TO LIST 100,000 SHARES

FRENCH SYNDICATE PLAN.

Amount of Steel Common To Be Placed on Paris Bourse at Present.

Although the French syndicate which has arranged to list United States Steel common stock on the Paris Bourse is understood to have an option on 1,000,000 shares, it was said in authoritative quarters in this city yesterday that negotiable certificates representing only 100,000 shares of the stock were all that would be placed on the Bourse at the present time. Ultimately it is expected that the syndicate will exercise its option on the remaining 900,000 shares, and that certificates representing this amount of stock will then be listed. The price paid by the syndicate for the stock, according to cable dispatches from Paris yesterday, was 63½, which would make the amount involved in the present transaction approximately $6,300,000.

It was the consensus of opinion in the financial district yesterday that, now that the Steel shares were to be dealt in on the Paris Bourse, the French holdings of the stock of the corporation would largely increase, as has been the case in Holland since certificates representing the stock have been traded in on the Amsterdam Boerse. Holland is credited with holding 11 per cent of the common stock of the United States Steel Corporation, and Germany and Great Britain are also large holders of it. Altogether, it is estimated that at least 20 per cent of the total outstanding common stock of the Steel Corporation, amounting approximately to 1,000,000 shares, is held abroad.

It was announced last November that the French government had granted an application made in the summer for the listing on the Paris Bourse of bearer certificates representing fifty thousand shares of the first preferred stock of the United States Rubber Company. These certificates were arranged to be issued by the Bankers' Trust Company, of this city, against deposits with it from time to time of shares of the stock by the French bankers F. Dupont & M. H. Furlaud, of Paris, and under an arrangement similar to that under which the certificates representing United States Steel common stock are to be dealt in on the Paris Bourse. Practically the same arrangement was made for listing in Paris certificates representing stock of the Utah Copper Company, which is controlled by the Guggenheim Exploration Company. In both of these cases, although all the requirements of the Paris Bourse authorities had been complied with, delay was encountered in consequence of defective preparation of the certificates, which were engraved in France, and there have been no transactions in either security. It is understood that dealings will begin to-day or to-morrow in both, and also that it will probably be October before active trading in the Steel common certificates of beneficial interest can begin in Paris.

The formalities precedent to admission of the certificates to the Paris Bourse list are numerous and require considerable time. The first step is the publication in the bulletin annex of the official journal of the French Republic of a full history of the company, the shares of which it is desired to list and of the properties controlled by it, so that any citizen may ascertain all of the facts concerning his prospective investment. A copy of this history must be submitted to and examined by the Ministry of Finance before the document is printed, and with it other documents, including a copy of the certificate of incorporation and a list of names of responsible agents who agree to pay all of the taxes which may be imposed.

There are three taxes to be paid. One, which the bankers assume, is the stamp tax, amounting to 6 centimes per 100 francs a year. The transmission tax, 50 centimes per 100 francs of dividend, and the income tax, 4 per cent of the dividend, are met by the investors.

The United States Rubber first preferred and Utah Copper stock deposited with the Bankers' Trust Company was bought last summer in the open market, it was said yesterday.

United States Steel common again made a new high record yesterday, touching 69⅝ and closing at 68⅝, a net gain of two points for the day. The advance in the preferred stock was even more sensational. It rose more than 6 points, which is a bigger advance than it generally makes in a year's trading, to 128⅝, the highest price it has ever reached, and closed at 127⅞, a net gain for the day of 5⅞ points. The violence of the rise in the stock was such that at one time there was a change of 1¼ points between sales. The movement in the preferred gave rise to a report that it was to be converted into 5 per cent bonds, but this was denied in authoritative quarters.

MR. VANDERLIP FAVORS MONOPOLIES.

Tells Electrical Men They Should Be Regulated by Commissions, However.

Atlantic City, June 3.—Frank A. Vanderlip, vice-president of the National City Bank, of New York, and said to be one of the largest holders of electric lighting securities in the country, created something of a sensation before the National Electric Lighting Association, in session here, to-day, when he advocated regulation of lighting monopolies by public utilities commissions.

