FOR 7TH AVE. SUBWAY

PENN. R. R. SOLICITOUS.

Vice-President Rea Writes P. S. C., Urging Favorable Action.

Correspondence between Samuel Rea, second vice-president of the Pennsylvania Railroad Company, and Chairman Willcox of the Public Service Commission was made public by the commission yesterday, in which the railroad appeared to be solicitous, almost insistent, that the Interborough Rapid Transit Company get the contract to build a subway through Seventh avenue south from Times Square to the Battery, and north through the East Side. This proposition was put up to the commission by Mr. Rea. Chairman Willcox in reply asked why the railroad didn't urge the Interborough people to get busy, instead of the commission, which had no power to compel bids.

Mr. Rea's letter told Chairman Willcox that the Pennsylvania's new station, at Seventh avenue and 33d street, would be opened to the public next summer. The necessity for proper subway accommodation in connection with it was so important, he believed, that it was thought proper to lay the subject before the commission. This station, he said, would be "one of the great centres of New York City, where great numbers of people will daily congregate and must promptly be distributed to all parts of that city." Therefore the Pennsylvania had been diligent in bringing before the state and the city the necessity of subways, "but notwithstanding the approaching completion of our railroad lines and station no subway has as yet been constructed." Mr. Rea continued:

We have always believed that when the present subway was utilized to its full capacity and new subways required, as is now the case, the most economical and practical course would be to extend the present subway from 42d street down the West Side under Seventh avenue to the downtown district, connecting with Brooklyn, and up the East Side from 42d street to The Bronx, with suitable crosstown connections, permitting of convenient transfers from one line to the other. From the time that the plan for a West Side subway route was approved by the predecessors of your commission—the Board of Rapid Transit Railroad Commissioners—who recommended it, the wisdom of that course has been conceded by those who have, not only as a public duty to the city and state, but because of their business affiliations, been observers for many years of the rapid transit situation. That board, in transmitting to the Board of Aldermen for its approval in May, 1905, the Seventh avenue route to which I refer, stated that the completion of the Pennsylvania Railroad station, which would bring many thousand travellers hourly from New Jersey and Long Island to the neighborhood of 32d street, between Seventh and Eighth avenues, should find the municipality prepared to distribute these multitudes to their ultimate destinations in the city.

The fact of its having its station, two North River tunnels and four tunnels to Long Island under the East River made it "too serious a transportation problem" for the railroad "to assume the responsibility of furnishing local rapid transit facilities." Mr. Rea thought. So he respectfully called "the earnest attention of your commission—the body legally existing for that purpose—as we did that of your predecessors, to the responsibility to the citizens of this state, and especially of the city of New York, not only to advocate but to take all proper steps to obtain the convenient rapid transit facilities on the West Side of the Borough of Manhattan which the necessities of the situation imperatively demand, and the importance of providing which at the earliest practical date cannot, I am sure, be overestimated." Mr. Rea asked to be advised as to what the commission intended to do on this subject and said it was considered so important that his company in due course would make public his letter.

In reply Chairman Willcox said he agreed thoroughly about the great importance of rapid transit facilities to care for the passengers the railroad would disgorge at Seventh avenue and 33d street, and the commission had been giving careful attention to that subject for some time. "The impression given in your letter, however, is that the fault for the present lack of actual construction of such necessary additions is with this commission," he went on. To show that this was not the case he recited the facts. The Rapid Transit Commission in 1906 laid out a subway route down Seventh avenue from 42d street, which route was offered to bidders in April, 1907, he said, but there were no bids from the Interborough or anybody else, and "the Rapid Transit Commission did not possess the power to compel the Interborough Rapid Transit Company to become a bidder; nor has this commission such power." Chairman Willcox's letter continued:

Nor does the rapid transit act give power to the commission exercising the powers under that act to compel a company operating a rapid transit line to make an extension; in other words, the initiative for an extension of an existing rapid transit line must come from the company. Accordingly, your criticism of the present situation might more properly have been sent to that company months ago than to this commission at this time. Although the Interborough Rapid Transit Company began advertising to the public in daily newspapers in April, 1909, that it was ready to go ahead in the matter of an extension down Seventh avenue, among other proposals specified, it was not until June 18, 1909, that the proposal of that company for any such extension was received by this commission. It is hardly necessary for me to add that such proposal will have immediate and thorough consideration by the commission. It has not been put over until fall, as indicated by some of the newspapers.

