trials for Divulging Secrets.

St. Petersburg, June 5.—The Douma began to-day the discussion of questions regarding alleged faults in the construction of the cruiser Rurik. After hearing an explanation from Admiral Bostrem, Vice-Minister of Marine, it passed a unanimous vote of dissatisfaction and demanded that those guilty of communicating the secrets of Russian gun, shell and armor construction to the English firm which built the cruiser be brought to trial.

Admiral Bostrem shifted all the responsibility for the Rurik to the preceding ministry and denied the right of the Douma to ask questions about the naval administration. His words were received with marks of the strongest disapproval. At times he could scarcely be heard because of the hisses and angry murmurs of the members. He admitted the truth of the charges regarding the communication of construction secrets, but said that this, although a crime in time of war, was permissible in time of peace.

The rejection of the battleship appropriations seems assured.

M. Kolubiakin, Constitutional Democrat, said there had not been the slightest improvement in the personnel of the navy since the terrible lessons taught by the war with Japan. He cited secret documents showing that a great majority of the Russian naval officers shirked sea duty in favor of sinecures ashore. In 1906, he said, there were 3,211 officers at sea, 881 men short of the required number, while 4,392 were ashore. M. Kolubiakin said that many of the more difficult branches of the service were incredibly neglected, the submarine boats and destroyers being commanded by scarcely a quarter of the necessary quota of officers.

EIGHT STRIKERS SHOT AT VIGNEUX.

Vigneux, France, June 5.—Gendarmes, who attempted to arrest a striker, were surrounded by two hundred workmen here to-day. The police used their weapons, killing two workmen and wounding six.

NOTES OF FOREIGN NEWS.

Port of Spain, Trinidad, June 5.—There have been two cases of bubonic plague here, both of which proved fatal. No new cases have been reported, and every precaution is being taken to prevent a recurrence of the disease.

San Juan, P. R., June 5.—Charles W. Vogel, passed assistant surgeon in the United States Health and Marine Service, has arrived here. He will sail next week for Venezuela, to investigate the bubonic plague situation there.

Paris, June 5.—The thermometer registered 91 degrees in the shade here yesterday, and this record was equalled by noon to-day.

Paris, June 5.—Elie Magaides, of Aurora, Ill., who has been in business in this city for several years, has become demented, and it has been found necessary to send him to an asylum.

Guanajuato, Mexico, June 5.—Two women are known to have been drowned, a score of persons are reported missing and property to the value of $20,000 was destroyed late yesterday by the breaking of the dam across the river at this place. A bolt of lightning struck and destroyed a smaller dam just above the main structure and the rush of water broke down the latter.

St. Petersburg, June 5.—A deputation from the International Navigation Congress, which opened in this city this week, was received in audience by Emperor Nicholas to-day. It included Major James C. Sanford, of the Corps of Engineers, U. S. A.

Victoria, B. C., June 5.—Announcement was made by the provincial government yesterday that no licenses would be granted for the sale of liquor in construction camps along the Grand Trunk Pacific. The government has had hundreds of applications, but all have been refused. No license will be granted at Prince Rupert.

Winnipeg, June 5.—The Old Man River at McLeod, Alberta, is now a mile wide, owing to heavy rains. Lowlands have been devastated and the town is threatened. The power house at McLeod was undermined and fell into the river this morning. The McLeod General Hospital and several houses have also been undermined.

EXPLOSION ON CRUISER

Continued from first page.

and stayed at their posts to the last. The accident served to demonstrate the complete efficiency of the naval fire drill. There was no confusion.

Dr. W. A. Weldon, marine surgeon at San Pedro, has been ordered to bring eight of the most seriously wounded to the marine hospital at the Los Angeles Hospital, leaving here at 8 o'clock a. m. to-morrow. The men will be carried each on a separate cot, the Pacific Electric Company furnishing a baggage car for the men.

