

THREE FACE INDICTMENTS

Grand Jury Charges Theft on Wellborn's Complaint.

100 BONDS IN QUESTION

Chapman, Sexton and Proctor Are Expected to Surrender To-day in Court.

Indictments charging grand larceny were reported yesterday by the grand jury against C. W. Chapman, C. M. Sexton and George H. Proctor as the result of Charles E. Wellborn's complaint to District Attorney Whitman in connection with a loan on bonds of the Titusville Northern Railway Company.

Wellborn alleged that he turned over to Chapman, who is head of the brokerage firm of C. W. Chapman & Co., bonds of the railway company to the face value of \$500,000, to be used as collateral on a loan of \$250,000, which he understood was to be obtained from the Carnegie Trust Company.

He asserted that he understood from Chapman and from Proctor and Sexton, who acted as intermediaries at one stage of the transaction between him and Chapman, that Chapman had deposited the four hundred bonds of \$1,000 each with the trust company, and he accepted Chapman's check for \$250,000 with that understanding.

This impression was confirmed, it is alleged by the late C. C. Dickinson, former president of the trust company.

Wellborn asserted further that when he tried to take up the loan a few weeks ago and regain possession of the four hundred bonds he learned for the first time that the trust company had received only three hundred of the bonds.

Three hundred bonds are in the vaults of the Carnegie Trust Company, Chapman, Proctor or Sexton is expected to explain what became of the other hundred.

James W. Osborne and R. M. S. Putnam, respectively counsel for Chapman and Sexton, were notified last night that their clients had been indicted, and it is expected that they will surrender to-day.

BITTER FIGHT FOR ESTATE

Widow of C. A. Coutant Contests Will Found by Daughter.

Mrs. Margaret B. Coutant, of No. 728 St. Nicholas avenue, widow of Charles A. Coutant, and her stepdaughter, Mrs. Jennie Coutant Mason, are opposed in a bitter legal contest over the estate of the dead man, which amounts to about \$5,000.

Coutant died about a month ago. Two days after his death Mrs. Coutant, who had married him fifteen months before, took out letters of administration, declaring that her husband left no will.

However, Mrs. Mason produced a will, which she found in a safe deposit vault. In this will Mr. Coutant left all his estate to his daughter and son, to the exclusion of the widow, who is now contesting the will.

Mrs. Coutant and Mrs. Mason have been living in the same apartment, and, according to the story told in court yesterday, Mrs. Coutant wanted to place the furniture in storage, whereupon Mrs. Mason obtained an injunction in the Supreme Court preventing her from taking this step.

Mrs. Coutant asked Judge Gleeserich yesterday to modify the injunction so that she could store the contents of her apartment until the will case is settled. Justice Gleeserich reserved decision.

YACHT AND TUG IN COLLISION

C. Ledyard Blair's Diana Only Slightly Damaged in Crash.

The steam yacht Diana, owned by C. Ledyard Blair, of the banking firm of Blair & Co., with offices at No. 24 Broad street, was run down yesterday afternoon in the East River by a tugboat belonging to the New York, New Haven & Hartford Railroad.

CUSTOMS FRAUDS COSTLY

Two Men Go to Prison—Another Man Fined and Loses Jewels.

Isaac Pollack, who reached New York on June 18 on the steamship Kaiserin Augusta Victoria, was arrested yesterday at Trenton, N. J., on a charge of making a false statement as to the contents of two trunks which he brought over with him on the ship.

When arraigned before Judge Cross, he pleaded that he had acted without intention of committing fraud. He was fined \$700. After a hearing before the Solicitor of the Customs, Collector Loeb yesterday ordered that the trunks and other merchandise found in the trunks, as well as jewelry worth \$2,300 found on Pollack's person, should be seized.

G. Tedesco, who came to this port on the steamship Mendoza on May 27, was yesterday sentenced by Judge Chatfield, in the United States court in Brooklyn, to serve four and a half months in the New York County penitentiary.