Mr. Vanderlip, who spoke on "Electrical Securities," qualified his statement by insisting that the control by commissions should be reasonable in its exactions. He also insisted that the public must realize that the best results, both for themselves and investors, would come from allowing properly regulated monopolies rather than competition that often allowed formation of pirate syndicates for the express purpose of being bought out at a price that would later be saddled on consumers.

Mr. Vanderlip stated his belief that obtaining a proper support from investors in electrical securities is as important as the study of the technical questions for improvement.

TO CLOSE ACCIDENT INSURANCE CO.

Justice Guy granted yesterday the application of Superintendent Hotchkiss, of the State Insurance Department, for permission to take charge of the affairs of the Traders and Travellers' Accident Company. Justice Guy granted the motion on the ground "that further transaction of business by the defendant will be hazardous to its policyholders, its creditors and the public."

This is the first case under the law passed by the Legislature last month which gives the State Insurance Department the right to step in and take charge of the affairs of an insurance company for the benefit of its policyholders.

TO RETIRE STOCK ISSUE.

Date for Redemption of Southern Pacific Preferred Not Yet Fixed.

The violent advance in the Southern Pacific issues yesterday, which shared with United States Steel the leadership of the stock market, was accompanied by a variety of reports, most of which concerned the disposition to be made of the preferred stock. From authoritative sources it was learned that the decision had been reached to retire that issue, of which $74,863,400 is outstanding, of which the Union Pacific holds $34,200,000, although the date of retirement had not yet been fixed.

The stock is redeemable at 115 at any time up to July 1, 1910, and convertible at par into common stock at the option of the holder. It closed yesterday at 132 and the common at 130¾, practically the same level, so that the issuance of a call for its retirement would in all probability, if the present prices were sustained, operate automatically to induce the holders to exchange their holdings for common stock, with the alternative before them of obtaining only 115 for their preferred shares if presented for redemption at the company's office.

Southern Pacific preferred is a 7 per cent dividend payer, while the common pays only 6 per cent, so that the company in substituting common for preferred would effect a saving of about $750,000 a year. It was reported yesterday that the common was to be placed on a 7 per cent basis, but it can be said that at their next dividend meeting at least the directors will not raise the rate.

Another report heard in explanation of the advance in the Southern Pacific stocks was that the company was planning to present to its shareholders a "melon" in the shape of stock or certificates of beneficial interest in a new company, which would take over its holdings in various oil companies, principally in California. The Southern Pacific Company owns of such stocks $18,337,336, none of it deposited under mortgages, and also $750,000 of the first mortgage 5 per cent bonds of the Associated Oil Company, owning many producing wells in the California oil fields. These bonds are also free of Southern Pacific mortgage incumbrance.

BIG DAY FOR STOCKS.

Trades Total 1,451,484 Shares in 127 Different Issues.

In the biggest day on the stock market since February 23 last, both in the number and variety of shares traded in, several stocks yesterday made new high records for the year, and two or three—notably Southern Pacific and United States Steel common and preferred—sold at the highest price in their history. The total transactions were 1,451,484 shares, nearly half of which were in three stocks—Union Pacific, Southern Pacific and United States Steel common. These shares furnished the principal activity in the early trading, but as the day progressed the market broadened, and before the close 127 different issues had been dealt in. The market continued to gain in strength during the afternoon, and prices at the close in the leading issues were only a fraction under the high point of the day.

Southern Pacific divided with Steel common the honor of being the most active stock on the list, and also made the most sensational advance of any stock in the day's trading, closing at 130¾, the high point of the day, and a net gain from the preceding day's close of 6⅝ points. Its nearest competitor in this direction was Steel preferred, which made a net gain for the day of 5⅞ points. The six most active stocks at the close of the market showed an average gain of over three points, which is something that happens only once or twice in the course of a year's trading. The sales in the first hour totalled 400,000 shares, and at 1 o'clock 933,000 shares had been traded in.

The usually active stocks were not the only ones that showed large net gains at the close of the market, many of the special stocks showing gains of from 2 to 3 points. The average price of a number of leading railroad shares when the market closed was 127, and that of a number of leading industrial issues 94, which was the highest average of the year for both classes. The net gains in all the active issues ran all the way from one-half point to 6⅞ points.

