MAY JOIN WITH CANADA

Creation of an International Railroad Commission Probable.

STATE DEPARTMENT ACTS

Body with Supervisory Authority Over Carriers of Both Countries Proposed.

Washington, July 14.—An international railway commission, with supervisory authority over the railroads of the United States and Canada, will probably result from the action taken to-day by this government in the appointment of Martin A. Knapp, chairman of the Interstate Commerce Commission, as the representative of the United States to confer with J. P. Mabee, chief of the Railway Commission of Canada. The State Department made the following announcement of Judge Knapp's appointment:

The Secretary of State has designated Martin A. Knapp, chairman of the Interstate Commerce Commission, as the representative of this government to confer with the recently appointed Canadian representative, J. P. Mabee, chairman of the Railway Commission of Canada, on the subject of the joint control of international traffic rates. It is understood that metings between Mr. Knapp and Mr. Mabee will be arranged at once to take place at points in the United States or Canada, or both, during the remainder of the summer. On the completion of the conferences a report with recommendations will be made by the commissioners, either jointly to both governments or separately to their respective governments.

The appointment of Judge Knapp and Mr. Mabee is the result of a considerable correspondence and diplomatic negotiations between the United States and Canada. The subject was first brought up more than a year ago in a letter from Mr. Mabee to Judge Knapp. It was pointed out that the increasing traffic between the United States and Canada would render full control over rates in the future more difficult unless some joint action were taken.

Difficulties in Present Situation.

It was realized that the acquisition of Canadian terminals by American roads and of American roads and terminals by Canadian railways presented ever increasing difficulties. In the present circumstances it is not possible to compel railroad or express companies to establish joint through rates to and from points in the two countries. The Interstate Commerce Commission may require roads under its jurisdiction to establish through routes and joint rates and the Canadian commission may require the lines under its jurisdiction to do the same; but neither body can compel two or more carriers to do this with international traffic and furnish to the shipper a through bill of lading from any point in one country to any point in the other. The reasonableness of rates between points in this country and points in Canada also is a question of serious importance to shippers. In order to determine any given question as to rates that may arise it is necessary for the shipper to institute a proceeding before the Interstate Commerce Commission and the Canadian Railway Commission, and even then the result is not satisfactory.

The difficulties practically preclude any inquiry by existing tribunals into the reasonableness of combination through rates as applied to international traffic. No power at present exists that can require carriers engaged in this international transportation to establish what may be officially regarded as reasonable through joint rates and apportion them among the carriers in the event of a disagreement.

The result is that the international traffic moves on a combination of rates local to the United States and to Canada, and if this sum of the local rates is attacked it must be through proceedings before both the United States and Canadian commissions.

Out of this situation grew the suggestion that a joint international commission should be created, which should have supervisory authority over all interstate and international transportation lines, whether by rail or water, between the two countries. It has not been determinel yet whether such a commission might better be created by concurrent legislation or through treaty arrangements between the two countries. At the conferences that subject will be discussed and probably determined.

Diplomatic Negotiations.

When the question of creating such a commission was first presented to Chairman Knapp, he suggested, in a letter to Mr. Mabee, that the project might better be conducted through the regular diplomatic channels than through the personal, if official, correspondence. In consequence the Canadian government submitted the proposition to Ambassador Bryce, who took it up with the State Department.

The negotiations since have been conducted by the State Department and the Canadian Department of Foreign Affairs. Mr. Mabee was designated by the Canadian government as its representative, and the State Department to-day issued a commission to Chairman Knapp, designating him as the representative of the United States.

While no definite arrangements have been perfected for the conferences, it is probable that Chairman Knapp and Mr. Mabee will meet in Ottawa in August. It is not improbable that a conference may be held later in Washington. The representatives of the two governments will endeavor to adjust the matter so as to submit a report and recommendations before Congress meets in December.

RATE POLICY ANNOUNCED

Commission's Orders on Commutation and Freight Increases.

Washington, July 14.—The Interstate Commerce Commission to-day formally announced its refusal to suspend the increases in commutation rates into and out of New York City which were the subject of discussion at a hearing last Tuesday. An investigation as to the reasonableness of these advanced rates, as well as other commutation rates into and out of New York, was directed. The rates in question will go into effect on July 20. The fact that the commission is to determine the reasonableness of these rates indicates that it will exercise authority to reduce them if they are considered too high. Messrs. Clements and Prouty, of the five commissioners present and voting, dissented from the view of the majority in its refusal to suspend the rates.

