

4 JERSEY MOOSE LEADERS QUIT; CALL PARTY DEAD

G. L. Record, Roosevelt's Friend, Leads Exodus Back to Republicans.

PROGRESSIVES ADMIT CRISIS IS NEAR

Ex-Senator Colby, Still Loyal, Declares They Will Not Disband.

Asbury Park, N. J., July 31.—The Progressive State Committee received this afternoon the formal resignations of George L. Record, Herbert M. Bailey, James G. Blauvelt and Edmund E. Osborne. These men, thus far at the front of the Bull Moose movement in New Jersey, have forsaken the ranks to fight for Progressive principles as Republicans.

George L. Record, former Corporation Counsel of Jersey City and one of the most prominent men in the state, has resigned because he considered the Progressive party as a separate organization dead.

The resignations of the four men were announced a few minutes before the conference of the committee was opened at the Metropolitan Hotel. Their departure from the ranks of the youngest party moved National Chairman George W. Perkins to inform the convention last night that Victor Murrack of Kansas, would give out a statement tomorrow defining the position of the Progressive party.

Mr. Record wrote to J. A. H. Hopkins, State Chairman, as follows: "I am in receipt of your invitation to attend the conference of the representatives of the Progressive party at Asbury Park on Saturday, July 31. Most of the men with whom I have been politically affiliated during the last ten years in this county and in the state have determined to return to the Republican party and in the primaries of that party to fight for the nomination of men committed to the principles in which you and we believe. The Progressive party could only hope for success by persuading the rank and file of the Republican party to join the Progressive ranks.

"Experience has shown that it is easier to get the Progressive leaders, the majority of whom are unquestionably Progressive, to support at the regular Republican primaries candidates committed to our principles than it is to induce them to leave the Republican party. Last year in Hudson County we ran the Progressive ticket also in the Republican primaries and received over 3,000 votes without any campaign. The Progressive primaries pulled less than 500 state in this county. It is obvious, therefore, that our main support lies in the Republican party.

"Back in Republican Ranks. "For these reasons I have determined to go back into the Republican party and there to fight for the principles in which I believe by supporting candidates in the Republican primaries committed to those principles. I should feel gratified if, as the result of your conference, the Progressive leaders with whom I have been associated during the last two years could see their way clear to join us in this movement, so that all of us who are committed to our principles could work in concert and with the maximum of efficiency.

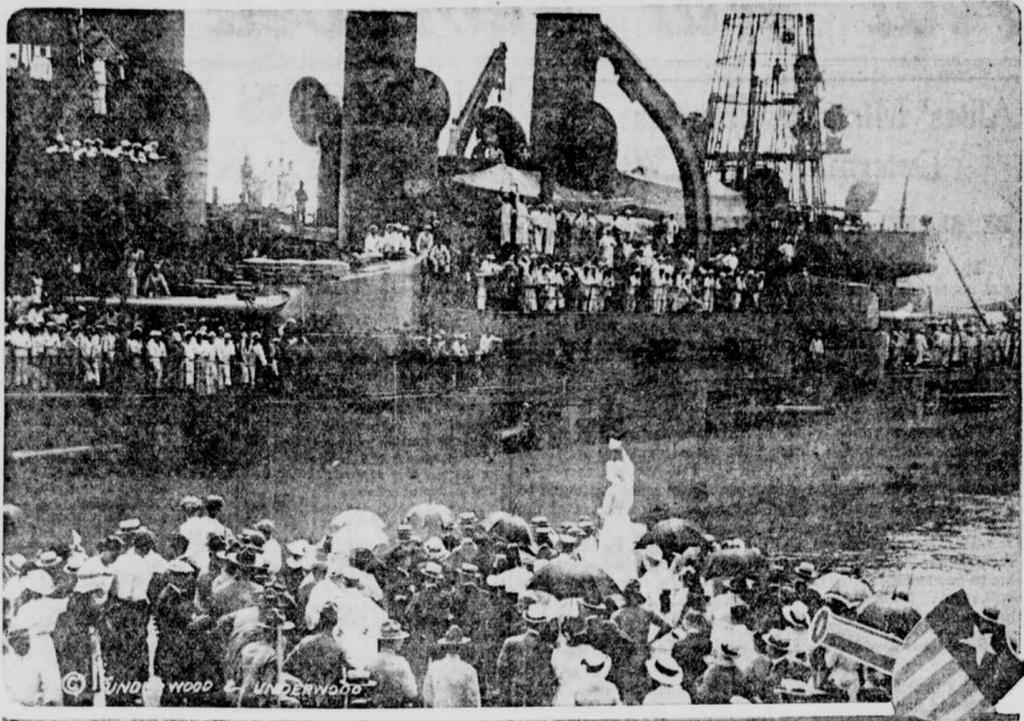
"If, however, you determine to continue the existence of the Progressive party as a separate organization it is only fair that I should resign my position as a member of the state committee of that party, and such resignation I herewith tender."