Collecting Loeb, after a hearing yesterday, decided to allow Mrs. John C. Stratton, of No. 529 Riverside Drive, to take a number of gowns seized on the arrival of the Mauretania last Saturday.

She must pay \$500 additional duty, however, and some jewelry found on her person has been confiscated. The Solicitor of Customs after a thorough investigation reported that so far as the gowns were concerned there did not appear any evidence of intention to defraud in the understatement of the number of gowns in Mrs. Stratton's trunks.

NEW MEN ON SUGAR JOBS

Havemeyers Land Workers from Boats at Williamsburg Plant.

Two hundred men were landed from two tugboats at the South 3d street dock of the Havemeyer sugar refineries in Williamsburg yesterday, and immediately set to work on two million pounds of sugar, putting it into crystallized form, in order to prevent it from spoiling.

The landing of the men caused great excitement among an entirely new complement of employees to take the places of the foreign born element, which was to be weeded out of the American Sugar Refining Company's employ.

John J. Pool, the superintendent, in explaining the employment of the new men, they were simply put to work to save the fermented sugar. Notwithstanding his statement, it was learned yesterday that it is supposed to get together a large body of men, to pay them higher wages and keep out the foreign born workers who have, it is alleged, caused all the trouble for a long time.

By a new endless chain device the company is hauling all the stock on board lighters, thus doing away with horses and trucks.

Although a large force of patrolmen was on duty around the refineries yesterday, some of the strikers resorted to violence. Daniel Meager, a special patrolman employed by the company, was assaulted by strikers soon after leaving his home at No. 114 South 3d street.

Several bones in his right hand were broken, and he was taken to the Eastern District Hospital.

HOLE IN CASTINE'S HULL

A Court of Inquiry Will Investigate the Accident.

Provincetown, Mass., July 12.—An examination by divers to locate the gunboat Castine, which was rammed by the submarine Bonita during an attack yesterday, revealed the fact that she has a hole about 12 by 25 inches in her dynamo compartment. This will be repaired sufficiently to allow the Castine to proceed within a few days to the Charlestown navy yard, where permanent repairs can be made.

The assistance of a wrecker, which was asked last night will not, it is believed, be necessary to float the Castine. The navy tug Iwawa, which came down from Boston this morning, has been working all day pumping water from the flooded compartments of the Castine, and to-night her stern is well out of water. None of the members of the crew has been allowed home for action.

"The lettuce is green and he ought to know the color," voiced a crowd of sympathizers.

But it was no use. Remembering the hot horseshoe that he narrowly escaped in the blacksmith shop, Billy backed off suspiciously and went ambulating in Queen's street.

"There goes Kiley's goat."

GOT BLACKSMITH'S GOAT

Decorated His Mascot with Flaming Orange Streamers.

Billy Junior was the latter's pet name until he reappeared at Kiley's shop, at No. 60 4th street, Long Island City, yesterday morning.

WAS HARD BLOW FOR KILEY

Billy Dodged Hot Horseshoe and Failed to Return Until the Parade Was Over.

James Kiley, the blacksmith, wasn't feeling well yesterday. Somebody got his goat. Billy Junior was the latter's pet name until he reappeared at Kiley's shop, at No. 60 4th street, Long Island City, yesterday morning.

Kiley, who is big and strong and good natured and is considered the friend of the entire neighborhood, comes from a place in Ireland where on July 12 a slight difference of opinion concerning the rights of Orangemen to parade and celebrate was sometimes fought to a finish.

Since becoming a stalwart American citizen Kiley has dropped his old prejudices. He has nothing against any of his neighbors, and he has no objection to Orangemen on parade if they are properly guarded by a regiment or two of soldiers with fixed bayonets and general companies of police and carry the green flag at the head of the procession.

Even before Billy Junior put in an appearance toged out with his marching clothes Kiley knew it was July 12. Before entering his shop to begin his day's work he glanced up and down 4th street. There was but one strip of yellow in sight, and that was one of the colors of an Italian flag in a saloon window opposite.

"There's green there, too," said Kiley to himself as his quick eye caught the Italian colors, "and as I am a peaceful citizen I'll let it go."