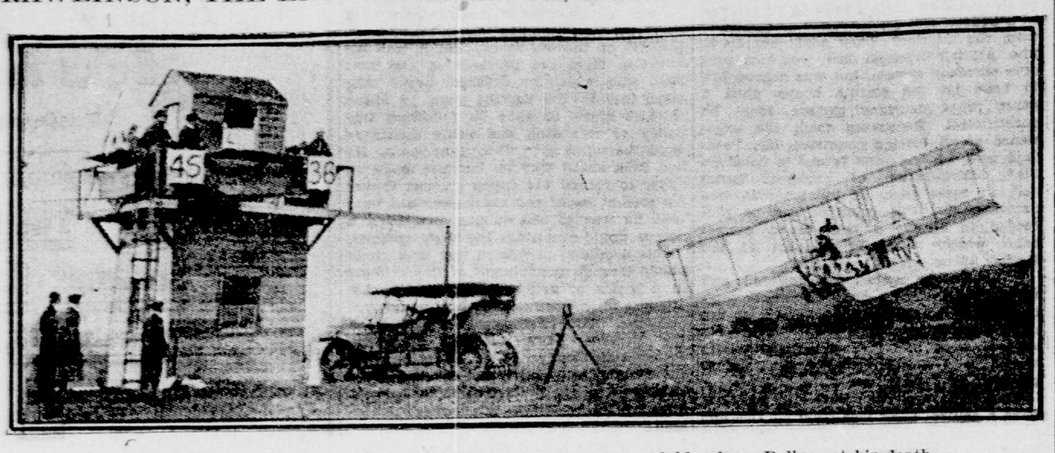
In an official statement the commission announced to-day its intention to suspend all tariffs making general and important rate advances pending an investigation as to the reasonableness of the proposed increases.

"No more definite statement in this regard can now be made," says the commission, "but the specific orders will be announced from time to time as they are entered and served. It is expected that the suspension in each case will be for 120 days from the effective date named in the tariff, but the commission intends by subsequent orders to provide for making effective on the same day such advances as may be allowed."

It is the purpose of the commission to exercise its authority to suspend rate advances only in such instances as might indicate that such action was desirable on the grounds of public policy. In other words, if the commission should be convinced that any given advance would work a hardship to a considerable territory and to large shipping interests through the policy it has adopted it would suspend that tariff pending an inquiry into the reasonableness of the rates named.

European Visitors will find the European Columns of the New-York Tribune a reliable guide to the best shops, hotels and resorts. Consult These Columns Before Sailing and much valuable time will be saved for sightseeing.

RAWLINSON, THE ENGLISH AVIATOR, FLYING AT WOLVERHAMPTON.



He had a nasty fall at Bournemouth yesterday on the same field where Rolls met his death.

COMMUTERS GAIN A POINT

Inquiry to Include All Interstate Roads Entering City.

The Jersey commuters who have been fighting the increase of commutation rates on all roads entering New York City were crestfallen yesterday over the decision of the Interstate Commerce Commission not to cause the suspension of these increased rates beyond July 20. William L. Ransom and the Board of Trade of New Brunswick, which has retained him and Hugh M. Hewson, wired and wrote the commission asking that a rehearing of their particular complaint against the Pennsylvania be granted at the earliest possible convenience. The lawyers have gained a point in having the commission include in its projected investigation of the reasonableness of the advances those now charged the Connecticut commuters by the New Haven road.

The investigation into the reasonableness of the advances in commutation rates will therefore involve every interstate road entering New York. But the New Brunswickians are anxious to have their case settled on its individual merits. The Pennsylvania commutation rates are on an average higher than those of other roads, and Mr. Ransom said yesterday that for this reason he thought that if the New Brunswick complaint had been considered separately in the first place the commission would have granted a suspension.

ASK SOUTHERN RATE REHEARING.

Cincinnati, July 14.—The Shippers and Receivers' Association of Cincinnati applied to the federal court here to-day for a mandatory injunction to compel the Interstate Commerce Commission to annul its recent order in the Southern rate case, reopen the hearing and give another decision. The rates to which objection is made were scheduled to take effect to-morrow.

MUST PAY LIQUOR LICENSE

Internal Revenue Bureau Deals Blow to Many Mixtures.

Washington, July 14.—Sections of the country which receive their intoxicating stimulants in the guise of perfumes, essences, medicines or drugs were dealt a hard blow to-day by Commissioner Cabell of the Internal Revenue Bureau, who gave out a list of more than two hundred preparations which hereafter may be handled by drug stores only after the government liquor license is paid.

These preparations, including many well known because they are widely advertised, were examined by the chemists of the Treasury Department and held to be insufficiently medicated to render them unfit for use as a beverage or to take them out of the class of alcoholic beverages.