The trading was also heavy on the Consolidated Stock Exchange, and a new record of seventy-three issues dealt in in a day's transactions on that exchange was established.

MOUNTAINS OR SEASHORE?

The Summer Resort number of The Tribune, out next Sunday, will be a veritable mine of information regarding where to go for vacations. Profusely illustrated. Consult it.

RAILROADS DENY AGREEMENT.

Northern Pacific and Chicago, Milwaukee & St. Paul Apparently in Harmony.

A published report that a comprehensive understanding for the harmonious operation of the Chicago, Milwaukee & St. Paul and the Northern Pacific railway companies had been reached by representatives of both systems, and that it had been agreed there would be no further building of unnecessary competing lines by either company in the territory common to both, was denied in authoritative quarters yesterday. It was said, however, that the Northern Pacific had recently sold some land in Tacoma and in the passes of the Rocky Mountains to the St. Paul road. It appears from this that, while there may be no comprehensive understanding as regards operation, the relations of the two roads are harmonious.

It will be remembered in this connection that the Northern Pacific, which has recently entered into an agreement to share its line to Tacoma with the Union Pacific, had previously sold land for a terminal in Seattle to the Harriman lines, and although Mr. Harriman said in an interview just before he sailed for Europe last week that the agreement with the Hill lines did not mean any limit to the expansion of the Union Pacific in any direction, the indications all point to the establishment of harmonious relations among the railroads in the Pacific Northwest.

PENNSYLVANIA RAILROAD

Bulletin.

SAFEGUARDING PASSENGERS

Official reports of the Pennsylvania Railroad Company show that during the year 1908 no passenger on the entire mileage was killed by a train accident.

The following editorial from the Philadelphia *Inquirer*, May 18, 1909, emphasizes the situation:

NO PASSENGERS KILLED BY THE PENNSYLVANIA.

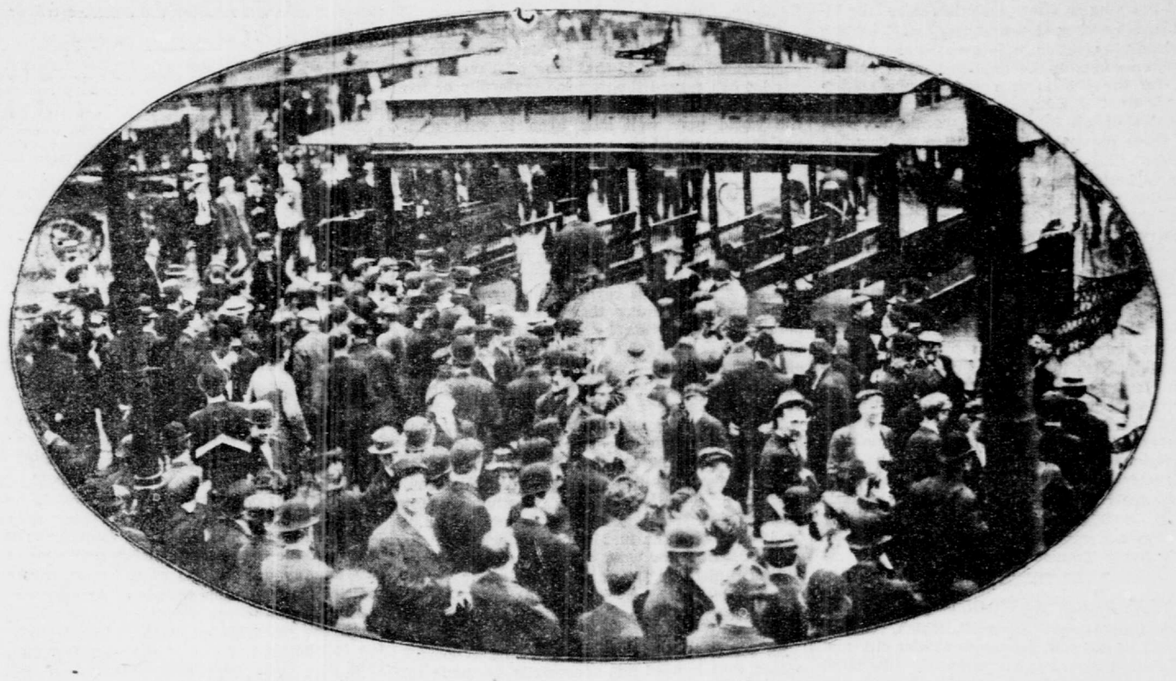
The management of the Pennsylvania Railroad Company is entitled to much credit and to hearty congratulations for the circumstance that last year on all the 23,000 miles of track covered by the Pennsylvania system not a passenger was killed as the result of a train accident. There were 102 persons injured, which was fewer by 452 than during the previous year, a reduction of 81.6 per cent., but as the total number of passengers carried was 141,659,543 a little calculation will show that only one person out of 1,388,819 carried suffered any such injury as required medical or surgical treatment.