"Where's Billy?" inquired Kiley of his half-dozen workmen, on failing to catch a sight of his pet goat browsing in a sort of way he had fixed up for himself in the depths of a worn out sheeter near the barrow. Billy is the mascot of the shop and Kiley was loath to begin the day's work unless Billy was present at rollcall.

"Sure he was here a few minutes ago," replied one workman. "What is it?" "Where's Billy?" "He's gone home," replied another. "For some reason even the heated iron glowed a deep orange color, and Kiley remarked to his men that it was easy "knowin' the day." Right in the midst of the rush of the morning a gorgeous bundle of orange colored ribbons, roses and sashes ambled up to the door of the blacksmith shop.

"B-a-a-h! B-a-a-h!" said the wearer of the decorations.

"Haven't you, what's this right at me own door?" shouted Kiley. "Don't stand there like wooden pins! Do you see that somebody's disgracin' me?"

"B-a-a-h! B-a-a-h!" said Billy again, giving a friendly wag to the big orange rosette which decorated his tail.

"It's Billy, and I'm disgraced," said Kiley. Then catching up a red-hot horseshoe he hurled it at the unsuspecting Billy, who, with an expertness beyond long experience, dodged the missile and started for the street toward Vernon avenue, with Kiley and his men in pursuit.

The chase led to the entrance of the viaduct across Newtown Creek, which is guarded by "Big Tom" Crogan, from the 4th street police station.

"Big Tom" knew the goat, as does every one living in 4th street, and he realized Kiley's plight.

"Some unchristian blackguards has trimmed up his goat," said the love of him, Tom, help me catch him before I'm disgraced entirely!" pleaded Kiley.

"I'll fix him," said Crogan, darting over to a vegetable stand and catching up a head of lettuce. "Come, Billy," added Crogan, coaxingly.

"B-a-a-h! B-a-a-h!" replied Billy, backing off and unlimbering his decorated horns for action.

CELLAS FIGHTING REMOVAL

H. R. Duryea Testifies in the Extradition Proceedings.

Henry R. Duryea, of Washington, was the most important witness heard yesterday in the extradition proceedings against Louis and Angelo Cella, of St. Louis, and Samuel W. Adler, of New York, accused of running a bucketshop in Washington.

The Cellas are fighting hard against extradition to Washington, where the government is trying to connect them with European who is also under indictment in Washington.

Duryea had his attorney, Mr. Giddings, in court, and the Cellas and Adler were represented by Howard Taylor. The government's case was conducted by Mr. Robbins, who also represented the Chicago Board of Trade.

Duryea testified that he conducted a real estate business in stocks and sent his buying and selling orders to E. A. Altemus, manager of the Standard Stock and Grain Dealers, of Jersey City. He maintained that he had delivered stocks when his clients asked for them, but was unable to name a client to whom he had made such a delivery.

When his lawyers attempted to instruct him in answering, Mr. Robbins questioned the right of Mr. Giddings to take part in the case.

"What right has the Chicago Board of Trade to take part in the case for the government?" asked Howard Taylor, Mr. Robbins' representative, who had already answered that question.

The hearing will be resumed to-day.

CHILD HURT BY RUNAWAY

Patrolman Loses Uniform in Stopping Frightened Animal.

A runaway horse on upper First avenue yesterday afternoon injured one child, threw his driver from the wagon, and the policeman who stopped him after he had run four blocks had his uniform torn to ribbons. It was only the desperate efforts of the driver to check the frightened animal as he approached a group of children who were dancing to the music of a street organ that saved their lives.

The horse was attached to a delivery wagon belonging to John Sturk, manufacturer of artificial stone, at No. 125 East 120th street, and was driven by Frederick Weigand, of No. 232 Second avenue. He had just left the stone yard when the horse broke fright at the rattle of an electric trolley.

The horse galloped to First avenue, and turned sharply to run down the avenue toward a group of dancing children. All escaped injury except five-year-old Joseph Cisneros, of No. 2331 First avenue, who was struck a glancing blow as the wagon rolled over him.

