NO CHANGE AT THE SPA

SPECULATION GOES ON.

Sheriff Says He Is Enforcing Law—Statement from Brackett.

[By Telegraph to The Tribune.]

Saratoga, N. Y., Aug. 11 (Special).—Despite the filing of charges against the Sheriff of Saratoga County because of his alleged failure properly to enforce the anti-gambling laws, speculation was continued at the track under the usual restrictions to-day. There was not the slightest change in methods. Sheriff Bradley was a track visitor, and reiterated his declaration that he had enforced the law as interpreted by Justice Bischoff, and that he had no fear of the results of an investigation. In order to safeguard himself, he says, he had the law construed by his counsel, ex-Senator Edgar T. Brackett, prior to the beginning of racing here. Mr. Brackett's advice was to follow strictly on the lines laid down by the Bischoff decision, and this the Sheriff says he has done.

"I have had thirty deputies here looking for violations," he said this afternoon, "and not one of them has reported to me that he had found any. For that reason there have been no arrests, and if we find no greater cause in the future than in the past there will be no arrests while racing continues here. I had a letter from the Rev. Walter Laidlaw a few days ago ordering me to make arrests, but I am in ignorance of his authority in the matter, and I doubt the correctness of his information. I have been at the track daily, and have found that the law is strictly observed."

A copy of Mr. Laidlaw's letter was given out to-night. In it he alleges that citizen representatives of the anti-racetrack gambling committee have found that four-fifths of the attendants at the racetrack are gambling on the races; that money is openly passed and records made; that gambling is each day growing "wider open," and that the police are blind to what is going on. The letter ends with an expression of belief that if the Sheriff's subordinates at the track were properly instructed they could enforce the law in the manner it was enforced at the tracks in Kings County.

Earlier in the day ex-Senator Brackett gave out the following statement:

I have seen a copy of the charges against the Saratoga County Sheriff, as published in the morning papers. I know nothing of the facts, nothing that has occurred on the track, because I have not been there. But if the Sheriff has honestly done his duty, on the lines laid down in the written opinion I gave him for his guidance, he cannot properly be removed, nor have I any idea that he will be, for the opinion simply stated the law as it is and as the courts have held it to be. I do not believe, nor have I any reason to believe, that the Governor will try to make a martyr of the Sheriff in order to show his own zeal against racetrack gambling. In the first place, I do not think that is either the conception or measure of duty of the Governor. In the next place, such course is entirely unnecessary; his zeal is pretty well known already, I guess. I assume that the hearing will be conducted with the same fairness as a proceeding in court, and I shall prepare for it in the same way. I know of no reason why I should attempt to try the matter out in the newspapers, nor shall I.

It is not believed here that a hearing will occur on Monday, the date set by the Governor, but that a request will be made by the Sheriff's counsel for specific details of the alleged violations. The charges are considered by the Sheriff's friends too general to be made the basis of an investigation. If such a request is made, as it probably will be, the Governor will have to call on Mr. Laidlaw for further details. This will serve to delay the hearing.

Sheriff Bradley's popularity in the village and county of Saratoga is great. His friends declare that if he is removed by the Governor they will take the first opportunity to re-elect him to the office of Sheriff, if not to some more important office. Bradley declares that he will fight removal to the last ditch.

CHANCE GAME OPINION.

Attorney General Tells What May Be Allowed at Fairs.

Albany, Aug. 11.—Attorney General Jackson, in an opinion which he sent to-day to Commissioner R. A. Pearson of the State Department of Agriculture, holds that the attractions which are permissible at county fairs may include games of chance which depend on the skill of the players. But he says that the games which depend entirely on chance or on the skill of the manipulator of the device, whether the prize is money or any other valuable article, are prohibited.

The opinion was given at the request of the Commissioner, who has received many letters from county fair managers asking him for an interpretation of the new law prohibiting gambling devices at county fairs.

The penalty for a violation of this act is the forfeiture of the society's portion of the $250,000 appropriated by the state under a law enacted by the last Legislature. Fearing this penalty, the managers have held up the arrangements for attractions and have asked just what attractions they can accept.

The opinion says that articles which may be and often are merely used for amusement, such as cards, chessmen, billiards and dominos, which are not exclusively for gambling, are not within the meaning of the statute. Throwing baseballs for cigars is also permitted, according to the Attorney General's opinion.