This is an impressive and praiseworthy showing. It means that one may be safer in a Pennsylvania Railroad train than one is on the street or at home and it demonstrates the care and the ability with which the operation of the road is conducted. The American railroad has not enjoyed a good reputation on the score of safety, and its casualty record compares very unfavorably with the similar records of the British lines.

It is, however, steadily improving in this respect, and as usual the Pennsylvania system leads the way. It sets the pace and supplies the standard which the others have to follow and adopt.

It is needless to state that this result is the reward of eternal vigilance. The best roadbed, the highest type of equipment, the most approved system of signals, all in the hands of the most tried and experienced operatives, combine to safeguard the passenger. Frequent signal tests have shown a splendid percentage of efficiency in the men, and the running records of the trains indicate that ceaseless vigilance is the watchword on the Standard Railroad of America.

AN EPISODE IN THE PHILADELPHIA STRIKE.



TROLLEY CAR DERAILED BY A MOB OF STRIKE SYMPATHIZERS AND DESERTED BY THE STRIKE BREAKERS.

STRIKE END IN SIGHT

Continued from first page.

no further attempt was made to continue the service.

Two captains who are alleged to have been inactive were temporarily relieved. It is no secret that many of the officers and men feel the greatest sympathy for the strikers, whose grievances have been familiar to them.

The disturbances of last night were repeated almost as soon as the transit company sent out its first cars this morning. Nor were the riots and wrecking confined to the big congested and populous centres. A huge torpedo was exploded on the tracks of the Market street line, near the City Hall, causing a panic, and a mob of workmen attacked a car run by strike breakers, at 9th and Filbert streets, in the business centre.

In the Kensington district men, women and children were at a late hour to-night gathered by many thousands to defend a great barricade of rocks, lumber and earth set up during the endeavoring to drive the mob away, with immiday. The police with all possible force were nent danger of more bloodshed than last night and some possibility of fatalities.

PREPARED FOR BARRICADES.

The fact that no lives were lost last night amazes those who beheld the turbulent scenes. It was evident that whole families had been engaged for several days gathering missiles and materials and preparing for the establishment of barricades. They gathered on the roofs of their homes, and as the cars appeared in care of the strike breakers missiles of all sorts fairly rained upon them. When the store of rocks and clubs gave out the people tore down chimneys and hurled bricks upon the passing cars.

Kensington avenue, one of the widest streets, and in one of the business sections of the uptown district, was a scene of wreckage and desolation this morning. No attempt had been made to remove the smashed and burned cars and the litter of bricks, stones and other debris choked traffic.

An outbreak among the textile workers, near 5th street and Columbia avenue, occurred at noon to-day. A crowd of several thousand men, women and children attacked a car in 5th street, and pelted it and the crew with stones and bricks, finally dragging the motorman and conductor to the street. The strike breaking crew tried to regain their posts, but did not succeed until a squad of mounted police arrived on the scene.

POLICE USE REVOLVERS.

The police used their revolvers and shot dangerously close to the employes of the Surpass Glazed Kid Works, 11th and Westmoreland streets, when the latter refused to disperse, after obstructing the streetcars at that point with immense stones, a truck and numerous ties. Some of the stones, taken from a nearby quarry, weighed more than seventy-five pounds. The incident created great excitement as the police charged and fired over the heads of the workmen. Because of the large number of rioters and the failure to pick out individuals as instigators no arrests were made. After a long delay the police cleared the obstructions and the cars moved.