The four dead sailors will be buried with simple naval ceremonies at 2 o'clock to-morrow afternoon on Point Firmin, overlooking San Pedro Harbor, in a cemetery reserved for naval dead.

Rear Admiral Sebree, when seen on board the Tennessee to-night, said:

"The explosion was one of those accidents which cannot be provided against. I had just completed an inspection of the engine room when a coal passer, half scalded, dashed past me on his way to the deck. Lieutenant Commander Robinson had already given the orders used in an emergency, and the men hurried to their posts with admirable dispatch."

Captain Howard gave out the following typewritten statement on his arrival in San Pedro:

About 11 o'clock a. m. to-day, during full speed trial, a boiler tube burst in No. 3 fireroom aboard this vessel. George Wood, water tender; E. C. Boggs, fireman, second class; A. Reinhold, machinists' mate, second class, and George Meek, fireman, first class, were killed almost instantly. The severely injured are Stematis, fireman, first class; F. J. Burns, coal passer; F. S. Maxfield, fireman, second class, and J. P. A. Carroll, fireman, second class.

Philadelphia, June 5.—President H. S. Grove of William Cramp & Sons' Ship and Engine Building Company, builders of the cruiser Tennessee, when asked to-night about the bursting of a boiler tube on the war vessel, said that the boilers were purchased from another concern, as were other internal fittings for the craft, and were inspected before installation by government inspectors. Charles H. Cramp, director and former president of the company, speaking in the same strain, said that the water tubes used on the Tennessee were of the most modern type and as good as any in use. They were inspected at the place of manufacture by the naval constructors, and he could assign no possible reason for the accident.

The armored cruiser Tennessee was launched on December 3, 1904, at the yards of the Cramp Shipbuilding Company, in the presence of Governor Frazier of Tennessee and his staff, and a large number of distinguished guests. The vessel was named by the sixteen-year-old daughter of the Governor, Miss Annie Keith Frazier. The Tennessee, with the Washington, preceded Admiral Evans's battleship fleet to the Pacific, sailing from Hampton Roads October 12 of last year. On that voyage she was the flagship of Rear Admiral Uriel Sebree. The Tennessee now is attached to the second division of the first squadron of the Pacific fleet.

JAPAN'S CAMPAIGN IN COREA.

China Refuses Request to Station a Few Troops Across the Border.

Peking, June 5.—China has refused Japan's request for permission to station twenty men in Chinese territory, over the Corean border, for the purpose of apprehending leaders of Corean insurgents who make their escape in that direction.

Seoul, June 5.—The movement to suppress the insurrection is now general in Corea, and an aggressive campaign has been begun. It is officially announced that in the nine days ended on June 4 sixty-nine engagements occurred between Japanese and Corean troops and the insurgents, in which 372 of the rebels were killed and fifty-five captured. The Japanese casualties have not been given out.

FRENCH NATIONALISTS EXCITED.

A Newspaper Makes Appeal for a King—Gregori's Rooms Searched.

Paris, June 5.—The Republican press is unanimous in deploring the attempt to kill Major Dreyfus, and believes it has injured rather than aided that cause. The fury of the Nationalist papers, however, is unbounded. "L'Action Française" fires a broadside which recalls the most exciting days of Dreyfus and Boulanger. At the head of its columns this newspaper prints a statement by Charles Maurras which the authorities probably will investigate. In this article the writer says that on Wednesday night "a resolute patriot" visited M. Daudet and Lieutenant Boisfleury and offered to kill Dreyfus, but his proposal was rejected. A leading editorial in this paper appeals to the country to turn to the Duke of Orleans for redress and concludes with these words: "Do you desire that Zola's body be ejected from the Panthéon? Do you desire to march Dreyfus to the execution block? If so invoke your king."

The decision of the Court of Cassation to cut off the time for an appeal, the paper says, was illegal. It adds: "What we ask for Dreyfus is not six balls from a revolver, but the twelve bullets of the execution squad."

Gregori's sister says that her brother recently showed symptoms of melancholia.