TEN BILLION STAMPS

Big Order for Bureau of Engraving and Printing.

[From The Tribune Bureau.]

Washington, July 14.—More than ten billion postage stamps will be printed at the Bureau of Engraving and Printing in the coming year. This amount represents only a rough estimate of the number of stamps necessary to meet the requirements for one year of the American people, and will be divided approximately as follows: Two-cent stamps, 5,500,000,000; one-cent stamps, 4,000,000,000; one-dollar stamps, 100,000, and the rest in other denominations.

The estimated value of the stamps required for the year is $177,783,000, or $7,000,000 more than for those wanted last year.

HUGHES STILL HUNTING

Washington Home Not Yet Found by Governor.

[From The Tribune Bureau.]

Washington, July 14.—Governor Hughes spent the greater part of the day looking at houses which have been offered him as a home when he comes to Washington in October to take up his duties as an associate justice of the Supreme Court. He inspected various properties, but reached no final decision regarding which of them he will choose as his Washington home.

Brigadier General William Crozier, chief of ordnance, entertained the Governor at luncheon at the Chevy Chase Club this afternoon, and he dined informally at the Metropolitan Club to-night.

BROUGHTON BRANDENBERG HELD

Broughton Brandenberg, the writer, was held yesterday in $1,000 bail for examination by Magistrate Krotel in the Yorkville court, on a charge of passing a worthless check for $50 on Hugh J. Logan, of No. 232 West 23d street. A policeman was present when Brandenberg was arraigned, ready to rearrest him on a warrant issued by Magistrate Breen, on a charge of non-support made by his first wife, Mrs. Valine Brandenberg, of No. 1389 Broadway. The warrant was served on Warden Lynch of the Yorkville Prison, who will detain Brandenberg if he should be released on the first charge.

FALLS 100 FEET, BUT IS UNHURT.

Duisburg, Prussia, July 14.—Herr Strack, the aviator, during a flight in a monoplane to-day fell from a height of one hundred feet. The machine was wrecked, but Strack escaped with slight injuriees.

AVIATION MEET FOR NOVICES.

East St. Louis, Ill., July 14.—J. W. Curzon, of Hawthorne, Ill., in a Farman biplane, won two prizes at the first national aviation meet for novices, which opened today. He made three flights in all, and on the second and third won the début prize of $100, with a distance of 113 yards. His first flight was ninety-two yards.

BALDWIN IN SWIFT FLIGHT

Hamilton Also Electrifies Crowd with His Famous Dip.

Mineola, Long Island, July 14 (Special).—Captain Thomas Baldwin thrilled a crowd of several thousand here to-night by his swift flights with his Curtiss biplane and shared honors with Charles K. Hamilton, who later used the same machine and made a number of interesting flights, ending as usual by making one of his famous dips at the crowd from a height of five hundred feet, and then veering off and upward when twenty-five feet away amid the shrieks of the crowd, which scampered in every direction to get out of the way.

Captain Baldwin was the first in the air and made a flight at a faster clip than he has ever yet shown, covering the mile and a quarter course in 1 minute 25 seconds. All his flights were made at a height of one hundred and fifty feet. After Captain Baldwin came down a seat was rigged in the rear of Hamilton, who used the captain's biplane, and Leon Schinasi went up with Hamilton. The biplane rose to a height of forty feet, and Hamilton made a mile circuit with his passenger. Schinasi said that he would have three biplanes here for the races this fall.

Hamilton then put a bag of sand and lead weights in the biplane and made a flight which had the crowd dodging what seemed to be certain annihilation by the dips of the biplane. After twenty minutes he came down and the biplane was run into its shed.

George Russel tried his biplane, but the Harriman engine did not work well, and he soon ran it back to its shed. Edick and Edward, two young men who worked in a garage in Manhattan and built a biplane out of their wages, ran it out, but could not get it up. Hamilton finally offered to fly it for them, but after running it around for a while found that the lifting planes were not large enough.

Hamilton has bought an Elbridge motor, which arrived to-night, and will be installed in a biplane which he is having built. He was making his flight to-night especially for his friend, Israel Ludlow, who was in a rolling chair and greatly enjoyed the flights. Mr. Ludlow is having a biplane built in a barn here. He says it will be as fine as any here and will be ready in a short time.

A biplane modelled after that of Henri Farman and built by Frank Vanander, one of the Hempstead Plains colony of aviators, was wrecked at the aviation field here to-night while Vanander's mechanician, Charles Nyquist, was at the levers. Vanander finished the machine yesterday, and last night after dark asked Hamilton to fly in it. The latter refused, but Nyquist volunteered and set the propellers working. The machine raced across the plane for about two hundred feet, when it suddenly shot into the air at a steep angle. Before Nyquist could do anything it dipped forward and plunged to the ground. Nyquist was not hurt. Vanander laughed and said that he was glad to know that the machine could fly.

