

LESSONS OF CRUISE

A GAIN IN EFFICIENCY.

Changes in Ships to Make Them Ready for Battle.

[From The Tribune Bureau.]

Washington, May 6.—The sixteen battleships of the Atlantic fleet will go from the navy yards where they are now being overhauled and docked on June 15 radically changed in outward appearance. The vessels will practically be in a condition for action to a degree which has never before prevailed in the naval service in time of peace and when there has been no prospect of war.

The most conspicuous change which the civilian observer will recognize is in the color of the vessels. The hull, small boats, and, indeed, all of the exposed portions will be of a shade described as a dull gray, without the lustre to reflect the sun or otherwise add to the prominence of the ship.

The removal of the bow ornaments is justified not only as a means of taking from the ship a conspicuous feature, but as accomplishing a reduction in the weight carried by each vessel. The policy is to reduce these weights so as to bring each vessel down to fighting trim, carrying only those things of practical value in attack, which is considered the elimination of some of the boats carried by the battleships, with the substitution of motor for row or sail boats, so that time may be saved and the burden reduced.

Another feature which has been tried out successfully is the method of carrying ammunition. Some of this will be stored in the turret, where it will be conveniently at hand, and where it is considered quite as safe to those who handle it as if stored in the magazines below the turret.

The problem of taking care of powder has engaged expert attention, and there is now being adopted a system of cooling the magazines so that there can be maintained a uniformity of temperature as a protection against accidental ignition.

A conspicuous change is the installation of the fire control masts and the removal of the old military mast. The new structures are of steel piping, so interlaced as to resist attack and remain in position, no matter if the enemy succeeds in hitting the mast and cutting the metal in many places.

Electricity is being used to a greater extent than ever before, and the mechanism on board the ships is now to be controlled in that way. This is especially so in the turning of the turrets, which can be regulated to a degree hitherto impossible and with a nicety of movement that renders it possible to describe the complete arc of the turret at so deliberate a rate as to be imperceptible to an observer.

Internally many minor changes will be made, such as the removal from the turrets of electrical appliances which endanger life or restrict the operations of the gunners. It is also proposed to install metal instead of wooden furniture, and some consideration has lately been given to furniture made of asbestos, with the idea that there may be the least possible chance of conflagration on board ship.

These are a few of the changes being made on the ships of the Atlantic fleet and which will be made next year on the ships of the Pacific fleet. It means the placing of the battleships of the American navy in a condition for battle without the trouble and confusion of throwing overboard all the things which would have to be abandoned when going into action. It is held that the navy should be in fighting trim and should really be prepared for war in the manoeuvres conducted in time of peace.

ARMY AND NAVY NOTES

President Taft May Modify Physical Tests.

[From The Tribune Bureau.]

Washington, May 6.—REQUIREMENT CALLED EXCESSIVE.—There is much interest in the prospect that the President may modify the requirement of the annual physical test prescribed by President Roosevelt. This consists of a ninety mile horseback ride or a fifty mile walk, with, in the case of the officers of the marine corps, a certain distance covered by sprinting.

There have been many retirements in the three services because of the inability of officers to come up to the standard established for professional fitness, and in some instances the officers retired are described as being useful for any sort of duty. Some advantage has been gained through the retirement of senior officers and the promotion of their juniors, but this in turn has resulted in stagnation, with the prospect of an even more serious situation in the army where the lieutenant colonels and majors are younger than they have ever been. It will be represented to President Taft that the requirement is excessive, and that it does not, as was intended, induce regular physical exercise. Regular physical exercise is recognized as of decided benefit to the personnel, and the orders issued by Mr. Roosevelt will undoubtedly result in the adoption of a compulsory system of physical training for the commissioned personnel and enlisted forces of the army, navy and marine corps.

ORDERS ISSUED.—The following orders have been issued: ARMY. Major WILLIAM T. STONE, coast artillery, home, promoted to major general, 25th Infantry, from captain. Captain OLIVER H. DICKERLY, Jr., 25th Infantry, from captain. Captain ELIZABETH H. COOKS, from 4th to 25th Infantry. Captain WALTER S. BROWN, from 25th to 6th Infantry. Captain CHARLES L. J. PROHWITTE, coast artillery, to Hot Springs, Ark. Second Lieutenant GEORGE J. HOLDEN, upon relief from duty. First Lieutenant JOHN RANDOLPH, 29th Infantry, to general recruiting service. Second Lieutenant LOUIS J. BRUNSON, Jr., from 32d to 10th Company, coast artillery. Second Lieutenant JOHN W. WAGNER, from 127th to 9th Company, coast artillery. Leave of absence: Colonel EDWARD T. BROWN, 6th Field Artillery, six months. Lieutenant WILLIAM P. STONE, coast artillery, four months.