Gregori was taken to his apartment to-day while the police made a thorough search of his rooms. Nothing of importance was found.

The bullet in Dreyfus's arm has not yet been found. The doctors say that the condition of the patient is satisfactory.

THE ZU EULENBURG CASE.

Vienna, June 5.—The Vienna court, at the request of the Berlin Supreme Court, has summoned a number of well known persons to testify to-morrow regarding their experiences with Prince Philip zu Eulenburg, with whom they had friendly relations during his term of German Ambassador here, from 1896 to 1902.

Berlin, June 5.—The "Tägliche Rundschau" publishes to-day under reserve a statement that the inquiry in connection with the charges against Prince Philip zu Eulenburg has compromised a great nobleman who until recently was a high official in court. The Emperor is said to have dismissed this nobleman from all his offices and requested him to leave his official residence.

RUSSIA FEARS SHAH'S DOWNFALL.

St. Petersburg, June 5.—The situation in Persia, according to reports received here, is steadily going from bad to worse, and a dispatch received here to-day has aroused fear of a speedy end of the reign of the present Shah, Mohammed Ali Mirza, and the possibility of foreign intervention. Responsibility for this state of affairs is attributed largely to the Shah himself, who, to use a phrase of a representative of the Russian Foreign Office, is "going to the dogs as fast as he can." The report that the Shah has retired to the Bageshakh Palace, near the capital, is confirmed. This move, however, is officially explained as a mere change of summer residence. There is excitement at Teheran on account of the uncertainty of the political situation. The bazaars have been closed.

GERMAN OFFICERS KILLED IN AUTO.

Brunswick, Germany, June 5.—Lieutenant Commander Assmann and First Lieutenant Johannes Fritzsche were killed, and First Lieutenant Elmanhorst and the chauffeur, a man named Eicke, were severely injured in an automobile accident near here to-day.

As the car was entering a village, the chauffeur, in order to avoid running down a girl on a bicycle, put on the brake. The machine is said to have turned a double somersault, falling on the occupants and crushing them.

The entire party was from Kiel. Lieutenant Fritzsche was a prominent sportsman and an experienced automobilist, and was entered in the race for the Prince Henry Cup on June 9. He was also an airship inventor, and his 70-horsepower aeroplane was to have been tried on June 26 in the presence of Emperor William.

RECEIVERS' FEES CUT

REDUCED $55,000 EACH.

Knickerbocker Trust Saves $220,000 by Appellate Division Ruling.

The receivers and their counsel, who were to get $75,000 each for their work in putting the Knickerbocker Trust Company on its feet after its suspension last fall, through the order of Justice Clark, of the Supreme Court, had their allotments cut down to $20,000 by the Appellate Division yesterday. In the decision, written by Justice Gaynor, the Appellate Division says the "amount allowed was so grossly excessive as to amount to a spoliation of the assets of the trust company, and the order must be reversed or else modified for that reason. To allow it to stand would implant general distrust of the administration of justice."

After Justice Clark announced his decision on March 28 the state appealed.

The receivers were Ernst Thalmann, Henry C. Ide and George L. Rives. They were appointed on October 25, 1907, and served five months. George W. Wickersham acted as their counsel. Mr. Thalmann said the receivers believed they had earned fully $75,000. The decision, while written by Justice Gaynor, was concurred in by Justices Woodward, Jenks, Hooker and Miller. It says:

It was in order, on the said accounting and discharge of the temporary receivers, for their compensation and expenses to be fixed and ordered paid out of the assets before they should be turned over to the trust company. That is the settled practice in the accounting of executors, trustees and receivers. It is not necessary to institute a separate proceeding for that purpose, and it is never done. It is part and parcel of the accounting.