In his letter to Mr. Hopkins, Mr. Bailey of Hackensack, said he resigned for the same reasons. Mr. Blauvelt's note read in part: "I have joined the Republican party, believing that it offers the best means to secure the reforms for which we have labored these many years. I am accordingly supporting the campaign of legislative candidates in the Republican primary pledged to local option or the right of every community to decide for itself in either three stages.

"First—Whether it will not license saloons. "Second—Whether it will or will not own its public utilities. "Third—Whether it will or will not exempt from taxation buildings, houses, hold furniture, merchandise, machinery and other products of labor."

Mr. Blauvelt joined with Mr. Record in the hope that Progressive principles

MARINES LEAVING PHILADELPHIA NAVY YARD FOR HAYTI.



The battleship Connecticut has been ordered to Port-au-Prince with nearly 500 men to relieve the party landed by Rear Admiral Caperton after the killing of President Vilbrun Guillaume.

Cape Cod Canal's Value as National Defence Rivalled Only By That of Kiel Waterway

might be attained by a return to the Republican party. It was admitted last night by the most fervid Progressives in the state that the situation of the party is critical. The four men who have resigned, it was pointed out, have formed part of the bulwark of the party in New Jersey.

"Don't Disband, Says Colby. Last night former Senator Everett Colby said that the party would not disband. He believed that it would be premature to begin the fight over again among the Republicans, at least prior to the decisions preceding the 1916 Presidential campaign.

George L. Record, several years ago as corporation counsel of Jersey City, began the fight against Republicanism and bossism in New Jersey. He engaged in a letter debate with Woodrow Wilson in 1910, when the latter ran for Governor.

When Roosevelt bolted from the Republican party, Record joined him. Heart and soul in the progressive movement, he worked hard to perfect, with others, a state organization. In spite of his controversy with Wilson, Record was appointed to the State Taxing Board as soon as the former was installed. Last February President Wilson appointed Record to the recently established Federal Trade Board for a term of six years, at a salary of \$10,000.

Perkins Urges All to Stick. Mr. Perkins urged the sixty members, however, to stick to the party and not desert the cause, as had those who resigned. Former Governor John Franklin Fort displayed no enthusiasm, and his attitude throughout the meeting gave others the impression that his belief in the party's future is wavering. He would express no opinion on the outcome.

Fourteen counties were represented, and, with the single exception of Mr. Leach, of Ocean County, all the spokesmen declared their belief that the real Progressives in their counties would stick to the colors. Some of the representatives announced full tickets would be put in the field. Sheriff F. I. Right of Cape May County, however, said little for the party's advancement in that county. He said he was about the only one left.

Mr. Perkins in his address said that whatever prosperity exists in the United States to-day was due to the war, and when the war is over former conditions will be resumed. Then, he said, it will be found that the Democratic party, which has been the beneficiary of the war, will be the beneficiary of the peace.