Until extensive amendments were made to the rapid transit act by the last Legislature, approved by the Governor on May 26, 1909, it was not possible for any rapid transit construction to be made other than with municipal funds. In the matter of available municipal funds for rapid transit construction, I have to state that this commission sent to the Board of Estimate and Apportionment in May, 1908, for its approval certain contracts for subway construction in Brooklyn, which required an appropriation at that time of about $3,000,000. The Board of Estimate and Apportionment was restrained by an injunction obtained by a taxpayer from taking any action on the application of this commission, on the ground that the debt limit of the city had been exceeded, and this matter is still undetermined by the courts. In view of this, this commission has not felt it practicable to submit any other proposals to the Board of Estimate and Apportionment requiring municipal funds for construction.

PENNSYLVANIA TUNNELS COMPLETED.

Marvels of Trunk Line for Railroad Service Under the Hudson River.

The Pennsylvania Railroad has completed its tunnels under Bergen Hill and the Hudson River to Seventh avenue and 33d street, this city. The work has been pronounced in condition to proceed with electrification, signalling and track laying, which will be pushed forward vigorously.

Thus culminates the construction work on the first two tunnels to be built for trunk line service under the Hudson River. The first excavation was begun May 12, 1905. The north tunnel was joined on September 12, 1906, and the south tunnel on October 9, 1906. Those under Bergen Hill were connected on May 7, 1908, and April 11, 1908, respectively. The tunnels are of 19 feet interior diameter, and extend from the Hackensack portal under Bergen Hill to the Weehawken shaft, a distance of 1.2 miles, and from the latter shaft to Ninth avenue, New York, 1.4 miles.

In the course of their construction 501,995 cubic yards of material were excavated, 1,201,000 pounds of powder used for blasting, and 3,770,000,000 cubic feet of compressed air employed in subaqueous tunnelling.

The tunnels contain 54,265 tons of cast iron and steel, 740 tons of structural steel, together with 2,606 tons of steel bolts. In the various concrete linings 240,500 barrels of cement were consumed. In addition, there were 4,980 cubic yards of brickwork, and in the trenches alongside of the tracks 346.1 miles of conduits were installed.

LACKAWANNA AND ERIE SAY NO.

Have Made No Arrangement with McAdoo Tunnel, but Pennsylvania Has.

Reports yesterday that the Lackawanna and Erie railroads had made arrangements with the Hudson & Manhattan Railroad Company to deliver passengers into New York by way of the McAdoo tunnels without extra charge were denied by both roads. The Pennsylvania Railroad, which some persons believe controls the McAdoo tunnel company, has made an arrangement by which its passengers may take its ferries into New York or the McAdoo Cortlandt street tunnel, as soon as it is opened the last of this month, without extra charge. This will mean a considerable saving of time to commuters, at least five minutes in each trip, and the privilege of using the tunnel instead of the ferries for no extra charge will be especially valuable in the winter when the river becomes fogbound.

This inducement on the part of the Pennsylvania to its commuters is thought to be likely to compel the other railroads to make a similar arrangement, and the intimation was made in certain railroad circles yesterday that, while the Erie and Lackawanna might deny any such scheme, negotiations between those companies and the McAdoo tunnel people were in progress.

NO JURY FOR THAW.

Justice Mills Expected to Decide Questions of Fact Himself.

Preparations were made yesterday by the lawyers for Harry K. Thaw and by the state and county attorneys for the opening session of the hearing into his sanity, which will take place in the Westchester County Court, in White Plains, to-morrow morning.

Justice Mills, who will conduct the hearing, said yesterday that everything possible would be done to expedite the trial. From present indications the case will not be tried by a jury, Justice Mills assuming the responsibility of deciding from the evidence whether Thaw shall be sent back to Matteawan or whether he shall have his freedom.

Thaw's lawyers have not outlined the plan they will pursue in their effort to gain freedom for their client, but it is pretty well understood that the state will rely on the testimony of the superintendent, doctors and nurses of the Matteawan Asylum to prove that Thaw is still insane.