The claim that the court had no jurisdiction to fix such compensation and expenses is therefore without foundation. But the amount allowed was so grossly excessive as to amount to a spoliation of the assets of the trust company, and the order must be reversed or else modified for that reason. To allow it to stand would implant general distrust of the administration of justice. The temporary receivers served for only five months. The allowance of $75,000 to each for compensation and the same sum to their counsel, in all the great sum of $300,000, is so disproportionate as not to wear the appearance of unhampered judicial discretion and judgment, but of having been arranged by agreement between the temporary receivers and the directors of the trust company, and adopted by the court inadvertently or without the exercise of its controlling judgment and discretion.

This also appears from the peculiar form of the order—viz., that the sums fixed should be paid provided the trust company consented, which its officers promptly did. Inasmuch as the first duty of the directors of the trust company is to be diligent to have these charges upon the funds of the trust company fixed as low as possible, it seems strange that they should send counsel here to argue in favor of the compensation as fixed below. It imparts a strange moral aspect to the case, to say the least. It is urged that the court should not assume a paternal supervision over the directors of the trust company, but should be satisfied with or let pass what they are willing to do in the premises; but if there could be any force at all in such a suggestion in any case this is not such a case.

Mr. Thalmann said that Justice Gaynor had no more ability to judge the amount of the fee than he (Mr. Thalmann) would have to take his place on the bench and decide cases in his court. The receivers, he said, had handled over $150,000,000 in their five months' work, and had accomplished their duties so well that they had actually made money for the company.

Mr. Thalmann paid his compliments to Attorney General Jackson by declaring that he was only seeking notoriety when he brought the suit and that he had no idea of the value of the work performed or of its magnitude. "We invited him on several occasions to come down and review our work," he added, "but he never came near us, and, as I have stated, he had no conception of what we had to do or the intellect and ability necessary to accomplish it successfully. Perhaps he thought we ought to do it for nothing."

Under the law to give the State Superintendent of Banks the power to liquidate a banking institution the heavy expenses of a receivership will be done away with. This was shown in the case of the Home Bank of Brooklyn, which resumed business last Thursday after having been in the hands of the State Banking Department for forty-two days, at a total expense of only $1,200. At the same rate the cost of the Knickerbocker receivership would have been $4,200.

Where to go for the summer is always a perplexing problem. The Summer Resort Number of The Tribune to-morrow will guide you. Order it at once, as there will be a big demand for it.

LARGE FEES DENIED.

Justice Dowling Cuts Bills of Riverside Commissioners.

Justice Dowling, in the Supreme Court, not only denied yesterday the application of the commissioners appointed to condemn the property to be acquired by the city for the extension of Riverside Drive and Parkway from 135th street to the Lafayette Boulevard for an extra allowance, but cut the amount of statutory fees asked for by them for sessions held between June 11, 1907, and March 14, 1908, from $5,280 to $1,240.

The application of an engineer named Waters, who was employed by the city and engaged by the commissioners to assist them in preparing the assessments to be levied on the property owners for the improvement for $2,020 for fees at the rate of $10 a day during the same period, is denied by Justice Dowling. In his opinion, Justice Dowling says:

There is no claim that the commissioners have been guilty of any fraud or corrupt practices, but it is claimed that their deliberations have been unduly and unjustifiably prolonged. While they should be compensated for services actually rendered for the period in question so far as the same were necessary and proper, no adequate necessity appears for the extraordinary number of executive sessions claimed to have been held by them.

I have examined the record carefully and have reached the conclusion that the commissioners under no possible theory have earned more than the amount chargeable for costs for sessions on the following dates.

Justice Dowling then gives the dates, and allows for five sessions when testimony was taken, for nineteen when objections were heard, for three when testimony was taken and objections were heard, for two part of which were occupied in taking testimony, and for fifteen occupied in part by hearing argument on objections, making a total of forty-four sessions. He continues:

Based on the actual attendance of the applicants at these sessions, as shown by the minutes, the following sums, and no more, will be awarded to the respective commissioners: To Frank R. Houghton, $440; to John P. O'Brien, $430; to John L. Ryan, $370. No ground whatsoever is shown for the compensation asked for the engineer, Waters, nor does the necessity for his continued daily services to the commissioners appear, and therefore his application for the sum of $2,020 is denied.