ENGLISH AVIATOR HURT

A. Rawlinson Injured by Fall of His Biplane at Bournemouth.

Bournemouth, England, July 14.—A. Rawlinson, the English aviator, fell with his biplane this evening while making a flight at the aviation meet. One leg was broken and he received other injuries. The machine was smashed to bits.

MONUMENT TO BALLOONISTS

Burial Place of Erbsloeh and Companions To Be Marked by Airship Co.

Leichlingen, Prussia, July 14.—The bodies of Oscar Erbsloeh, the balloonist, and his four companions, who were killed when their dirigible craft was wrecked by an explosion yesterday, will be buried together, and the place of interment will be marked by a monument erected by the airship company which owned the ill fated balloon.

Officials of the observatory at Aix-la-Chapelle state that had the aeronauts inquired concerning the weather prospects for yesterday, the observatory could have indicated the presence of a thick fog in the vicinity where the ascent was made, making the proposed trip a risky one. The chief of the bureau further affirms that the recent disaster to Count Zeppelin's Deutschland might have been avoided had the aeronauts sought atmospheric information from the observers.

HARVARD AERO MEET PLANS

Prizes Aggregating $50,000 Prove Attractive to Professional Aviators.

Cambridge, Mass., July 14.—An aeronautical meet to be held at Soldiers' Field from September 3 to 13 will be one of the greatest contests of its kind ever attempted in America, according to the plans of the Harvard Aeronautical Society, which are now nearing completion. The offering of prizes aggregating about $50,000 has proved to be a tempting bait to aviators, and the society has already received notice from seven well known air pilots to the effect that they will be in this city in September.

The seven professionals who have signified that they will guide their heavier-than-air machines for the different prizes are Glenn H. Curtiss, Charles F. Willard, Charles K. Hamilton, Count de Lesseps, William Hilliard and the aviators Johnson and Brookins.

ASBURY WANTS AERO MEET

There Will Be Daily Flights by Five Wright Machines.

[By Telegraph to The Tribune.]

Asbury Park, N. J., July 14.—The Aero Club of Asbury Park was organized tonight at the Brunswick Hotel, for the purpose of holding an aviation meet here for ten days, beginning August 1. The officers elected are: George W. Pittenger, president of the Arbury Park Board of Trade, president; Jesse Minot, vice-president; John A. Githens, jr., secretary, and William A. Berry, treasurer.

The club has until Tuesday to raise $15,000 to insure the meet. More than half of this amount already has been pledged. E. M. Johnson, manager of the Wright Brothers' Company, was present at the meeting, and outlined the company's plans. It is proposed to give flights daily by five Wright machines, from the Brewer farm, in Interlaken.

DISMISSED FROM NAVY

Department Acts on Assistant Paymaster Haughey's Case.

Washington, July 14.—Assistant Paymaster Lawrence G. Haughey, of Indiana, attached to the gunboat Castine, tender to the Atlantic torpedo fleet, was dismissed from the navy to-day on a charge of embezzlement. In the absence of Haughey from the ship on account of illness, the safe on the Castine was opened and $3,500 was found to be missing. Haughey was court martialled and found guilty of culpable inefficiency, but not guilty of embezzlement. A recommendation was made that he be reduced ten numbers.

The Attorney General rendered an opinion that in view of the affirmative finding of the court Haughey was technically guilty of embezzlement. The case was returned to the court, and the finding entered, with a recommendation for mercy. Investigation by Acting Secretary Winthrop led to the dismissal. Haughey, on the day his trial began, made good the money which had been taken.

WANT TO BE DEPOSITORIES

Rush of Applications from Banks Under Postal Savings Law.

Washington, July 14.—Applications are pouring in from banks throughout the country whose officials are anxious that their institutions be made depositories under the postal savings law. They come to the Secretary of the Treasury, the Attorney General and the Postoffice Department. Formal replies are sent to the effect that no information is available as to where such depositary banks will be established.