Several of the physicians at the asylum have already made statements that Thaw is suffering from an incurable form of insanity and that it would be dangerous to have him at liberty. Dr. Baker, assistant superintendent of the asylum, visited District Attorney Jerome's office yesterday and went over carefully the testimony in the second Thaw trial.

District Attorney Jerome will have nothing to do with the case, a representative of the Attorney General's office and District Attorney Winslow of Westchester County opposing Thaw's release. Thaw is much pleased that Mr. Jerome will not be on hand, for he has repeatedly expressed bitterness against the New York District Attorney. Thaw's mother and sister, the former Countess of Yarmouth, have engaged rooms in a hotel near the courthouse.

Pittsburg, July 10.—Objections to the discharge in bankruptcy of Harry Kendall Thaw were filed in the United States District Court to-day by J. G. Graham, of Newburg, N. Y., who says he is a creditor of the bankrupt. For the first time during the bankruptcy proceedings the objection raises the question of the sanity of Thaw, it being alleged that he was insane at the time of the filing of the petition, and that he is insane now. For this reason, it is averred, the petition should never have been considered by the court. The time in which to object to Thaw's discharge expires to-day, and the objections filed come as a surprise.

WOMEN HOLD ASSAILANT.

Tell Police of Attempted Robbery at Noon at Fifth Avenue.

Two plucky women who were attacked at noon yesterday near the wall of Central Park, in Fifth avenue, between 62d and 63d streets, seized the man they say was their assailant and forced him back, over the park wall until a policeman came. The prisoner is in the East 67th street station, charged with highway robbery.

Mrs. Leslie Cholot, caretaker of the house at No. 811 Fifth avenue, during the absence of the owners, who are in Europe, was walking up Fifth avenue with a friend. She carried a silver chatelaine bag containing $5 in bills and some change. Between 62d and 63d streets, she says, a man grabbed her bag. Mrs. Cholot screamed and grasped the man's right hand.

Then her friend came to her help and the two swung the man around and jammed him up against the park wall. At that point the wall is about three feet high. They forced the fellow's shoulders back until he was helpless, and then screamed.

The avenue was almost deserted for two blocks in each direction, and it was some time before anybody heard their cries. Then Patrolman Sheehy, of Traffic C, on his horse, came to the rescue and arrested the man. He said he was Edward King, forty-nine years old, of No. 311 East 64th street.

King refused to make any statement to the police, except that he was weakened by hunger. A meal was given to him after he was locked up. The woman with Mrs. Cholot would not tell her name to the police, but promised to appear in Yorkville court to-day as a witness.

METZ SEEKS TAX ARREARS

Believes $150,000 Can Be Collected from Old Towns Merged in City.

Controller Metz has high hopes of collecting some $150,000 in back taxes which are in arrears in several of the former Long Island towns from the days before consolidation. He has filed with the Collector of Assessments and Arrears an order embodying the terms of adjustment of the taxes, some of which are in arrears for forty years. The Corporation Counsel has agreed to the plan. In many cases the taxes, with interest at 12 per cent for many years, have wiped out the equity in the property.

The outstanding taxes are as follows: Newtown, $78,676; Flushing, $55,514; Jamaica, $10,521; that part of the old town of Hempstead now embraced in the limits of New York City, $5,288. In addition to these arrearages of taxes there are sales to the towns aggregating $239,464, making the total principal subject to adjustment nearly $400,000.

Some of the taxes found on the books represent penalties assessed on Quakers for failure to carry arms in times of war, but the bulk of the taxes are against real estate and can be recovered, the Controller believes.

Terms of the settlement have been so drawn by the Controller as to prevent speculators taking advantage of the large arrearages to obtain quit claim deeds from property owners who are hopelessly in arrears, and to impose upon such speculators the duty of paying all the taxes up to date in case they have obtained such quit claim deeds upon the theory that they could settle such arrearages for 2 per cent. Adjustments may be made at any time prior to October 1. After that date all property still in arrears will be sold by the city.

The settlement of these arrearages will be beneficial to the property owners as well as to the city, as the former will have their property in such shape that they can sell it in the present real estate boom and the city will benefit from having the property placed on a tax paying basis again. The result of a similar adjustment of arrearages in Long Island City resulted in a collection of 80 per cent of the recorded arrearages.

RUNAWAY FARE CAUGHT AND FINED.