PACKERS AND BURLINGTON PAY FINES.

Kansas City, Mo., June 5.—Three packing companies and one railroad company, convicted in 1906 of rebating and sentenced to pay fines aggregating $60,000, handed to the clerk of the United States Court to-day a check for the total amount of their fines plus costs. The fines were each $15,000, and were paid by the Armour Packing Company, the Cudahy Packing Company, the Swift Company and the Chicago, Burlington & Quincy Railroad. There is still a fine of equal amount against the Morris Packing Company, of this city.

FAILS TO KILL FAMILY; SHOOTS SELF.

Frederick Rocraft, fifty-eight years old, of No. 181 Union avenue, Williamsburg, tried early yesterday to wipe out his entire family by firing four shots at his wife and three children. When he saw he was to be arrested, Rocraft fired one bullet into his own brain, killing himself instantly. Two bullets struck his wife, but she will recover. The children were not hit. Rocraft had not worked for three years. Neighbors say that he had been drinking for a week. He had frequently threatened his family.

PEARY'S CREW ON THE WAY HERE.

St. John's, N. F., June 5.—Captain Bartlett, sailing manager, and a crew of eleven sailors start to-morrow on the Allan Line steamer Siberian for New York, where they will make their start for the north on Perry's ship Roosevelt. Captain Bartlett asserts that if the Roosevelt is fortunate enough to gain the point reached in the last attempt the task of reaching the Pole will be easy. The crew which will accompany Capain Bartlett, are: Mose Bartlett, mate; John Murphy, second mate; Denis Murphy, Robert Ryan, Charles Pomeroy, James Murphy, Matt Ryan, Patrick Skeans, Andrew Skeans, Michael Handrigan and Patrick Joyce.

Weak, Underfed School Children.

Your sympathy for them can be turned into sure and prompt relief by sending sums large or small to the N. Y. Association for Improving the Condition of the Poor.

R. S. MINTURN, Treas.

Room 212, No. 105 East 22d St.

R. FULTON CUTTING, President.

WHEN IN

GERMANY

BE SURE TO SEE

Grünfeld's Linen Store,

20, 21, Leipziger Street, Berlin, W.

Own Mills: Landeshut, Silesia.

Ask for Illustrated Price List.

No Agents anywhere.

"MOP" PASSES DIVIDEND

Stock Declines Nearly Two Points at Close of Market.

The directors of the Missouri Pacific Railway Company yesterday afternoon decided to pass the semi-annual dividend. The announcement, which came after the close of the market, was not unexpected. President George J. Gould said regarding the board's action:

"The board of directors thought it a conservative policy not to pay a dividend at present, although the company's earnings would justify continuing on a 4 per cent basis."

From 1892 to 1900, inclusive, the company paid no dividends. In 1901 2½ per cent was paid, and from 1902 to 1907, inclusive, 5 per cent yearly was paid. In January of this year the directors declared the usual semi-annual dividend of 2½ per cent, but payable in stock at par. There have been reports that a similar declaration would be made at this time, but the best opinion for several weeks has been that the dividend would be passed entirely. Missouri Pacific stock closed yesterday at 49, the lowest of the day, a net decline of 1⅞ points.

WESTERN MARYLAND NOT TO BE SOLD.

Winslow Pierce Denies Rumors—Certificates to Cover Equipment Notes.

[By Telegraph to The Tribune.]

Baltimore, June 5.—Federal Judge Morris authorized Receiver Bush, of the Western Maryland Railroad, to-day, to issue receiver's certificates for $1,100,000 to take care of the company's equipment notes. The certificates run two years at 5 per cent interest.