The attractions the Attorney General would prohibit as depending entirely on chance or on the skill of the manipulator are cane racks, knife boards, shell games, dice throwing, wheels of fortune, slot machines, chuck-a-luck tables and drawing paddles with sealed numbers, which may or may not lead to a prize.

ARMED GREEKS ARRESTED

They Were Waiting for a Blackmailer, but Police Came First.

Armed to the teeth, four Greeks, including Basio J. Spiropoulos, whose life had been threatened if he failed to give up $1,000, started out early yesterday morning to look for the alleged blackmailer. The men were hiding behind a clump of bushes at 190th street and Amsterdam avenue, waiting for the arrival of the person who was to meet Spiropoulos, when they were all arrested. The prisoners were held in $300 bail each in the Harlem court, charged with carrying concealed weapons.

Spiropoulos, who, according to his business card, is an importer of Oriental goods, has a place of business in this city, at No. 45 New Bowery and No. 22 James street, with branches in Pittsburg, Boston and Seattle. According to Spiropoulos, he received a letter from the Greek Revolutionary Society, demanding $1,000. He was instructed to take the money to 190th street and Amsterdam avenue, where a man would meet him. He was to hand it over to the person asking "What time is it?"

He didn't intend to be blackmailed, he said, and he took with him three friends. While the friends hid behind a clump of bushes Spiropoulos waited outside. He carried a magazine revolver, which he intended to use on the right man had he shown up. But the police came first.

"I am not a coward, and I won't stand for any Black Hand tricks," said Spiropoulos.

"There is no such thing as the Black Hand," said Magistrate Steinert. "That's all bosh. If it weren't for the so-called Black Hand there wouldn't be any excuse for an Italian detective bureau."

BIG BAIL ASKED FOR C. A. BLIVEN.

District Attorney's Office Wants It Fixed at $25,000—To Submit Affidavits.

Charles A. Bliven, who was arrested Monday charged with grand larceny, forgery and perjury, growing out of the suit brought by Mrs. Harriett N. Klimer against E. F. Hutton & Co., of No. 37 Wall street, for the return of securities valued at $45,000, was arraigned yesterday before Judge Crain in general sessions. Application for $25,000 bail was made by Assistant District Attorney Marshall. This was opposed by Bliven's counsel, and Judge Crain asked that affidavits be submitted today showing why bail should not be fixed in that amount. Bliven was sent back to the Tombs.

Mrs. Klimer, as the administratrix of her husband's estate, alleged that she had turned over $45,000 in securities to Hutton & Co. Bliven, who was outside man for the firm, appeared as a witness for Mrs. Klimer, and it was alleged that he had signed the receipt for the securities and kept them. He was arrested on the charge of forgery and discharged. Then indictments for the three charges were found against him and his arrest followed.

J. MONTAGUE DALE A SUICIDE.

Shoots Himself in the Head at Westport Sanatorium.

J. Montague Dale committed suicide by shooting himself in the temple at Westport, Conn., where he had been confined in a sanatorum. Dale, who was well known in the Tenderloin, began to drink heavily about three years ago. He was first sent to a sanatorium in Flushing, and after remaining there for a year he was sent to Westport.

Dale is a son of Mrs. Molly Dale, who lives in a cottage at Arverne, called The Breakers. This is one of a large number of cottages known as the Dale cottages. At Arverne last night it was learned that Mrs. Dale had left her home to go to Westport, where she had been called by her son. Dale was thirty-three years old.

ACTS ON TRANSFERS

ORDER TO GET TOGETHER.

Metropolitan and Belt Line Must Devise Plan in Ten Days.

As was expected, the Public Service Commission took a hand yesterday in the "to transfer or not to transfer" game in 59th street by summarily ordering the receivers of the Metropolitan Street Railway Company and the officers of the Central Park, North & East River Railroad Company to get together within ten days and establish through routes and joint rates of fare, to be in operation for at least a year. The managements of the two companies have ten full working days—until August 24—to report to the commission what arrangement they have been able to make in restoring transit facilities between the lines of the two companies.

The order of the commission was passed by a unanimous vote of the three commissioners now in town—Messrs. Eustis, McCarroll and Maltbie—after a public hearing on the proposed order to compel the two companies to establish a joint rate of fare which would be satisfactory to the public. Following their usual custom, neither of the receivers of the Metropolitan deigned to appear at the hearing, which was attended by some hundred or more representatives of civic organizations and others who were eager to find out what the Metropolitan receivers and the crosstown officials would have to say about the abolition of transfers and what the commission would do in case there should be a pointblank refusal to make a joint fare arrangement. Neither was Oren Root, the general manager under the receivers, present, nor any representative of the firm of Masten & Nichols, the general counsel for the receivers.