NAVY. Ensign E. H. GREEN, detached the Tacoma, home, leave one month. Following assignments: detached reserve torpedo flotilla, navy yard, Charleston, to vessels designated: A. W. ATKINS, to the Stockton, C. R. ROBINSON, to the Massachusetts, J. L. LINDAN, to the Wilkes, F. W. MILLNER, to the Warden. Ensign E. L. BALKER, detached the Thornton, to command the Sigsbee. Ensign G. B. WRIGHT, detached the Macdonough, to command the Sigsbee. Ensign V. V. WOODWARD, detached the Wilkes, to command the Sigsbee. Following midshipmen: detached reserve torpedo flotilla, navy yard, Charleston, to vessels designated: H. W. BELLING, to the Stockton, A. M. R. ALLEN, to the Dupont, E. H. WELLS, to the Boston, H. F. MARKLAND, to the Warden, C. C. OWEN, to the Wilkes, W. R. MONTESER, to the Sigsbee, J. J. BROSEK, to the Macdonough, R. E. STEWART, to the Tanager, and J. BAER, to the Thornton.

MARINE CORPS. Captain D. E. WELLS, detached headquarters, to charge office of assistant paymaster, New York. Captain WILLIAM BRADLEY, detached navy yard, to the Massachusetts, to receive duty. Colonel V. F. LEONARD, to the Massachusetts, to receive duty. Preparatory orders to vessels indicated have been issued to following captains: R. V. RHEA, the Vermont, H. B. HANCOCK, the New Hampshire, E. H. DELIANO, the Idaho, WIRT MCGEEBAY, the Mississippi, J. T. BRUCE, the Michigan. Preparatory orders to vessels indicated have been issued to the following first lieutenants: W. M. SMALL, the Massachusetts, J. S. OWEN, the Connecticut, N. HILL, the Vermont, H. O. SMITH, the Idaho, W. E. PARKER, the New Hampshire. First Lieutenant F. B. GARRETT, detached navy yard.

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MR. STOKES'S MOTIVES His Former Secretary Discusses Them in Light of Criticism.

To the Editor of The Tribune. Sir:—Your article in Monday's issue, under date of Trenton, in asserting that Governor Stokes is the "machine candidate" for Governor, and that the acts passed under his administration are chargeable as "railroad measures" is so devoid of truth and accuracy that it ought not to pass unchallenged. I was Governor Stokes's secretary, and I know something of his aims and motives. Governor Stokes is not a candidate for Governor, and he is not encouraged, but has discouraged any suggestion of the kind. While he accepted the nomination for the Governorship in 1904, he did so with great reluctance, and was not a seeker for the office. If he has any political ambitions, it is entirely in other directions. These he will not know of until the proper time, and will make his fight before the people without asking the consent of any "machine" or official boss or dictator.

The suggestion that the measures passed during his administration favored the railroads is completely untrue. The railroads have not increased the railroad taxes nearly three and one-half times, and the distribution of these moneys to the local tax districts saved the taxpayers of this state over \$2,500,000 in local school taxes in a single year. The people, not the railroads, benefited by these measures. Most of the bills of these acts at the time they were pending were supported almost universally by the press, including The Tribune itself. For the Hon. Randolph Perkins, the leader of the House at that time, has shown, one of these acts was voted for by every member of the House, and the support of them by every member save one, and the other by more than substantial majorities, and after these things, of course, it is not surprising that you suggest were in the interest of the railroads, were Senator Colby, the New Idea leader, Senator Frelinghuysen, the author of the bill, and other Senators and members. The Tribune has from time to time strongly supported Governor Fort here, in a most striking manner, shown his appreciation of these laws.

Senator Ayis conceived, introduced and fathered the county tax board law, and it is not surprising that he should have been appointed. Senator Ayis, the father of this law, as a member of the Railroad Commission, and it is not surprising that the Governor should have appointed him. The bill, the author of the maximum tax rate law, as a member of the Railroad Commission, and it is not surprising that he should have been appointed. The bill, the author of the maximum tax rate law, as a member of the Railroad Commission, and it is not surprising that he should have been appointed.

DISMISSAL OF BOATSWAIN APPROVED. Washington, May 6.—President Taft has approved the sentence of dismissal of Boatswain Herbert F. Marker, who was convicted by a general court martial at New York of falsehood and scandalous conduct. Marker, while treasurer of the warrant officers' mess on the battleship Rhode Island, was charged with having misappropriated money.

TO TAX CLEANLINESS. Proposed Extra Charge on Dwellings with More than One Bath.

Commissioner John H. O'Brien of the Department of Water Supply, Gas and Electricity has forwarded to the Board of Aldermen an ordinance which imposes a tax of \$3 on every bathtub in a dwelling where there is more than one tub. In addition all extra closets must pay a tax of \$2 a year. The proposed ordinance is in committee. It covers every separate apartment which is connected by a water pipe to the main sewerage system, and is designed to exact revenue for all extra water consumed.

The proposed ordinance is a good deal of a surprise, inasmuch as it is believed to be the first time in the history of the city that an extra tax is proposed for physical cleanliness. In the tenement districts there are many houses without regular bathtubs, the occupants using the stationary washbasins instead. The proposed ordinance provides that such tubs, when used as bathtubs, shall be regarded as bathtubs, and a tax of \$3 a piece is imposed. Under the new ordinance the water tax on the usual frontage basis is also increased. The usual two story dwelling with a frontage of 25 feet is to pay a tax of \$11 a year. If the house is occupied by two families, an extra dollar is to be charged. The new frontage schedule is as follows:

Table with 5 columns: Front width, One, Two, Three, Four, Five. Rows show tax amounts for various front widths.