All inquiries are being turned over to the Postoffice Department, where a commission of officials has been appointed to draw up regulations for the operation of the banks. To-day nearly one hundred and fifty letters, which had come to the Treasury from banks asking to be made depositories, were thus disposed of. They were classified by states as follows:

Alabama, 2; Arkansas, 1; Colorado, 3; Florida, 1; Georgia, 1; Indiana, 2; Illinois, 20 (of which 5 were in Chicago); Iowa, 3; Kansas, 4; Kentucky, 7; Louisiana, 2; Maine, 3; Massachusetts, 5; Missouri, 7; Maryland, 3; Minnesota, 8; Mississippi, 2; Nevada, 1; Nebraska, 7; New Hampshire, 1; New Jersey, 2; New York, 10 (of which 5 were in New York City); North Carolina, 1; North Dakota, 1; Ohio, 8; Oklahoma, 5; Pennsylvania, 13; South Dakota, 1; Tennessee, 3; Texas, 2; Virginia, 1; Vermont, 1; Washington, 2; Wisconsin, 9.

MAYOR WHITE ACTS IN CELL

Will Contest Conviction in Supreme Court.

Lawrence, Mass., July 14.—With the executive chamber of this city a cell in the Essex County jail, here Mayor William P. White, who was sentenced yesterday by Judge Schofield, of the Superior Court, to serve three years and to pay a fine of $1,000 for conspiracy to bribe, continued today to discharge his official duties. Mayor White stated to-day that his attorney will immediately file exceptions, and that he will contest the case in the Supreme Court. His three political allies—ex-Alderman Matthew Burns, George Smart, a tinsmith, and Samuel Kress, a carriagesmith—who were sentenced with the Mayor for conspiracy to bribe certain aldermen in an attempt to remove Fire Chief James A. Hamilton, are also confined in the Essex County jail.

Leading attorneys are of the opinion that Mayor White cannot be removed from office, and to support their contentions quote Article 8, Section 2, of the constitution of Massachusetts, which says that a man not convicted of a felony and not sentenced to state's prison is not impeachable. They contend that the charge on which he was sentenced was a misdemeanor and not a felony. The city charter, however, provides that under the conditions named the office of Mayor shall be declared vacant.

Boston, July 14.—Whether the conviction of Mayor William P. White of Lawrence of conspiracy to bribe and his sentence to three years in jail automatically makes the office of Mayor vacant is the question which has been submitted to Attorney General Dana Malone.

Under the state constitution the Governor has no power to remove or suspend a Mayor from office, as in the case of some states, and attorneys who have been consulted by the city officials of Lawrence differ as to whether Mayor White's offence comes under the class which disqualifies a man from holding public office. It was decided, therefore, to submit the matter to the Attorney General for his opinion.

HUSBAND WINS DIVORCE SUIT

George H. Schlegel, Rich Brooklynite, Favored in Referee's Report.

Robert H. Roy, as referee in the divorce suit of George H. Schlegel, a rich lithographer, filed a report yesterday in the County Clerk's office in Brooklyn in favor of Mr. Schlegel, who had named Adolph Peris, a farmhand on Mr. Schlegel's estate, Sunnyside Farm, in Westwood, N. J., as corespondent.

Mrs. Schlegel applied for alimony of $100 a week and a counsel fee of $2,500 in January. She stated that Mr. Schlegel's Bay Ridge home was valued at $150,000 and the Westwood estate at $20,000, adding that he had an annual income of more than $50,000.

Sarah Peris, wife of the corespondent, brought suit against Mrs. Schlegel for $50,000 for the allenation of her husband's affections. The latter was the second wife of Mr. Schlegel, whose daughter, Elsie, by his first wife, was married to Edward Vance on March 18, 1907. Vance shortly afterward was found guilty of bigamy and was sent to Sing Sing for five years, in addition to two and a half years for grand larceny.

LEFT CONFLICTING WILLS

Fortune Will Be Spent in Litigation Over Millionaire's Estate.

Kingston, N. Y., July 14.—The fact that Dr. Charles H. Roberts, an eccentric millionaire, of Onkes, Ulster County, left two conflicting wills will probably mean the expenditure of $75,000 in litigation. County Treasurer Cook's appraisal fixes the value of the estate at $1,178,723. The sum of $45,000 has been paid to date for litigation; $5,000 is allowed for the accounting, and $25,000 is estimated as the expense of future legal proceedings.

TERMINAL ON NORTH RIVER

Plan Involving Cost of $100,000,000 Outlined to Mayor.

In a report on the transportation conditions of the port of New York, submitted to the Mayor yesterday, Dock Commissioner Tomkins outlines a proposed joint railroad terminal on the North River above 25th street, the approximate cost of which would be $100,000,000. On account of the recent amendment to the constitution providing for the exemption of self-supporting dock bonds from the debt limt, Commissioner Tomkins believes that his scheme could be carried out without much of a financial burden upon the city.

The Commissioner speaks of the tracks of the New York Central Railroad in Tenth and Eleventh avenues as a nuisance, and says that the continued operation of this branch line on an elevated structure is provided for in the plan.