RECEIVERS ASK TIME.

Instead, the receivers sent a polite note, bearing date of yesterday, acknowledging receipt of the notice of the hearing and suggesting that "inasmuch as this is largely a legal matter, we are not prepared to make any definite statement concerning the subject matter of the order until we have been afforded an opportunity to confer with our general counsel, who is at present out of town and will not return until the latter part of the week."

In this particular the receivers of the Metropolitan may have been misinformed, for at the offices of Masten & Nichols, less than half an hour after the close of the hearing, it was said that Mr. Masten had left the city on Monday night for the northern part of the state, but would return today. No explanation was made of Mr. Masten's departure the night before the hearing on the transfer situation, of which he had had notice, nor of his probable return the day after the hearing.

Augustus H. Vanderpoel and Henry Thompson, of the firm of Vanderpoel, Thompson & Freedman, counsel for the Central Park, North & East River Railroad Company, with George W. Linch, who has been acting as general manager since the lines of the company were turned back to it by the Metropolitan receivers last Thursday morning, were among the earliest arrivals at the hearing. To Commissioner Eustis Mr. Thompson, who did the talking for his company, said that on receipt of the commission's notice of the proposed order for a joint rate, his company had tried to get into communication with the receivers and their counsel, but got no more information than contained in the letter sent to the commission. Mr. Thompson pleaded for more time, in order that the officials of the two companies might have a chance to get together. This plea was seconded by J. Parker Kirlin, on behalf of the stockholders of the Metropolitan Street Railway Company, who thought reasonable time ought to be given the receivers to consider the matter.

MR. MALTBIE AROUSED.

This caused Commissioner Maltbie to remark:

"It did not require a very long time for the receivers to inconvenience the public by doing away with the transfers, and we think equally as prompt action should be taken to restore them."

Mr. Kirlin thought a ten days' adjournment would be time enough, but Commissioner Eustis, who presided at the hearing, and who was plainly nettled at the attitude of the receivers, decided to go ahead with the hearing.

Mr. Thompson said that the only objection that he knew of on the part of his company to the adoption of the order compelling the two companies to get together and establish a joint rate of fare was the difficulty to be experienced in making enough to pay expenses and keeping out of the hands of receivers.

"The other company, we understand," he said, "is already in the hands of receivers with a deficit of something like a million dollars a year. I do not see how the commission could make an order that we should divide our revenue with that company. As to the general necessity for transfers we agree upon that most heartily. That is one of the strong reasons we urged upon the United States Court when it was proposed to throw this line back on our hands that the public had been educated by a long practice covering sixteen years to transfers across 59th street, but all that went for nothing."

Mr. Thompson said he wasn't enough of a railroad man to say whether the issue of transfers would increase the receipts of his company instead of diminishing them. He said frankly, however, the receipts of his line had largely diminished since last Thursday when the transfer exchange system was abolished, but thought the giving of transfers had been greatly overdone in New York.

Samuel M. Levy, representing Bloomingdale Brothers and other property holders along 59th street in opposing any adjournment of the adoption of the order, said that it was very clear that the Metropolitan receivers wanted to leave the subject of transfers as a legal question, and doubted whether they had any intention of making any arrangement with the Central Park, North & East River Railroad Company.

LABOR MEN'S PLEA.

Herman Robinson, organizer for the American Federation of Labor, speaking for the labor interests of New York, declared that the people in general believed that fair treatment had not been accorded them in the sudden cutting off of transfers. If a question of the powers of the Public Service Commission were involved, he and his fellow delegates from the united workers of New York had been instructed, he said, to tell the commission that this was the time for the test.

"The public at large," he added, "has been led to believe that the Public Service Commission, which has been appointed at a large expenditure of money, is able to render some service to the people. The people want that service and ask for it, and let us at least hope that we are going to get it as soon as possible."

William Adams Delano, one of the trustees of the Orthopedic Hospital, in 59th street, between Park and Lexington avenues, said that the patients who visited the free dispensary averaged between four thousand and five thousand a year. They came, he said, largely from the East and West sides and the poorer Italian quarters, and depended very largely upon the use of transfers in 59th street to get to the hospital. One of the main reasons for the selection of the present site of the hospital had been to get a place which could be reached with little inconvenience by the patients, most of whom, he said, were lame children who could not walk. To discontinue transfers permanently would defeat the very object which had decided the trustees in choosing the present site.