A public hearing on the proposed ordinance will be given by the Committee on Water Supply.

ARMSTRONG'S WILL QUEER DOCUMENT Suicide Did Not Own Property Mentioned in the Instrument.

[By Telegraph to The Tribune.] Hackensack, May 6.—The will of Captain P. S. A. Armstrong, of East Rutherford, who committed suicide yesterday morning, was opened to-day by the Rev. William A. Long. The will makes the clergyman the sole executor of the estate and instructs him to send all the proceeds of the estate to the personal property of Armstrong's daughter, Mrs. Grace Massey, of London. It was learned to-day that Armstrong has no estate as far as can be ascertained. The house and household goods mentioned in the will belong to the Collins estate.

CARNEGIE HERO OUT OF WORK. Says Fact That He Has Only One Eye Prevents Him Getting Employment.

A silver Carnegie medal is a poor offset for the loss of an eye when employment is needed, according to Samuel A. Johnson, of No. 131 East 82d street, who lives in a furnished room. Last night he got down to his last 15 cents, with no prospect of obtaining work, although he is a strong, clean-cut young fellow, with excellent recommendations. He does not know a trade, but he has filled several jobs, from steamship steward to subway construction foreman, to the satisfaction of his employers.

ALLEGED MARQUIS HELD. Astolfo Pescia Had Threatened the Leader of Waldorf Orchestra.

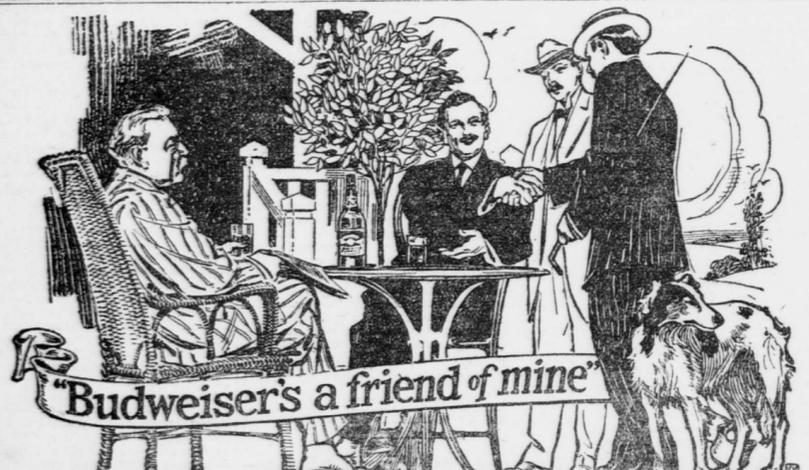
Astolfo Pescia, who styles himself "il Illustrissimo Signor, Marquis de Pesca" of Italy, was arraigned in the Jefferson Market court yesterday on complaint of Signor Curti, leader of the Waldorf-Astoria orchestra, who alleged that Pescia had charged him with extortion and threatened to assault him. Magistrate House believed Curti's story and held the prisoner in \$300 bonds for his good behavior for three months. The bond was furnished by Enrico V. Pesca, a real estate broker, of No. 97 Nassau street, brother of Astolfo.

BOSTON LAWYERS ACCUSED OF CLAIMING \$12,000 UNCLAIMED DEPOSITS.

Boston, May 6.—Two prominent local lawyers, Charles Hall Adams and William W. Risk, the former a consul for three countries and Massachusetts commissioner for all the states in the Union, pleaded not guilty to-day to indictments charging them with obtaining \$12,000 of unclaimed deposits from the Suffolk Savings Bank by conspiracy. The two lawyers have been acting as public administrators and as special administrators for persons living out of the state and interested in property in process of settlement in Massachusetts. The indictments charge them with conspiring in the substitution of mythical heirs to the estate of Ellis Gray in order to obtain the money from the savings bank. Gray died in 1838, and in 1902 the Suffolk Savings Bank published a list of unclaimed deposits, among them being those of several depositors who could not be found, but who appeared as heirs of the Gray estate.

WITHDRAWS TRACTION SUIT FROM JURY. Justice Erlanger withdrew from the jury yesterday the suit brought by the City of New York against the 34th Street Crosstown Railroad to collect \$175,000 claimed as the city's share of the gross receipts of the company from 1902 to 1906.

VIRGINIA ROADS ACCEPT NEW RATE. Richmond, Va., May 6.—On motion of the Southern Atlantic Coast Line, the Norfolk & Western, and the Chesapeake & Ohio railways, Judge Pritchard dismissed to-day the suits of these roads against Judge Robert Prentiss, chairman of the corporation commission. The suits were based on objection to the old rate of two cents a mile, which was fixed by the state. The railroads' counsel say they are satisfied with the increase to 2 1/2 cents.



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