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STREETWAY EXTENSION SOON

Broadway-Lexington Route Bids To Be Ready in September.

Discussing Shonts's Offer

Manhattan Bridge Three-Cent Line Gets Certificate, but Must Cross Island.

Before sailing for Europe on the Cunard line Mauretania, Chairman Wilcox of the Public Service Commission announced yesterday that bids for the construction of the Broadway-Lexington subway route would be advertised within ten days or two weeks.

This means that bids will be opened not later than September 1. The contractors have explained that the forms of contract of such a complicated nature that it will require from seven to eight weeks to prepare their bids.

Mr. Wilcox had another conference with Mayor Gaynor on Monday, which resulted in additional correspondence on the subway situation. The Mayor wrote to the commissioner on Monday in reply to Mr. Wilcox's letter of a few days before, and said he was particularly interested in the statement that the Interborough company had previously offered to make the proposed subway extensions on its own capital.

He asked the commissioner to send him a copy of the company's offer to make the extension on its own capital, as he was disposed to take up that offer immediately.

Mr. Wilcox sent Mayor Gaynor a letter yesterday, in which he inclosed copies of the Interborough company's advertisements as they appeared in the daily papers. He stated that on March 19, 1910, Mr. Shonts, head of the Interborough, in a letter to the commissioner, said his company was willing to undertake construction of a two-track extension through Lexington avenue and a two-track extension south from Times Square, with certain elevated improvements.

Mr. Shonts's Promises. In speaking of the payment for these improvements, Mr. Shonts said, except in the case of the cost of the lengthening of the station platforms of the existing subway, which would cost about \$1,000,000, all the proposed improvements would be made without resorting to the funds or credit of the city. It is estimated that the other improvements would amount to \$2,000,000.

Within a few days after sending this letter to the commissioner the Interborough company began running a series of advertisements in the newspapers, in which it was said: "These improvements will cost \$2,000,000. We ask to build them at our expense, and also it does not involve the city's credit nor the city's money—either now or later."

In addition to these promises, as stated in the advertisements, the Interborough company asserted that although the roads were to be built by private capital the ownership was to rest with the city.

The Public Service Commission granted the application of the Manhattan Bridge Three Cent Line yesterday for a certificate for a trolley line from a point near Atlantic and Flatbush avenues, Brooklyn, to a point near Desbrosses street ferry, in Manhattan, by way of the Manhattan Bridge.

There is a distinct specification made, however, that the company must arrange to get across Manhattan Island to the North River front. In its application the company outlined a plan to make use of the tracks in Canal street and to cross this purpose. It was proposed to lease these tracks from the owners, but no arrangements of that nature have been made with any Manhattan company.

Commissioner Bassett, who presided at the hearings, wrote the opinion of the commission. After describing the proposed tracks in Canal street and the Desbrosses street ferry, Mr. Bassett stated that considerable portions of these routes are already occupied by trolley tracks, and that both the Brooklyn Rapid Transit and the Coney Island & Brooklyn Railroad companies have applied for authority to operate their cars over the bridge to the Manhattan Island.

If they should obtain the rights asked for they would carry passengers from outlying districts of Brooklyn to the Manhattan terminal.

The proposition of the applicant company is important, according to Commissioner Bassett, because it means that passengers would be carried from downtown Brooklyn across the bridge and across the island to a "presumably less than five cents."

The officials of the two Brooklyn systems, which opposed the application, said the company could not be made to pay on a 3-cent fare basis, to which Mr. Bassett replied that the fare might be raised. Now it costs a passenger two fares to reach Canal street from the Atlantic avenue station, unless he takes the subway.

The Commissioner said that if the Coney Island & Brooklyn Railroad would carry their street surface railroad operations to the Hudson River at a 5-cent fare it would seem right to let them have the use of the thoroughfares, but no willingness has yet been expressed.

Mr. Wilcox does not expect to be abroad longer than August 10, but said that while he is absent there will be at all times a quorum of the commission present. He expects to go to Paris and Oberammergau to see the Passion Play. Frank H. Hitchcock, Postmaster General, will go with Mr. Wilcox to Oberammergau.