Fifty strike breakers, who have been encamped at Frankford avenue and Bridge street, have been ordered to leave town by the police because they were fighting among themselves and frightening neighbors. The strike breakers were chased from their camp this morning, and went to the headquarters of the union carmen, where there was a meeting in progress. They told the strikers that they had no money or any other means of getting back to New York, where they came from. The men prepared to leave at once, and may be taken back in freight cars.

Late to-night C. O. Pratt, the leader of the strikers, said he would put the question of settlement squarely up to the men themselves. He called meetings of the men of the several divisions for the appointment of one man from each car barn to act as a committee with him to go over the terms of agreement. This committee will report back to the strikers at meetings to be held at 9 o'clock to-morrow night, at which votes will be taken on the question of agreeing to the terms.

Pratt says the strike is practically won, as the number of cars run to-day was smaller than on any day since it began, and that if necessary he can have all the men employed at the several power houses called out, which would cause a complete tie-up. The people of the city continue to walk, even where the cars have been run, and the strikers are encouraged all along the line.

About two hundred motormen and conductors were sent to Philadelphia from the recruiting office in this city yesterday forenoon, and a smaller number were sent in the afternoon. A number of applicants were examined as to their experience and what they would do in certain emergencies. One man, who said he was with the Metropolitan Street Railway Company for a year, got tangled and was not taken. It was denied yesterday that James Farley had furnished any men to be sent to Philadelphia.

BOSTON ELECTRICAL WORKERS OUT.

Increase in Wages and Saturday Half Holidays in Summer Demanded.

Boston, June 3.—About eight hundred electrical workers, including practically all the union men of this trade in Boston, went on strike to-day. The men ask for a minimum wage rate of 60 cents an hour, or $4 a day, and a Saturday half holiday for five months, beginning May 15. They have been receiving $3 60 a day. The decision to strike was reached early this morning after a protracted meeting of the local union of the Brotherhood of Electrical Workers.

This afternoon it was announced at the union headquarters that a dozen firms, employing nearly half the men on strike here, had agreed to the new terms. E. G. Smith, of Detroit, international vice-president of the Brotherhood of Electrical Workers, reached here to-day to direct the strike.

BRIDES ARRIVE ON NEW STEAMER.

Italian Swains Were for Marrying at Once, but Maidens Preferred Church Wedding.

Two young Italian women, both of whom expect to be married at the same hour next week in the Roman Catholic Church of the Holy Innocents, in West 36th street, arrived here yesterday from Naples on the maiden passage of the new steamer America of La Veloce Line. The young women, who are sisters, are the Misses Adele and Gertrude Deliguore, of Meta, a town near Naples.

They came in the first cabin, but being aliens and travelling alone they were detained for a short while by the immigration officials until the two men they intend to marry arrived at the pier. They are Charles Ruggiero, of No. 246 West 36th street, who will marry Miss Adele, and Gaetano Caffiero, of the same address, who will marry Miss Gertrude. There was a priest on board, and the men wished him to perform a double ceremony. The young women, however, preferred a church wedding, and their view prevailed.

The America is a two-masted, two-funnel twin screw steamer, with an average speed of seventeen knots an hour. She is fitted with all modern equipment for steamers of her class, having accommodations for 170 cabin and 2,404 steerage passengers. She is 504 feet long, and her gross tonnage is 8,859.

TO SUPPLANT PITTSBURG.

Gary Will Do It Unless Rich Men Take Care, Says Frick.

[By Telegraph to The Tribune.]

Pittsburg, June 3.—Henry C. Frick, who arrived in Pittsburg this morning to consult with Mayor Magee over some municipal improvements in which, it is said, the steel man will have to bear the greater part of the expense, in an interview with the city's executive this evening uttered what appeared to be a warning as to Pittsburg's future as an industrial centre, "unless Pittsburg capitalists take more civic pride and are willing to spend their private funds to further the welfare of the city."

"I am not averse to spending my money in cutting down the Hump" (a steep grade in the business portion of the city), Mr. Frick told Mayor Magee, "but I wish to serve notice on the capitalists of Pittsburg through you that this city is doomed as an industrial centre unless the moneyed men get together and administer a dose of financial medicine.