"In connection with the proposed terminal development," says Commissioner Tomkins, "an extension of the elevated railway south of 25th street, having spurs to many of the piers, would seem desirable. It is also desirable that warehouses should be situated on the easterly side of the marginal way below 25th street for the receipt of cargoes coming in by ships. Connection can be made from the elevated railroad to the second floors of these warehouses, so that a convenient interchange of freight can be made between the proposed steamship terminals and the joint railroad terminals."

As to the elimination of the tracks of the New York Central on the West Side, Commissioner Tomkins says:

"The surface tracks cannot be elminated until other tracks available for other roads leading to the West shall have been provided. When this policy shall have been established by the city the Central must perforce submit to it, since it can have no monopoly of occupancy. Let the city's intention once be declared and compliance with it by the New York Central will be immediate. The city will not be obliged to wait for the physical completion of the improvements before the Central will substitute overhead for surface transit. The city should work out its transportation problems without depending too much on the suggestions and advice of the railroad companies, each looking after its own separate interest."

VICTIMS OF SURFACE ROADS

Mr. Willcox Sends List of Maimed and Killed to Mayor.

Mayor Gaynor has received from Chairman Willcox of the Public Service Commission a statement showing the number of persons killed or seriously injured on the tracks of the New York Central where they cross the streets at grade, south of 60th street on Tenth, Eleventh and Twelfth avenues, and also giving similar statistics for surface lines.

The figures for the New York Central for six months of 1907 and for the years 1908, 1909 and 1910, follow:

Killed—1907 (six months), 7; 1908, 5; 1909, 8; 1910, 1. Seriously injured—1907 (six months), 11; 1908, 15; 1909, 22; 1910, 4.

The greatest number of fatalities on the surface roads is credited to the Third Avenue, which had 10 in the first six months of 1907, 23 in 1908, 4 in 1909 and 2 in 1910. The number seriously injured was 65 in 1907 (six months), 95 in 1908, 16 in 1909 and 21 in 1910.

Frederick W. Whitridge, receiver for the Third Avenue road, said last night that more accidents were bound to happen on surface roads which ran under elevated structures than on others, because so many were injured by the elevated pillars. He pointed out that the figures of the Public Service Commission showed that since he took charge of the road, in 1909, the number of accidents had materially decreased.

T. D. ROBINSON SEEKS OFFICE

Mr. Roosevelt's Nephew to Oppose Representative Millington.

Utica, N. Y., July 14.—Theodore Douglas Robinson, nephew of ex-President Roosevelt, announced to-night his candidacy for the Republican nomination for member of Congress from the 27th District. He is the son of Douglas Robinson, who married Mr. Roosevelt's sister. The Robinson home is in the town of Warren, Herkimer County, and the family lives there most of the year. The male members of the family, who for the most part are engaged in business in New York, have their voting residence in Herkimer County.

Mr. Robinson, the candidate, is twenty-seven years old, married and has three children. He was graduated from Harvard in 1904 and on graduation went into the real estate business with his father. He has never sought office before.

The present incumbent, Charles S. Millington, is also a candidate, and was elected with Vice-President Sherman's support. The latest announcement, therefore, presents an interesting situation.

ROPKE NEAR COLLAPSE

Alleged Embezzler of $750,000 Says He Hasn't a Cent.

Louisville, July 14.—Dr. Spears, a physician of the city jail, says that August Ropke, alleged embezzler of some $750,000 from the Fidelity Trust Company, is on the verge of a nervous collapse and requires extreme quiet. Harry Ropke, the sixteen-year-old son of the alleged embezzler, is on the way here from Canada, where he has been for his health.

Ropke says he has not thought of trying to arrange for his bond of $25,000.

"If I had that much maybe I wouldn't be here," said Ropke. As he said this he put his hands into his pockets and bringing them out empty, continued, with a smile: "You see, I'm broke, but I guess we will be able to fix that up after a while."

RULES WAIVED FOR MORSE

Held No Stock, but Was Director in Hudson Navigation Co.

The deposition of John W. McKinnon in the suit of Montrose W. Houck against Charles W. Morse, which was filed yesterday in the County Clerk's office, shows that the efforts of Houck to trace to Morse the ownership of a large block of stock in the Hudson Navigation Company have proved unsuccessful. Morse was elected president of the company while he was out on bail, in the fall of 1909, after his conviction, and while he was awaiting the result of his appeal. It was brought out in the examination of McKinnon that, although the rules of the company required that a director must be the owner of stock in the corporation, Morse did not have any.

Houck obtained judgment against Morse for $28,525 in December, 1908. Execution was issued in October, 1909, and was returned unsatisfied. Houck then obtained a third party order to examine McKinnon, vice-president of the Assets Realization Company, which owned a large part of the stock of the Hudson Navigation Company.