As soon as the hearing was adjourned the commission went into executive session, and adopted the order requiring the Metropolitan receivers and the Central Park, North & East River Railroad Company to establish by August 24 through routes over the lines of the latter, and the Metropolitan lines between 34th street and 116th street which intersect or connect with them, and to put in force a joint rate of fare "by the use of a transfer slip, coupon ticket or other sufficient token." This rate, under the order, must be maintained for a year, unless modified under the provisions of the Public Service Commissions law.

While the officials of the Central Park, North & East River Railroad Company are evidently willing to act on the commission's order, the absence from yesterday's hearing of the receivers and their counsel and their quotation from Judge Lacombe's decision about transfers are taken to indicate that they will do nothing to relieve the existing situation unless the commission takes the matter to the courts. This is considered certain to be done, if word about an agreement on a routing and rating arrangement is not forthcoming on August 24.

THEATRE HARD HIT.

Meanwhile the demand for the re-establishment of the transfer exchange system, especially on 59th street, is everywhere heard. Henry Blitz, the treasurer of the new German Theatre Company, which is building a theatre at 59th street and Madison avenue, said yesterday that unless the transfers to and from the 59th street line were restored, the enterprise would be hard hit. In the circulars sent out to prospective subscribers for seats in the theatre, which is to open this fall, the accessibility of the new house was specially emphasized. In fact, it was mainly because those people who cannot afford to pay big prices for theatre seats could get to 59th street and Madison avenue for one 5-cent fare by the use of a transfer that the site was chosen.

HEAD OF TABLE SIGHS.

No Transfer Rule Causes Migrations from Boarding Houses.

The abolition of transfers has fallen like a two-edged sword on the keepers of boarding and lodging houses far to the east and to the west of the Broadway and Sixth avenue surface lines. This effect has been generally overlooked in the consideration of the hardships wrought upon working persons who must now pay 10 cents, where before they paid only five. But such of these as are able are moving to places where they may travel to their work for a single fare even under present conditions.

Thus it has come about that there is an increasing tide toward the main streams of traction traffic by the most nomadic of city dwellers, the single men and women who live in boarding or lodging houses. This movement has been especially evident since the transfers along 59th street were cut off. Perhaps the reason is that on the East Side, along the 50's and 60's, in the neighborhood of Lexington, Madison, Third and Second avenues, there are hundreds of places where boarders and lodgers dwell. To a lesser extent similar conditions prevail to the westward about Tenth avenue.

Clerks, salesmen, stenographers and other workers at modest salaries living in those neighborhoods have heretofore been able to reach their work for a nickel by taking a 59th street crosstown car and transferring at Broadway or Sixth avenue. Now that the fare has been doubled, they are beginning to fold up their tents—or their suit cases and steamer trunks—and hike to places, uptown or down, within easy walking distance of the subway, the elevated lines or some surface line that will take them to their work for one fare.

The migration is natural enough, and was summed up by a young man who was saying good-by to a couple of his fellow boarders at a Lexington avenue boarding house, when he said: "I don't like to leave after having been here nearly a year, but what's the use of waiting for a change in the transfer rules? I came here first because the cost was a little less than in places nearer Broadway, and I put up with the bum service and the slowness of surface transportation.

"Now, with the no-transfer rule, I figure my trips to and from business, besides evening journeys on my own account, will raise my expenses about $1.50 a week. I might as well put that into the extra board of a place near the subway, so that's why I'm moving. Perhaps if I were married it would be different. At any rate, if it's a question of using that $1.50 for my own benefit or paying it out to help the receivers, I'm surely an awfully selfish chap."

The boarding house keepers in the zone affected by the new rules have begun to sit up and take notice of the departure of their paying guests, and in one instance the landlady reduced the rates of those who pay promptly by $1 a week until the transfers are restored. But then, hers has been a strictly no-transfer menu, with a double portion frowned upon, if not exactly forbidden. And so, while these hostesses are suffering, the traction rules, like the proverbial ill wind, have brought good business to those nearer the favored lines. If the no-transfer regulations in other sections have brought about the same result it has not been noticeable to any extent. This is so, perhaps, because no single line affected by the rules is depended upon entirely by so large a class of transients.