OPERATION OF PENN. TUNNELS. The Public Service Commission approved an agreement between the Pennsylvania Tunnel and Terminal Railroad Company, which owns the Pennsylvania Railroad tunnels under the North and East rivers, and the Borough of Manhattan and the Pennsylvania Railroad Company, whereby the latter company receives the right to operate the tunnels, turning over the net profit to the tunnel company. This agreement is for the ten months' period beginning on August 1.

Clearance Sale

Suits, Dresses, Coats and Waists

At \$7.50, 10.00 and 15.00. Several hundred Linen Suits, White and colors. Formerly \$15.00, 20.00, 25.00 and 35.00.

At \$9.75 and 15.00. Linen Dresses, in plain, tailored and hand embroidered styles. Formerly \$15.00, 25.00, 35.00.

At \$5.75 and 9.75. Tub Dresses of Gingham, Striped Percales and Madras. Formerly \$10.00 and 12.75.

At \$25.00. Lingerie Dresses, trimmed with Irish and Valenciennes Laces. Formerly \$35.00 and 50.00.

At \$12.75. Lingerie Dresses of Dimity and Handkerchief Linen. Formerly \$20.00 and 25.00.

At \$18.00. Pongee Silk Suits and full length Coats. Formerly \$26.00 to 35.00.

At \$15.00. Foulard and Wash Silk Dresses, some trimmed with Irish Lace. Formerly \$20.00 to 40.00.

At \$25.00. Woolen Suits, of Honespun, Blue Serge and other handsome materials. Formerly \$35.00 to 60.00.

Linen, Lingerie and Silk Waists, sharply reduced to close out promptly.

James McCutcheon & Co.,

5th Ave. & 34th St., Opposite Waldorf-Astoria

Our straw hat sale prospect pan out rich for to-day.

4000 hats yesterday means plenty of sizes to-day.

Sennits, Splits, Milan, Mackinaws—means a lot of variety to-day.

More than three-quarters of them were \$3 and \$4 hats—means lots of value to-day.

\$1.85.

Here's practical support for the move toward lighter summer clothing.

Never had so many feather-weight suits.

Linen, cravenetted English mohairs, nunscloths, batistes, silk homespun—not to speak of separate coats of mohairs, brilliantines, pongee silks, fancy black silks and alpaca.

ROGERS PEET & COMPANY

Three Broadway Stores

at at at

Warren st. 13th st. 34th st.

AMUSEMENTS

NEW AMSTERDAM Theatre, Guaranteed Good Comfortable Seats \$1.50

FREDERICK THOMPSON'S GIRLIES 60 THEM presents

JARDIN DE PARIS SCENER AND ACTOR N. Y. Theatre, E. 8th St. Mat. 25c

SOMETHING NEW EVERY NIGHT

F. ZIEGELD, Jr. New Star Theatre, 45th St. Mat. 25c

GREATEST SEVEN DAYS

LOUIS MANN In "THE GREAT

AMERICAN ROOF DAILY MAT ON

PLAZA MUSIC HALL, Mat. 25c

ASTOR Comedy 75c

CONY ISLANDS GREATER DREAMLAND

THOMPSON & DUNDY'S LUNA PARK

BRIGHTON BEACH PARK

HAMMERSTEIN'S MILE POLARIS

5TH AVE. Mat. 25c

East York, July 11.—Aras Castle (Belg) New York via Cape Town.

Adelaide, July 12.—Altona (Ger.) New York via Bremen.

Hamburg, July 9.—4.30 a.m.—Deutschland (Ger.) New York via Plymouth and Cherbourg.

Bremen, July 12.—9.45 a.m.—Bermuda (Ger.) New York via Plymouth and Cherbourg.

Paris, July 9.—Amazone (Belg) New York via Southampton.

St. Vincent, July 9.—28 Swantley (Ger.) New York via Bremen.

Santos, July 10.—Thames (Belg) New York via Montevideo.

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