McKinnon said that Peter McCarthy, a director of the navigation company, owned 9,900 shares and that Morse negotiated the sale of these to the company for $250,000 in the fall of 1909, during his respite from prison. McCarthy then resigned as a director. It was understood by Morse that he was to be supported for the presidency. McKinnon said Morse received no commission from the sale. In answer to the question as to whether he knew of Morse's holding any of the stock, McKinnon replied: "I do not; I wish I did."

BOY SAVES THREE AT FIRE

But Not Until Children and Mother Are Badly Burned.

When fire broke out last night in the home of Joseph Darcey, at the Boulevard and Hammond avenue, Arverne, it gave Patrick O'Connell, fourteen years old, who lives next door, the chance to prove himself a hero—and Patrick was not lacking when the moment arrived.

Darcey was not at home when the fire was discovered, and O'Connell saw the flames bursting from a second story window and ran to a fire box and sent in an alarm. He then dashed back to the house and to the second floor, where he found the sitting room ablaze. Darcey's three children—Joseph, eight; Frances, five, and Thomas, an eighteen months old infant—were in the room helpless from fright. O'Connell first grabbed up Frances and ran with her to the street. He then returned and met Mrs. Darcey coming down the stairs with the baby in her arms. O'Connell took the infant from its mother and dashed through the street door to safety. He then made a final trip and rescued Joseph.

Frances was seriously burned and was rushed to St. Joseph's Hospital, in Far Rockaway, in an automobile belonging to George Homan, of Arverne. The other children were painfully burned, as was Mrs. Darcey.

When the firemen arrived they soon put out the flames, which caused only slight damage. A lace curtain had been blown against a lighted gas jet.

BURLEY COMPANY LOSES

Tobacco Pooling Contracts Held in Restraint of Trade.

Ripley, Ohio, July 14.—In the cases of Henry L. Cahall and Peter Morrell, farmers, who sold their tobacco to independent buyers, thus breaking their contracts in the Burley tobacco pool to sell only to the Equity Society, Common Pleas Judge Bambach to-day held against the Burley Tobacco Company in its suits to collect damages amounting to 20 per cent of the two crops. Morrell and Cahall set up that the pooling contracts were in restraint of trade.

FIRE FRIGHTENS PASSENGERS

Smoke Came from South Street Building, However, Not from Boat.

Passengers on the Hartford Line steamer Hartford were greatly excited last night when Pier 19, at the foot of Peck Slip, suddenly filled with smoke, until assured by the officers and crew that the boat was not afire.

The blaze which caused the excitement was in the five story brick building, Nos. 154 and 155 South street, occupied by Grinberg Brothers, manufacturers of oil and gas stoves.

The fire was a very smoky one, and the firemen were driven back a number of times before they got it under control. The damage amounted to $1,500.

CHARGES THEFT IN LAND DEAL.

John F. Reilly, stenographer in the Fourth Municipal Court in Brooklyn, was arrested yesterday afternoon on a charge of grand larceny. The complainant was Julius M. Mayer, former Attorney General, and the amount involved $1,000. Reilly was held for examination on July 18 in $1,500 bail by Magistrate Murphy. Mr. Mayer alleges that he gave Reilly his check for $1,000 and accepted an assignment of a real estate contract involving a sale of Flatlands property as collateral. Mayer alleges that Kelly, the assignee, never was the owner of the land in question. Reilly said the transaction was a corporation matter and would be explained at the examination.

GRAFT HUNTERS TO MEET AUG. 2.

Albany, July 14.—Assemblyman Merritt, chairman of the committee appointed to investigate alleged legislative corporation practices, has notified the members of the committee that the next meeting will be held at the Murray Hill Hotel in New York on August 2, instead of July 26, as had been previously announced.

SILVEIRA WINNING IN CUBA

Dinner by President Among Honors Paid to Returned Banker.

According to advices received here from Havana, Manuel Silveira, banker and sugar grower, who recently returned there from a voluntary exile of three and a half years following his sensational departure, is substantiating his declaration in New York that he would rehabilitate his name and credit.

Silveira, who was the senior member of Silveira & Co. when he left Cuba, was charged with the defalcation of $1,000,000 by Ceballos & Co., of this city, whose agent he was in Havana, the alleged defalcation, it was said at the time, causing the failure of the Ceballos firm.

Silveira spent about three and a half years in Venezuela and Paris. A few weeks ago he came to this city on his way back to Cuba, declaring that he would clear his name of all suspicion, and also re-establish himself in the position that he occupied in the commercial world in Cuba before he left there. He took no trouble to deny the story of the defalcation, which was discredited from the start, but said that he was determined to collect large sums due him from persons who were interested in encouraging the reports circulated against him.