Woman Who Dodged Her Chauffeur Says She Is Ranch Owner's Wife.

A woman who said she was Mrs. Virginia Elsey, wife of a ranch owner of Oakland, Cal., who is now at a hotel in Asbury Park, was fined $10 by Magistrate O'Connor in the Yorkville court yesterday for defrauding a chauffeur. She attributed her predicament to liquor and an impulse to visit New York to see a former sweetheart, and begged for mercy, offering a diamond, which she said was worth several hundred dollars, to the chauffeur if he would withdraw his charge. She sent the ring out to be pawned and paid her fine.

John Dunn, the chauffeur, said he picked the woman up late Friday night and drove her to several restaurants. At one of them she was joined by a man, he said, and he drove the couple to a restaurant in Broadway, near 44th street. The man went inside and did not return. Then the woman directed him to drive her to the Grand Central Station.

Here she jumped out, ran through the station and boarded a car going west in 42d street. Dunn followed in his machine. He finally caught her at the elevated station at Third avenue and 53d street, after the fugitive had transferred several times from cabs to streetcars and back again and the pursuit had covered nearly every street in the Tenderloin.

ORANGEMEN CELEBRATE IN ADVANCE.

Orangemen from all the lodges in the borough of Manhattan had a parade from 110th street and Seventh avenue to the Manhattan Casino Park, yesterday, where they listened to speeches, in honor of the anniversary of the Battle of the Boyne. The regular day for celebrating this event is July 12, but it was decided to take advantage of the fact that Saturday is a half holiday in most occupations, and the celebration was therefore held two days ahead of time. Twenty-two lodges were in line, as well as a number of visiting lodges. John Kennedy was grand marshal.

REFORM LOWER COURTS

Committee of 100 Condemns Conduct of Magistrates in Kings.

In line with their announcement of a few days ago that they would make the lifting of the magistrates' courts out of the realm of political influence one of the issues of the coming campaign, the Committee of One Hundred yesterday gave out a long statement intended to show how the influence of Senator McCarren and his district leaders in Kings County affected the workings of those courts in that county. The statement reviews the evidence taken before the legislative commission which investigated conditions in the magistrates' courts, and draws therefrom material which it uses in an arraignment of conditions prevailing in various Brooklyn courts.

"The commission will recommend legislation through which the system may be improved," says the statement, "but no system can bring complete relief unless the personnel of the courts is changed. Consequently the voters of Brooklyn will doubtless insist that the next Mayor must promise a better class of appointments."

The statement declares that the testimony before the commission showed the rulings of some magistrates had made a farce of the liquor tax law; that clerks of the court had drawn defective complaints, resulting in the dismissal of liquor tax cases; that delays over which magistrates have control had resulted in the miscarriage of justice, and that the magistrates had not done all in their power to stamp out the social evil in the borough.

The following is noted as one of the abuses to which the committee objects:

In the Coney Island police court the chief clerk sits behind the bench with Magistrate Voorhees. This chief clerk is Kenneth F. Sutherland, the McCarren district leader of Coney Island, who was convicted and sentenced for complicity in the John Y. McKane election frauds. The political character of the administration of justice in Brooklyn police courts is emphasized when the prisoners are required to appear before a judge who thus constantly keeps the McCarren district leader at his right hand.

The statement adds:

Until we have city magistrates who enjoy the confidence of each other, who, instead of stooping to petty quarrels with the police, will apply themselves assiduously to the performance of their duties, who will not quibble or show favoritism in the examination of defendants charged with the lower class of crimes, and who will separate themselves entirely from the influence of their district leaders, even by preventing these men from taking an authoritative position in their courts, the Borough of Brooklyn will find itself defenceless against the criminal element. This is certainly one of the important issues of the coming municipal campaign.

"TRICKED," SAYS BAKER.

Police Commissioner Makes Sharp Remarks About McCarren.

No changes were announced yesterday by Commissioner Baker, the new head of the Police Department spending the entire day at his office looking over papers. He said that there would be no change in the policy of the department as concerns the Sunday operation of Coney Island, as "every one was satisfied."

"Well, if every one is satisfied, how is it that you transferred the captain, three lieutenants, a sergeant and a number of patrolmen from the Coney Island station?" he was asked.