Winslow Pierce, of New York, George Gould's associate, has had a conference with Mayor Mahool and Receiver Bush. Mr. Pierce informed the Mayor that there was no truth in rumors that Western Maryland would be sold to the Reading or any other railroad, but that the owners were trying to work out a situation that would prove advantageous to both Baltimore City and the railroad.

MOVE AFTER TWENTY-TWO YEARS.

New Store on Site of Old Broadway Tabernacle To Be Opened To-day.

Rogers, Peet & Co., outfitters, moved last night from 32d street and Broadway, where they had been for twenty-two years, and this morning they will open their new store in the Marbridge Building, on the former site of the old Broadway Tabernacle, at 34th street and Broadway.

The new store is one of the first large clothing establishments in the United States to be completely equipped with cabinets, or wardrobes, an adaptation of the familiar household wardrobe, which has long helped out New York's lack of closet room. It has remained for Rogers, Peet & Co. to take up the system on a large scale. Fifty carloads of these cabinets and their accessories were needed to fit up the two floors and part of the third floor—approximately 40,000 square feet—which Rogers, Peet & Co. occupy in the Marbridge Building. Every overcoat, every suit, whether for men, boys or children, will be hung up on a hanger just as it would be under the best conditions in the home.

The cabinets were made of rich mahogany by cabinetmakers of the highest skill, the same workmen who are doing the interior work of the new public library. In order to avoid monotony and not to obstruct the clear view of the whole store, the cabinets were made in different heights, but in the main part of the store they are less than four feet high.

WANT STABILITY OF PRICES.

Ex-Judge Gary Says Manufacturers Seek to Avoid Violent Fluctuations.

Ex-Judge E. H. Gary, chairman of the United States Steel Corporation, when asked yesterday if he had been correctly quoted in an interview reporting him as having stated that he was not a stickler on holding prices, but was willing to do what he considered would benefit the industry, said:

"What I intended to say was that the manufacturers of steel have never stood for the doctrine of unalterable prices; what they stand for is stability of prices and the avoidance of sudden and violent fluctuations. After the opinions of all present at any of the meetings have been expressed these opinions have been accurately given to the public.

"Of course, when any one speaks of future action it must necessarily be the expression of an opinion, and should be so considered. I believe that the steel manufacturers generally will maintain friendly relations and that everything that they do or decide will be intended for the best interests of all concerned in the subject. Up to the present time they have been influenced largely by the majority of their customers."

Reports from Pittsburg that the price of steel billets had been cut $5 a ton were said in steel circles here to be without foundation.

TROLLEY CONSOLIDATION PLANNED.

[By Telegraph to The Tribune.]

Springfield, Mass., June 5.—Plans were announced to-day for a consolidation of the Berkshire trolley lines and the establishment of trolley communication between Springfield and Pittsfield, by connecting the Western Massachusetts and Berkshire systems. The Legislature will be asked to pass a bill providing that the Berkshire company may construct a railway to connect the system with the summit of Greylock Mountain, extend its line south from Great Barrington through the town of Sheffield to the Connecticut line, and connect this extension with the town of Egremont. The extensions will involve an expenditure of $2,000,000. The financing will be done by the New Haven Railroad, which operates the lines.

SCOTCH STEEL PRICES CUT.

Glasgow, June 5.—Following the lead of America, the steel makers of Scotland have reduced prices all around by five shillings a ton.

READING SHOPS CLOSE TEMPORARILY.

Reading, Penn., June 5.—The Reading Railway Company's locomotive shops here closed to-night, to remain idle to-morrow and all of next week. The suspension is due to the curtailment of mining operations. About fifteen hundred men are affected.

CONSOLIDATED EXCHANGE EXPULSION.

The expulsion of F. W. Boschen, of Montreal, was announced on the Consolidated Stock Exchange yesterday morning. In explanation of the action the president of the exchange said that after Mr. Boschen's failure on May 14 he was summoned to appear before the proper committee of the exchange to explain the reason for his failure. He failed to appear, and was summoned before the board of governors. For failing to appear before the board he was expelled from the exchange.