BACK BROKEN, IN THREE HOSPITALS.

Coroner Harburger to Investigate Removals of Bayonne (N. J.) Man.

According to Coroner Harburger, John Bonda, of No. 80 Cottage street, Bayonne, N. J., was moved to three different hospitals while suffering from a broken back. The man died in the last institution, and the coroner says that he will investigate.

Bonda was injured in July in an elevator accident in Bleecker street. The report from the Metropolitan Hospital, which he received yesterday, the coroner says, shows that he was taken to the New York Hospital, where he was operated on July 29. On August 1 Bonda was removed to Bellevue Hospital, where he remained four days, and then was transferred to the Metropolitan Hospital, where he died on Saturday.

WILL BUY WAR BALLOON

General Allen Says Army Needs Baldwin's Airship—Another Flight.

Washington, Aug. 11.—The military dirigible balloon built for the signal corps of the army by Captain Thomas S. Baldwin will be accepted. "We are going to buy Baldwin's machine; we need it," said General James Allen, chief signal officer. He indicated that failure to comply with the speed requirements would not prevent the purchase of the airship. It is generally understood, therefore, that the speed and endurance trials will merely determine the price to be paid for the dirigible.

Captain Baldwin is satisfied that he can make twenty-two miles an hour under the conditions prescribed by the signal corps. General Allen and the scientists who have been watching the Baldwin flights are of the same opinion. Colonel James Templer, formerly chief of the aeronautical division of the British army, said that he believed Captain Baldwin's dirigible could make twenty-five miles an hour in still air.

Colonel Templer has sent his report to the British War Office on his inspection of the Baldwin airship, recommending that several of its features be incorporated in the new dirigible which the British army is building, and which will have practically the same dimensions as Captain Baldwin's ship. Colonel Templer favors the smaller airship in the present stage of aerial navigation.

The official speed trial of Captain Baldwin's dirigible balloon was again postponed to-day, but a preliminary speed test was made with Mr. Curtis and Captain Baldwin aboard. Captain Baldwin again took a westerly course, in order to become familiar with the official course lying in the direction of Falls Church. It is estimated that an average speed of 18 7-10 miles was maintained.

The airship remained aloft twenty-two minutes, and a distance of nearly five miles was covered. A side wind was encountered throughout the flight, and several times Captain Baldwin had to tack. An altitude of nearly one thousand feet was attained.

There were many spectators, including Secretary of War Luke E. Wright and General James Allen, chief signal officer, present, but the Baldwin flights are becoming such an everyday occurrence that many of the army officers who have been in attendance heretofore were not present to-day.

Secretary Wright expressed his pleasure at the showing made in to-day's flight, but said: "While these airships will be invaluable in time of war for scouting purposes, they will never revolutionize warfare."

Great interest centres in the aeroplanes to be tried at Fort Myer by the Wright brothers and A. M. Herring. The latter has requested an extension of thirty days in the time in which he is to deliver his machine, which will be granted. The Wright aeroplane is expected any day. Orville Wright is coming from Dayton, Ohio, and it is thought that he will assemble his machine and make preliminary flights somewhere near Washington before informing the signal corps of his readiness for the official trials.

NO MONEY TO FLY WITH.

Newark German Has Great Faith in His Paper Airship.

A. Schnarrendorf, a portly German, who lives in the Hill section of Newark, has designed a real airship, which in his estimation has solved all except one of the problems of aerial navigation. The trouble with Mr. Schnarrendorf's airship, however, is that it is on paper, and is likely to remain so unless some kind angel with about $7,000 in his jeans wanders into South 12th street, Newark, and makes the acquaintance of the inventor.

For ten years Mr. Schnarrendorf has worked on this machine. Problem after problem presented itself, only to be overcome after a few sleepless nights by the German inventor. But Mr. Schnarrendorf is now stumped, and unless some one from the outside comes to his aid the people of this generation will be deprived of a ride in an airship in comparison with which the aeroplanes of Farman and the Wright brothers are merely toys—that is, as explained by Mr. Schnarrendorf. The one problem which the German has not yet overcome is the raising of money to build his ship, but he has faith in his invention, and thinks that just as soon as the merits of his machine become known the only barrier between himself and a sail through the air will be overcome.