"Oh, the police are not satisfied, but the merchants are," was the response. The Commissioner also denied the story that former Commissioner York would be one of his deputies.

Commissioner Baker also took occasion during the day to say a number of hard things about Senator McCarren, whom he called "cunning, adroit politician." According to Commissioner Baker, "Long Pat" has been going around telling all of his followers that he was Baker's sponsor and that he really was running the Police Department. "I am not McCarren's man," said Commissioner Baker. "On the other hand, I have always figured McCarren against me, and he knows that I have opposed him."

The Commissioner then went on to tell how on one occasion McCarren called him up on the telephone in front of a number of his friends and proceeded to give some orders. The friends, not being able to hear what he said, concluded that the Senator was in reality the boss of the department. "I know that McCarren once worked that trick on me from the Jefferson Building in Brooklyn," said the Commissioner.

There will be no lifting of the lid, according to Commissioner Baker, and all the inspectors have been given to understand this and that there will be trouble for them if they do not obey orders. There will be no more thuggery on the part of the police, according to Commissioner Baker, and as long as he is in charge of the department politics will have nothing to do with the running of it.

"When District Attorney Jerome comes back to town," said the Commissioner, "I will ask his co-operation in keeping the lid on, and in the mean time the check on professional gamblers and other 'wide open town' exponents will be rigid."

SEARCH FOR PLAYERS.

Secret Service Men Visit Steamer Bound for the Isthmus.

An hour before the steamer Orinoco, of the Royal Mail Steam Packet Company, sailed for Kingston yesterday two Secret Service men from the Department of Justice went on board and searched for actresses and the representative of a theatrical agency on the Isthmus of Panama.

The occasion of the search was a notice sent to Washington by Judge Brown, of the Canal Zone, complaining that a theatrical agency on the isthmus was making a practice of taking performers from New York under the pretence of furnishing summer engagements in the music halls of the isthmus, but inducing them to appear in disreputable places.

When the Orinoco left New York in May two young women, who had been engaged by the agency on a guarantee of $25 a week and tickets to the isthmus, were passengers. When the steamer left Kingston the young women told Captain Cheret that they were booked for the Ivanhoe Theatre, and that they had learned after leaving Kingston that the place was not respectable.

Captain Cheret permitted them to remain on board the Orinoco while the steamer was in Colon, and then accompanied them to the Salvation Army barracks, where they were cared for until the steamer Tagus, of the same line, arrived from Southampton on her way to New York. The agent of the line arranged to transport the women back to New York on the Tagus.

FATHER DUCEY'S HEALTH IMPROVES.

Fort Jefferson, Long Island, July 10.—The Rev. Thomas J. Ducey, rector of St. Leo's Roman Catholic Church, Manhattan, is at the Belle Terre Club here, greatly improved after his recent illness. His regular physician, Dr. Kelly, returned to Manhattan this morning. It is said that Father Ducey's condition at no time has been dangerous.

ARMY AND NAVY NOTES

Military Vehicles Under Federal Jurisdiction.

[From The Tribune Bureau.]
Washington, July 10.

ARMY TO DEFY STATES.—The War Department is having some difficulty with state authorities regarding the requirement of licenses for government vehicles, particularly automobiles. The judge advocate general is of the opinion that these vehicles constitute part of the equipment of the army, and that the authorities of the state in which they are used have no jurisdiction over them. It is maintained that the government should proceed without reference to the state authorities, and let them test the question by judicial proceedings. It is believed that the time is not far off when some form of light gun, ammunition or ration carrier, propelled by steam or gasolene, will be adopted, and that the government under such circumstances could ill afford to subject its military equipment to the jurisdiction of the states, especially when the principle that the states may not interfere with the agencies of the United States is so clearly established.

ORDERS ISSUED.—The following orders have been issued:

ARMY.

Captain ALONZO GRAY, 14th Cavalry, to Governor's Island on completion staff ride on which now engaged, for duty in connection with manœuvres in New England, August 14 to 21.