"They may be optimistic, but I wish to declare now that when the United States Steel Corporation broke ground for Gary that combination practically sounded the death knell of Pittsburg. They must not think that because they do not lose business to-day or to-morrow that eventually they will not lose.

"Gary, to my mind, in time will be the leading steel centre of the country. Other lake towns will follow the lead of Gary, and in time the vast steel interests will be something unknown to Pittsburg."

Mr. Frick, as Mayor Magee explained, based his opinion on the freight differential between the lakes and Pittsburg and the fact that by the electrical process almost any coal can be coked. Mr. Frick has urged the local capitalists to build a railroad from some lake point to Pittsburg to bring the ore to this district.

About two months ago F. A. Ogden, freight manager of Jones & Laughlin, made a statement similar to that made by Mr. Frick to-day, and he was laughed at by the local steel men. To-night Mr. Frick's statement is taken seriously.

C. & O. MAY GET TRUNK LINE TO LAKES

The Hawley interests, which control the Chesapeake & Ohio Railway Company, have recently been making large private purchases of bonds of the Chicago, Cincinnati & Louisville Railroad Company, it was learned yesterday from an excellent source.

TO BRING PENN'S BODY HERE.

Washington, June 3.—To bring the coffin containing the body of William Penn, which now rests in a practically abandoned cemetery in Buckinghamshire, England, to this country and have it buried on the banks of the Delaware is the object of a movement just started in Congress. Representative Palmer, of Pennsylvania, is one of six members of the House behind the plan, and he will confer with President Taft to enlist his support.

JAPANESE DECORATION FOR ENGINEER.

Washington, June 3.—The Emperor of Japan has conferred on John J. Carty, of New York, chief engineer of the American Telephone and Telegraph Company, the Order of the Rising Sun in recognition of engineering services rendered to Japan.

STRIKE ON B. & O.

MACHINISTS AFFECTED.

Company Says Only 446 Out of 2,100 Men Have Gone Out.

[By Telegraph to The Tribune.]

Baltimore, June 3.—A strike of the machinists in the various shops of the Baltimore & Ohio Railroad Company was ordered to-day by President O'Connell, of the Machinists' Union. The response was by no means general, less than five hundred men going out of the shops of the entire system.

It was stated at the Wheeling and other shops in that section that the order was not well understood, and that the men were awaiting developments. A movement is now under way to call out the boilermakers, and if they are ordered out the strike may assume serious proportions.

The number of men involved in the strike order is 2,100, as follows: 1,050 machinists, 750 helpers and 300 apprentices. Of these only 446, according to late figures, have gone out.

The company officials to-night declared that there were enough men in all the shops to run them, and that strike trains had been made up to carry more than enough to supply the places of those who are on strike.

The difficulty had its origin in the introduction of the piecework system at the shops here. On May 7 the machinists at the shop left their tools because of the introduction of the system and, according to the machinists, because of the apparent hostility of J. D. Harris, superintendent of the motive power, to labor unions.

The trouble has extended to the shops at Cumberland, Grafton, Fairmont, Parkersburg (Ohio River division shops), Connellsville, Glenwood, Newcastle Junction, Penn.; Cleveland, Newark, Chicago Junction, Ohio, and Garret, Ind.

Reports received at the headquarters of the strikers in this city up to 6 p. m. said that 85 per cent of the men have quit work. At the strikers' headquarters to-night it was stated that twenty-one men will not report for work at the Riverside shops, this city, in the morning, and that they would have walked out to-day except for the failure of the messenger to deliver the strike order. It is added that fifteen more men will remain away from work at the Mount Clare shops to-morrow, increasing the number of strikers there to 195.

A dispatch from Pittsburg says that at the Glenwood shops the machinists gave notice that they intended to obey the strike order. They were immediately given five minutes to "clear out." There are 105 men employed, and ninety men struck. Of the fifteen remaining at work eleven are men who have been injured at some time while in the service of the railroad, and for this reason, and on account of their age, they did not desire to cancel a chance to get a pension in the near future.

One hundred policemen were on special duty to-night at the Glenwood shops, with orders to remain there each night till further notice. A day force probably will be maintained there also.