Reports from Havana say that Silveira was welcomed home with open arms, and that not only were unusual social honors paid to him, but every facility was offered to him to begin again where he left off.

Perhaps the most significant affair given in honor of Silveira was a dinner by President Gomez. The latter was formerly manager of the Silveira Sugar Company. Silveira placed his case fully before the President and explained his intention regarding re-establishing the old banking house. He told General Gomez that it rested with his debtors whether his campaign would be one of peace or of war.

President Gomez, it is said, expressed his regret that Silveira lost so much time in asserting his rights, and declared his firm belief in the banker's integrity, further offering to advise him as a friend.

Silveira announced that he would wait ten days to receive propositions from the persons who were indebted to him, saying that if they did not communicate with him he would appeal to the courts.

The reception of Silveira on his arrival in Havana was most flattering to the returning exile. Colonel Charles Aguirre, Captain of the Port, took him ashore in his official launch, on board of which were many of the banker's friends, including General Ignacio Andrade, former President of Venezuela, and now Venezuelan Minister to Cuba, and Dr. Diego Tamayo, former minister in the cabinet of the late President Palma.

LODGE TO SHOE WORKERS

Senator Discusses Tariff on Hides at Their Annual Meeting.

Salem, Mass., July 14.—The New England Shoe and Leather Association held its annual convention at Salem Willows to-day, hundreds of shoe and leather dealers and manufacturers coming here from Boston by special steamer. Among the speakers and guests were Senator Henry Cabot Lodge, Mayor Fitzgerald of Boston and Congressman Roberts, of Chelsea. The address of Charles C. Hoyt, president of the association, contained figures to show the immensity of the shoe and leather industry in New England. In this county (Essex), he said, one-seventh of the $700,000,000 annual output of the country's shoes and leather was manufactured.

The duties on hides and the products of leather were discussed at length by Senator Lodge, who told of the lowering of the duty on boots and shoes. The Senator quoted figures to show that just before the passage of the Payne-Aldrich bill hides were quoted lower than after the bill became law.

"In other words," said Senator Lodge, "the price of hides rose after the removal of the duty, showing beyond question that the duty on hides did not affect the price, which was governed by other and larger causes."

He spoke briefly of the work of the tariff board, and said that no further tariff revision ought to be undertaken until expert evidence had been secured as to labor costs, by which rates of duty properly could be determined.

LABORER COMES INTO FORTUNE

New Jersey Man Lays Aside Pick When He Hears of $50,000 Legacy.

Mendham, N. J., July 14 (Special).—One familiar face among the workmen on the estate of Franklin Murphy, which is being fashioned out of the wildnerness and farms near here, is missing to-day, and the hearts of the men who remain to toil are saddened somewhat, for Michael Flanagan was known as a jolly member of the crew, and always cheerful in poverty and hardship. Yet their sorrow is not so poignant, for it is tempered with the assurance that Michael has laid aside his pick to take up with a life of ease and plenty. He has fallen heir with his wife to a fortune of $50,000, and instead of toiling away helping to build fine driveways he will in future, if he so chooses, ride over such roadways in his own snorting automobile.

Mrs. Flanagan was the only surviving relative of John Hagan, owner of a saloon and much real estate in Brooklyn. Hagan died, and Mrs. Flanagan and her husband have become the possessors of all his property. When Flanagan got the news he gathered up his tools and walked all the way to the railroad station, not willing to squander the price of a cab fare until he had the unexpected wealth in his own hands.

One Hundred and Five Fresh Paris Hats

NO TWO ALIKE

You would never have expected to find so many beautiful new hats in exactly the mo dels now being worn in Paris on exhibition at Wanamaker's in the middle of July.

Stores never did such things before, and fashionable women, summering in Newport, Tuxedo, Bar Harbor, and elsewhere, scarcely knew where to look for the smart, new hat for the summer garden party or other fashionable function.

We are doing things differently this year. We expect to show fresh Paris hats, not only twice a year when the season opens, but every month of the year, and that is why this unexpected collection is exhibited this week at Wanamaker's. And that is why women who love to wear the latest Paris fashions and bright fresh Summer millinery will be surprised at the hats shown as well as at the very moderate prices at which they are sold. It is not extravagance to buy new Paris hats when they cost so little.

A special flower-decked salon will display these Paris hats today.

Second floor, Old Building.

JOHN WANAMAKER

Formerly A. T. Stewart & Co., Broadway, Fourth ave., Eighth to Tenth sts.