Following officers coast artillery, now unassigned, assigned and attached to companies indicated, to take effect on their relief from coast artillery school: Captains JOSEPH WHEELER, Jr., 116th; LAWRENCE S. MILLER, 132d; HENRY C. MERRIAM, 164th; ROBERT W. COLLINS, 62d; LISHA G. ABBOTT, 6th; KENNETH C. MASTELLER, 87th; FRANCIS W. CLARK, 28th, and ARTHUR H. BRYANT, 88th; First Lieutenants HOWARD L. MARTIN, 75th; JOHN M. PAGE, 93d, as attached; AVERY J. COOPER, 15th; MYRON S. CRISSY, 60th, and MALCOLM P. ANDRUSS, 134th.

The 5th recruit company and Captain WILSON CHASE, 21st Infantry, recruit depot, Fort Slocum; 9th recruit company and Captain JAMES BAYLIES, 10th Infantry, recruit depot, Columbus Barracks, and 19th recruit company and First Lieutenant GIDEON H. WILLIAMS, 28th Infantry, recruit depot, Jefferson Barracks, exclusive of the recruits attached to the companies, from present stations to Fort Logan, August 28, for duty at recruit depot to reorganize there.

Following officers coast artillery from coast artillery school to headquarters artillery districts indicated for staff duty: Captains THOMAS F. DWYER, Narragansett Bay; RALPH M. MITCHELL, Baltimore, and HOWARD L. LANDERS, Cape Fear; First Lieutenants JOHN A. BERRY, Pensacola; WILLIAM TIDBALL, Subig Bay; EDMUND T. WEISEL, Savannah; BRAINERD TAYLOR, New London; FRANC LECOCQUE, San Diego; JOHN O'NEIL, Tampa; PAUL D. BUNKER, Portsmouth; JOHN W. MCKIE, Tampa, and PHILIP WORCESTER, Eastern artillery district of New York.

NAVY.

Commander F. W. HOURIGAN, continue conference of officers, Naval War College.

Commander W. F. FULLAM, continue as commandant naval training station, Newport.

Lieutenant Y. S. WILLIAMS, detached naval academy; to the Missouri.

Lieutenant W. H. ALLEN, to the Chicago.

Lieutenant R. HENDERSON, detached the Missouri; to bureau of steam engineering.

Ensign W. B. HOWE, detached the Hist; home, leave one month.

Passed Assistant Surgeon H. W. SMITH, detached naval medical school, hospital, Washington; to temporary duty navy yard, Boston.

Civil Engineer J. Y. ROCKWELL, detached navy yard, Mare Island, July 25; to General Electric Company, Schenectady, vice Civil Engineer C. PAUL, to bureau of yards and docks, vice Civil Engineer J. S. SCHULTZ, detached bureau of yards and docks; to naval hospital, Las Animas.

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

ARRIVED.

July 9—The Potomac, at Provincetown; the Hannibal, at Bradford; the Paducah and the Tacoma, at Guantanamo; the Albany, at San Pedro; the Olympia, the Chicago, the Hartford and the Tonopah, at New London.

July 10—The Charleston, the Chattanooga, the Cleveland, the Denver, the Wilmington, the Rainbow, the Chauncey, the Bainbridge, the Barry and the Dale, at Siakwan.

SAILED.

July 8—The Potomac, from Boston for Provincetown; the Castine, the Cuttlefish, the Tarantula, the Viper and the Octopus, from Newport for Provincetown.

BIG FLEET AT PROVINCETOWN.

Twenty-eight Warships in Harbor—Men Get Shore Leave.

Provincetown, Mass., July 10.—Provincetown Harbor is dotted to-night with vessels of the North Atlantic fleet, fourteen battleships, eight torpedo boats and half a dozen other vessels having come in during the afternoon from the outer bay, where they have been manœuvring for several days. The vessels will remain here until early Monday morning, when most of them will depart for the target grounds for practice. This afternoon shore duty was given details of one hundred men from each ship and they witnessed baseball games arranged between teams from different battleships.

THE CHARLESTON WINS TROPHY.

Washington, July 10.—The cruiser Charleston was the trophy winner in the cruiser class of vessels in record target practice last year. Her mark was 64. She was followed in the order named by the Cleveland, the Yorktown, the Denver, the Albany, the Galveston, the Tacoma and the Chattanooga. The Tingey was the trophy winner in the torpedo boat class, with a mark of 48.

GENERAL BELL SAILS FOR ALASKA.