Mr. Schnarrendorf's invention is an airship—not one of the common dirigible balloons or aeroplanes—and is the product of some remarkable ideas. The framework is of aluminum. In the centre of the lower section is the engine room, where two engines, each of 70 horsepower, drive the propellers, one at each end of the ship. They are what Mr. Schnarrendorf calls expansion-expulsion engines. Each propeller has a diameter of sixteen feet, and four blades, the size of which is two and three-quarters square yards.

The inventor makes remarkable use of the propellers in his airship. He uses them to raise the machine in the air, also to steer the craft and to send it along at the rate of about seventy yards a second. When Mr. Schnarrendorf wanted to go up in the air the propellers would be turned upward and then started going at the rate of a thousand revolutions a minute. After the required height was reached Mr. Schnarrendorf would turn a lever from his place in the pilot house and the propellers would drop back to their original position. He would then give the signal to the engineer for full speed ahead, and the machine would travel so fast, as Mr. Schnarrendorf explained it to a Tribune reporter yesterday, it would be impossible to stand outside without being blown off.

The machine is steered by the same principle that raises the ship, the propellers being gently shifted to the right or left by the touch of a lever by the pilot. The airship is also equipped with five huge wings on each side, and these aid in holding the craft in the air. They measure ninety-two square yards, and in case the engines break down they can be joined together so as to form a sort of parachute, which would allow the ship gently to come to earth. Mr. Schnarrendorf is enthusiastic over his invention, and feels that were it not for the hard times he would have little difficulty in solving the one problem that he has not yet overcome.

COUNT ZEPPELIN WANTS IT ALL.

Friedrichshafen, Aug. 11.—Count Zeppelin, it was said to-day, is opposed to a plan suggested to Emperor William by Walter Rathenau, president of the German Electric Company, and also a director of an airship company and a member of the Aero Club, for the organization of a commission to take over the funds that everywhere in Germany are being subscribed for Count Zeppelin's use in carrying out his experiments in aerial navigation, and administer them partly in Zeppelin's behalf and partly as a national fund for general airship purposes from which to make appropriations to further other airship experiments.

Besides money Count Zeppelin has received gifts of large quantities of wines, cigars, sweetmeats, groceries and neckties and a variety of other articles.

ASKS FRANCE TO SUSPEND DECREE.

Washington, Aug. 11.—Ambassador White, at Paris, has addressed the French government with a view to the suspension of the decree prohibiting the importation of sulphurated fruits, with particular reference to California dried fruits, pending the report of the American commission or board which is to cover the whole subject of the importation of preserved fruits and other edibles. Otherwise, it is said, the importations of French fruits into this country may be seriously affected.

SIGNS CONVENTION WITH URUGUAY.

Washington, Aug. 11.—Edward C. O'Brien, American Minister to Uruguay, has telegraphed to the State Department that he has signed with the Uruguayan government a naturalization convention between the two countries. The convention now goes to the United States for ratification.

BARGE CANAL BIDS OPENED.

Albany, Aug. 11.—Superintendent F. C. Stevens, of the State Department of Public Works, opened bids to-day for barge canal contract No. 31, calling for the improvement of the Erie Canal at Little Falls. Five bids were received, of which the lowest was that of Casey & Murray, of Rochester, whose bids totalled $829,770, as against the Engineer's estimate of $813,800.

WOOLLAND BRO'S.
95, 97, 99, 101, 103, 105, 107,
KNIGHTSBRIDGE, LONDON.
(Centre of Fashionable London.)
Refined and Dainty Apparel.
IMMENSE SELECTIONS OF
Advanced Fashions in Millinery, Costumes, Mantles, Tea Gowns, Matinees, Peignoirs, Blouses, and Shirts, Ladies, and Children's Choice Lingerie, Corsets, Underwear, and Baby Linen, Furs, Gloves, Flowers, Hosiery, Silks, Laces, Sunshades, etc.

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.

Save this card if you think of buying
GAS OR ELECTRIC FIXTURES.
Come and see our New Designs.
We make all styles. Made from heavy brass, our goods are strong and beautifully finished.
EDWARD MILLER & CO., 80 Warren St., N. Y.
Factories in Meriden, Conn. Established 1844.
Stores in Boston, Philadelphia and Chicago.

MAIL CONVEYER FOR N. Y. TERMINALS

Endless Chain Arrangement Will Deposit Letters at Desired Points.

[From The Tribune Bureau.]