The machinists and boilermakers employed by the Baltimore & Ohio Railroad in Cleveland were all at work in that city and at Lorain to-day, according to Superintendent J. T. Johnson.

GETTING CLOSE TO MIDSHIPMEN.

Board of Visitors Went to Annapolis Unexpectedly and Messed with Cadets.

[By Telegraph to The Tribune.]

Annapolis, June 3.—The board of visitors appointed by the President and Congress to inspect the United States Naval Academy and report upon its needs has found a new way of getting close to the heart of things, its members paying an unexpected visit to the midshipmen during their meals and each member sitting at a different table and having a confidential talk with some students.

The midshipmen were urged to talk freely along the lines of either criticism or suggestion. They were particularly urged to tell frankly if anything in the line of hazing existed, and they all affirmed that the practice was dead at Annapolis. The regulation against hazing is being rigidly enforced by the members of the first class, according to the statement of the midshipmen.

GETS CONTROL OF KINGSTON ROAD.

Kingston, N. Y., June 3.—Frederick T. Ley, of Springfield, Mass., to-day purchased a controlling interest in the Kingston Consolidated Railroad Company, which operates Kingston's trolley system. The largest individual interest heretofore has been that of August Belmont.

PORTUGAL TO IMPORT WHEAT.

Washington, June 3.—A dispatch received at the State Department from Lisbon says that the Portuguese government has authorized the importation of eight million kilos of wheat up to July 19.

ARMY AND NAVY NOTES

"Plucking Board" of Rear Admirals Meets.

[From The Tribune Bureau.]

Washington, June 3.

FORCED RETIREMENTS.—The board of rear admirals known in the navy as "the plucking board," with Rear Admiral Sperry at its head, held its first session to-day. The duty of this board is the selection for retirement of officers above the rank of lieutenant commander who are considered unfit for service, in order to create the number of vacancies considered necessary to stimulate promotion. There are seventeen of these vacancies to be created, which number may be reduced by unforeseen casualties, such as deaths and retirements for disability, between this date and July 1. There may also be some reduction of forced retirements through voluntary applications, and naval officers have been invited to apply for retirement, which they may do with the next higher grade if their applications are granted. It is estimated that about half the required vacancies will be created by applications for retirement. The remainder will have to be furnished by selection, a method regarded as a hardship by most officers and likely to inflict more or less embarrassment on them.

"The plucking board" of two years ago recommended to Secretary Metcalf that it be permitted to inform the officers who had been selected for retirement privately, in order that they might be permitted to file applications and so go off the active list without any possible reflection on their ability, but Mr. Metcalf refused to permit this. This method of creating vacancies has met with much criticism in the service, but it survives because of the desire of naval officers to obtain promotion at all hazards and with little regard on the part of the juniors for the feelings of the seniors in the danger zone.

The sessions of "the plucking board" will be held behind closed doors, and its conclusions will not be known and can not be reached until July 1, after all applications for retirement have been acted on. In the mean time the applications received will not be divulged, it being desired to obtain as many of them as possible.

ORDERS ISSUED.—The following orders have been issued:

ARMY.

Retirement of Lieutenant General ARTHUR MACARTHUR announced.

Lieutenant Colonel WILLIAM T. WOOD, from office of inspector general, July 15, to Governor's Island, as inspector general, Department of the East.

Major LLOYD S. McCORMICK, from Department of the East, June 30, to office inspector general, Washington.

Major OMAR BUNDY, from Department of Texas, July 15, to Omaha, as assistant inspector general, Department of the Missouri.

Major TYREE R. RIVERS, 4th Cavalry, detailed in inspector general's department, to take effect June 26, vice Major JACOB G. GALBRAITH, inspector general, to 4th Cavalry, that date; Major RIVERS from office of inspector general, July 15, to San Antonio as inspector general, Department of Texas.

Major WALTER H. GORDON, 18th Infantry, from duty with national rifle match for 1909.

Captain GEORGE I. FEETER, 7th Infantry, found incapacitated, is retired.

First Lieutenant ALLISON B. DEANS, Jr., coast artillery, recently promoted, attached to 119th Company.