Seattle, July 10.—General J. Franklin Bell, U. S. A., and Mrs. Bell sailed for Cordova, Alaska, to-day on the steamship Ohio. Francis J. Heney, Assistant District Attorney of San Francisco, was also a passenger on the Ohio.

AMERICAN CRUISERS AT NAPLES.

Naples, July 10.—The armored cruisers North Carolina and Montana arrived here to-day from Turkish waters.

The cruiser New York arrived this afternoon from Algiers. She exchanged salutes with the Italian ships and the other American warships. Sailors who landed from the American squadron were cordially welcomed on every hand. An invitation was given to the Americans to take part in the coming regatta, but Captain Marshall expressed his regrets, as the squadron is to sail next week for home.

MARRESO HELD FOR MURDER.

Police Remove Armed Widow of Slain Man from Street Near Prisoner's Shop.

Carlo Marreso, the Italian who shot and killed Joseph Zena on Friday afternoon in West Brighton, Staten Island, was arraigned yesterday before Magistrate Marsh in Stapleton and held without bail on a charge of murder. He was taken to the county jail at Richmond.

Mrs. Rose Zena, the widow of the dead man, with her two children, appeared in front of Marreso's barber shop in Castleton avenue, West Brighton, yesterday and created such a disturbance that two policemen were sent to the neighborhood to quiet her. The officers took from the woman a long bladed knife, and after having her treated for hysteria at the Smith Infirmary sent her to her home, No. 230 Mulberry street.

OFFERINGS AT THE STORES

FOR FURTHER INFORMATION SEE THE ADVERTISEMENTS IN TO-DAY'S TRIBUNE.

MACY & CO., Broadway, between 34th and 35th streets, will begin on Wednesday morning a sale of men's collars similar to that of a year ago. Special values are offered this week in waists, misses' kimonos and other women's apparel. There is also a clearance sale of women's low shoes, cut glass, lace curtains and table linens.

HEARN, West 14th street, offers reductions this week in women's waists, towels and sheets, jewelry, women's hosiery and summer dresses and blankets. For Monday there will be fifty specials, which will remain on sale until 1 o'clock. Following the yearly custom, the store is closed on Saturdays in July and August.

BLOOMINGDALES', Third avenue, between 59th and 60th streets, direct attention to a special offering of hosiery, petticoats, underwear and infants' straw caps.

RENARD, West 23d street, announces a sale this week of tailored suits and dresses at special values.

ABRAHAM & STRAUS, Brooklyn, invite attention to a sensational sale of summer waists. There will also be a clearance sale of women's suits.

STERN BROTHERS, West 23d street, have arranged a clearance sale to-morrow of walking suits, cloaks and wraps at special values; an assortment of women's waists, women's bathing suits, parasols, misses' and girls' summer apparel and boys' washable suits and blouses. They invite attention to their advance styles of decorative laces, interior draperies, wall and furniture coverings, which will be on exhibition this week.

LORD & TAYLOR, Broadway and 20th street, Fifth avenue and 19th street, advertise reductions in a large assortment of women's shoes, men's shirts, half hose and toilet articles. On Monday there will be a special sale of Oriental rugs; also a large offering of Oriental carpets.

THE SIMPSON-CRAWFORD COMPANY, Sixth avenue, between 19th and 20th streets, at its eighth annual pure food show on Monday will offer thousands of dollars' worth of foods at reduced prices. They also call attention to their annual sale of hosiery and women's gowns, and a clearing sale of seasonable merchandise.

ARNOLD, CONSTABLE & CO., Broadway and 19th street, invite attention to their important offerings of women's dresses, coats, waists, underwear and hosiery and linen suitings.

B. Altman & Co.

34TH STREET, 35TH STREET AND 5TH AVENUE, NEW YORK.

ATTENTION IS DIRECTED TO THE DECORATIVE DEPARTMENT

FOR SPECIAL ORDER WORK IN DRAPERIES, HANGINGS AND GENERAL FURNISHINGS.

FINE UPHOLSTERY AND DRAPERY MATERIALS, SUCH AS BROCADES, DAMASKS, REPRODUCTIONS OF OLD VELVETS, AND MANY OTHER TEXTURES ARE SHOWN FROM WHICH ORDERS WILL BE EXECUTED.

UNUSUAL FACILITIES ARE PROVIDED FOR THE IMPORTATION OF FRENCH LACE DRAPERIES, BED SETS AND DECORATIVE LACES TO MEET SPECIAL REQUIREMENTS.