Washington, Aug. 11.—By October 1 the Postoffice Department will have installed a time-saving mail conveyer in the Hudson terminal postal station in New York City, which is expected to facilitate the handling of the mails to a great extent. The Postmaster General has already given orders that plans be drawn under the direction of the chief postoffice inspector, and it is expected that they will be completed in the near future.

It is also planned to put the same sort of a conveyer in operation in the New York Central terminal about January 1, when the Postoffice Department expects to occupy a limited amount of space in that building. The postoffice officials believe that they will have their full space in the New York Central terminal by July 1 next year.

The conveyer which is to be used, although no specific model has yet been chosen, will operate only within the buildings, and is intended merely to eliminate the constant handling of the mails and the moving of them by hand from one portion of the building to another. It will be in the nature of an endless chain of boxes, which will be operated so as to deposit bundles of letters automatically at desired points by a mechanical contrivance. The scheme has been tried with great success at Philadelphia, and will soon be installed at Washington. The new system will not necessitate the removal of any employes.

FORT SHERIDAN ARMY SHOOT.

Chicago, Aug. 11.—Skirmish fire comprised the programme of the army shoot at Fort Sheridan to-day. The two best shots in the northern division led the field of 147 contestants, Sergeants Joseph McNabb, Troop K, 8th Cavalry, and William C. Cox, Company M, 27th Infantry, tying for first place with 389 points out of a possible 500. Their nearest competitors were P. P. Hernande, artisan, Atlantic division, and Private Clarence Burroughs, Company E, 27th Infantry, Cuban division, each of whom scored 384.

DR. KOCH COMING TO WASHINGTON.

Washington, Aug. 11.—Dr. Robert Koch, the distinguished German scientist, the discoverer of the tubercle bacillus and of the cholera germ, will attend the International Medical Congress to be held in Washington in September, as an official representative of the German government. Dr. Koch is at present in Japan, and will visit Washington on his way back to Germany. The American Minister at Christiania has informed the Department of State that the Norwegian government has appointed as its official delegate Francis D. Harbitz, professor of pathology and anatomy in the Royal University at Christiania and director of the Institute of Pathological Anatomy.

GIVE ROADS FIFTEEN DAYS TO ANSWER.

Washington, Aug. 11.—Formal notice was served late to-day by the Interstate Commerce Commission upon the railroads of the Southwestern territory to answer within the next fifteen days the complaint filed with the commission yesterday against an increase in freight rates in Texas. These new rates became effective yesterday. It is understood that Edward Baxton, of Nashville, Tenn., special counsel for practically all of the defendants concerned, will prepare the answers of the railroads to the complaints.

WARNS AGAINST $20 COUNTERFEITS.

Washington, Aug. 11.—Bad currency of remarkably clever execution is being circulated, chiefly in Texas, Louisiana, Alabama and Mississippi, according to a general warning sent out to-night by Chief Wilkie of the Secret Service. "National bank notes of the denomination of $5," said Chief Wilkie, "have been raised to $20, and are being circulated freely. The work is the best that we have seen since 'Pete' McCartney, a quarter of a century ago, fooled the public with his clever bill-raising tricks."

Before Sailing
Consult the
Announcements of
European Hotels
Appearing in
The Tribune

Keep Your Blood Cool
by Right Kind of Food and
Enjoy Warm Weather

It's largely a matter of selecting the hot weather diet with reason.

Summer is Nature's season of activity—seed-time, growing-time, harvest-time—a time of expansion, energy—and Man is influenced to do his part—to put forth greater effort because activity is in the very air.

BUT—caution is necessary to avoid excessive heat from combustion (digestion) of heavy, greasy food, (Nature's way of generating body-heat in winter) in addition to the heat of the summer atmosphere.

Grape-Nuts

is the Ideal Food for Hot Weather because being largely predigested (and concentrated) in the making at the factory, it is quickly absorbed, a small quantity affording great endurance with little effort in digesting it.

Grape-Nuts, made of Whole Wheat and Barley, contains only the natural elements of these cereals, including the phosphate of potash grown in the grain for rebuilding waste cells, especially of brain and nerves.

Try for breakfast, lunch or supper:—

A Little Fruit; A Soft Boiled Egg; Saucer of Grape-Nuts and Cream; Slice of Crisp Toast, add a Cup of Postum, hot—or iced, with Sugar and Lemon.

Surprising how cool, yet full of healthy energy and "go" one feels on such a meal, no matter what the weather.

"There's a Reason"

Postum Cereal Company, Limited, Battle Creek, Mich., U.S.A.