Following changes first lieutenants medical reserve corps ordered: GEORGE TROTTER-TYLER from Fort Adams to Vancouver Barracks; THOMAS S. LOWE from Fort Walla Walla to Fort Lawton, reporting to medical superintendent army transport service for duty in that service, with station at Seattle.

First Lieutenant JAMES R. GOODALE, 22d Infantry, to Vancouver Barracks, examination for retirement.

First Lieutenant LEWIS S. MOREY, 12th Cavalry, detailed with 3d Battalion, 2d Infantry, Michigan National Guard, during encampment at Ludington, beginning August 9.

First Lieutenant WILLIAM R. S. GEORGE, medical reserve corps, honorably discharged from the service of the United States.

Leave of absence: First Lieutenant WILLIAM J. AYRES, Philippine Scouts, leave extended to August 2.

NAVY.

Lieutenant H. C. COCKE, detached Naval Academy; to the Georgia.

Midshipman A. M. PENN, detached the Dubuque; to the Louisiana.

Midshipman E. F. CUTTS, detached the Louisiana; to the Dubuque.

Midshipman J. C. Jennings, detached the Virginia; to the Dubuque.

Midshipman A. S. CARPENDER, detached the Minnesota; to the Marietta.

Midshipman C. M. JAMES, detached the Marietta; to the Minnesota.

MARINE CORPS.

Captain HARRY LEE, to command marine detachment on the Wisconsin.

Following captains detached stations indicated to command marine detachments on vessels designated:

C. C. CARPENTER, navy yard, Boston, to the Tennessee, Puget Sound.

WIRT McCREARY, navy yard, Philadelphia, to the Mississippi.

F. H. DELANO, Naval Academy, to the Idaho, Philadelphia.

W. G. FAY, headquarters, to the Connecticut, New York.

J. K. TRACY, navy yard, Norfolk, to the Maine, New York.

Following first lieutenants detached stations indicated to duty with marine detachments on vessels designated:

W. C. POWERS, Jr., navy yard, Norfolk, to the Maryland, Mare Island.

S. S. LEE, marine barracks, Washington, to the Vermont, Boston.

R. L. SHEPARD, marine barracks, Washington, to the Mississippi, Philadelphia.

A. A. RACICOT, navy yard, Charleston, to the Idaho, Philadelphia.

Following first lieutenants detached stations indicated to command marine detachments on vessels designated:

E. R. BEADLE, detached the Maryland, to Washington.

W. M. SMALL, navy yard, New York, to the South Dakota, Mare Island.

W. N. HILL, navy yard, Boston, to the California, Mare Island.

First Lieutenant A. P. CRIST, detached the Wisconsin; to Cincinnati for recruiting duty, vice Captain S. Y. RHEA, to command marine detachment of the Vermont.

First Lieutenant C. P. MEYER, detached navy yard, Philadelphia; to marine barracks, Washington.

First Lieutenant W. E. SMITH and Second Lieutenant P. A. CAPRON, qualified for promotion.

Leave of absence: First Lieutenant L. P. PINKSTON, one month from July 1.

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

ARRIVED.

June 1—The North Carolina, at Smyrna.

June 2—The Wolverine, at Bay City; the New York, at Tompkinsville; the Glacier, at Mare Island; the Wilmington, at Siakwan.

SAILED.

June 2—The Mississippi, from Horn Island Pass for Philadelphia; the Nero, from Newport News for Key West; the New York, from New York City for Tompkinsville; the Glacier, from San Francisco for Mare Island; the Prairie, from Newport for Boston.

The scout cruiser division (the Chester, the Birmingham and the Salem), will return home to Boston about July 1. The Salem will be at Salem July 25, to receive certain gifts to be presented to the ship by that city.

The Montgomery, assigned to the Atlantic fleet.

When the Leonidas is placed in service at the navy yard, Portsmouth, about the 10th inst., she will be assigned to the Atlantic fleet.

ALBANY NIGHT BOATS RUNNING.

The Peoples Night Line steamers on the Hudson River between New York and Albany were put on the summer schedule on June 1, running on Sundays as well as weekdays, and making stops at the 129th street pier on the northbound trip for the accommodation of uptown dwellers. Stops will be made at Yonkers on up-river trips only, beginning on June 21.