EXAMPLES OF HAND-MADE RUGS IN FRENCH AUBUSSON, SAVONNERIE, AUSTRIAN HAND-TUFTED, AND EXTREMELY FINE ASIA MINOR MAKES WILL BE SUBMITTED FOR SPECIAL ORDERS.

ESTIMATES WILL BE FURNISHED UPON REQUEST, AND IT IS SUGGESTED THAT ORDERS FOR THE APPROACHING AUTUMN BE PLACED AS EARLY AS POSSIBLE.

A SALE OF 1,000 CHILDREN'S COTTON DRESSES

RANGING IN SIZE UP TO 14 YEARS,

IS ANNOUNCED FOR TO-MORROW (MONDAY), CONSISTING OF DRESSES OF WHITE AND COLORED WASHABLE FABRICS, IN A VARIETY OF STYLES, AT THE FOLLOWING EXCEPTIONALLY LOW PRICES:

$1.90, $2.50 & $3.50

MISSES' WOOL TAILOR-MADE SUITS & CHILDREN'S REEFERS IN AN INCOMPLETE RANGE OF SIZES HAVE ALSO BEEN MARKED AT THE FOLLOWING GREATLY REDUCED PRICES:

TAILOR-MADE SUITS $14.50
REEFERS . . . . . $3.90 & 5.50

WOMEN'S DRESSES AND SUITS

FOR MOURNING WEAR

ON TUESDAY, JULY 13TH, THE FOLLOWING MADE-UP DRESSES AND SUITS ADAPTED FOR MOURNING REQUIREMENTS, WILL BE PLACED ON SPECIAL SALE:

WOMEN'S BLACK INDIA SILK DRESSES . $22.50
WOMEN'S BLACK SILK CRÊPE DE CHINE DRESSES 35.00
WOMEN'S BLACK RAJAH SILK COAT SUITS 28.00

ALTERATIONS PROMPTLY EXECUTED.

WOMEN'S SUMMER DRESSES

COMPRISING A NUMBER OF THE REMAINING STYLES IN MUSLIN DRESSES, AND COAT SUITS OF WASHABLE FABRICS, HAVE BEEN MARKED AT MUCH LESS THAN ORIGINAL PRICES.

ON WEDNESDAY, JULY 14TH, THE FOLLOWING RECENTLY MADE-UP GARMENTS WILL, IN ADDITION, BE PLACED ON SPECIAL SALE:

ONE-PIECE DRESSES OF WHITE BATISTE, TRIMMED WITH LACE AND EMBROIDERY . . $15.00
DRESSES OF WHITE AND COLORED FRENCH LINEN, LOW NECK AND SHORT SLEEVES . . $11.00
WHITE AND COLORED BATISTE DRESSES, LACE TRIMMED $10.00
WHITE MUSLIN DRESSES, EMBROIDERY AND LACE TRIMMED $7.50
COAT SUITS OF WHITE AND COLORED FRENCH LINEN $16.00
WHITE COTTON POPLIN SKIRTS . . . $3.50

(SECOND FLOOR)

MEN'S AND WOMEN'S HANDKERCHIEFS

IN THE STYLES MENTIONED BELOW, WILL BE OFFERED TO-MORROW (MONDAY), AT UNUSUALLY LOW PRICES:

MEN'S INITIALED LINEN HANDKERCHIEFS.
ORDINARILY $3.00 PER DOZEN . . . AT $2.00

MEN'S HEMSTITCHED LINEN HANDKERCHIEFS.
ORDINARILY $2.75 & 4.00 PER DOZEN AT $2.00 & 3.00

WOMEN'S LINEN HANDKERCHIEFS WITH WREATH INITIAL.
ORDINARILY $1.50 PER DOZEN . . . AT $1.00

WOMEN'S HEMSTITCHED LINEN HANDKERCHIEFS.
ORDINARILY $2.50 PER DOZEN . . . AT. $1.35

WOMEN'S WHITE EMBROIDERED LINEN AND SHAMROCK CLOTH HANDKERCHIEFS.
ORDINARILY $3.00 PER DOZEN . . . AT $1.50

34th Street, 35th Street and 5th Avenue, New York.