Adam J. Ruby, of Jersey City, was named to succeed Record; George T. Anderson, of Paterson, to succeed Blauvelt, and A. J. Johnson, of Rutherford, to succeed Bailey. Howard D. Doid, of Newark, was named as a successor to Frank L. Driver, of Essex, who resigned from the state committee last fall. J. A. Hopkins, of Morristown, state chairman, presided.

INSTRUCTION. BUSINESS SCHOOLS. GRADUATE RUSSIAN IMPERIAL COLLEGE. Personally teaches teachers, in daily normal classes for interpretive, simplified classic, racial and ballroom. DANCING. 141 West 124th St., N.Y.

INSTRUCTION. NEW YORK—Manhattan. Friends Seminary. 220 to 225 East 16th St., New York. Friends School. 110 to 118 Schermerhorn St., Brooklyn, N. Y.

Kindergarten and Preparatory Schools for Girls and Boys. Individual instruction. Regular course includes: LANGUAGE, MUSIC, ART, MANICURE, TRAINING. Large playgrounds. NON-PROFITARIAN. CATALOG SENT ON REQUEST. THE HERLITZ SCHOOL OF LANGUAGES. 28-30 West 84th Street, Between Fifth Avenue and Broadway.

INDIANA—Notre Dame. University of Notre Dame. NOTRE DAME, INDIANA. The only college leading to degrees. Board and tuition \$400 per year. Preparatory School. \$400 per year. St. Edward's Hall. 505 West 12th St., New York Office. Murray Hill 6415.

BUSINESS SCHOOLS. American and Foreign Teachers' Agency—Supplies, Professions, Teachers, Tutors, Government, etc., in Colleges, Schools and Families. Apply to Mrs. M. J. YOUNG—BULLTON, 22 Union Square.

BUSINESS CARDS. ANGLIA STENOGRAPHIC WAREHOUSE CO.—Moving, packing, shipping. Automobile vans for long distances. Rent special at 123 West 30th St., Phone 302 Blytheville.

DRAKE BUSINESS SCHOOL. OPEN ALL YEAR. 124 West 124th St., N.Y. City. 124 West 124th St., N.Y. City. 124 West 124th St., N.Y. City.

LOST, FOUND AND REWARDS. \$25 REWARD FOR THE RETURN OF A GOLD watch. Apply to WALTER LAWRENCE, Inc., 170 Ave. C, City.

Of the many dangers that beset the seafaring man and demand the application of the well known legend "Safety first" none is of more vital importance than the avoidance by warships, yachts and coasting vessels of the dangerous shoals that lie near the courses that steam and sailing vessels have been obliged to use in passing from the Vineyard Sound around Cape Cod on their way to Boston.

It would seem scarcely necessary now to call the attention of the owners of yachts and coasting schooners to the fact that the Cape Cod Canal has been open for six months or more and is navigable to vessels drawing eighteen feet of water, also that time and money may be saved by its use in preference to the shoal-strewn, fog-bound route formerly taken because there was no other one available. Vessels of all types are now using the canal and the traffic is increasing materially.

The building and successful operation of the canal was made possible through the efforts of August Belmont, whose ancestors were seafaring men, his grandfather being no less a personage than Commodore Matthew C. Perry, who opened up the commerce of Japan to the United States and to the marine interests of the world.

During the last fifty years there have been 2,000 wrecks between Gay Head and Provincetown, more than 700 lives have been lost and property averaging \$500,000 a year destroyed, while the government reports show that the German nation, at a cost of nearly \$100,000,000, for practically strategic purposes, yet the reduction of the distance between the base of the German fleet in the Baltic and the North Sea by way of the canal is but little more than that which will be gained for the American fleet by the enlargement of the Cape Cod Canal between the two important strategic centers, Newport and Boston.

Some 2,500 vessels have passed through the canal since its opening last year, among them many government ships, including the submarines K-5 and K-6, which made the passage from Boston to Newport at the rate of eleven miles an hour. It was a test by the government of an inland passage for war craft and it was brilliantly successful. It required only forty-five minutes to make the eight-mile passage through the canal, and the submarines saved sixty miles of distance and much rough weather. Another important test of the waterway was the passage of the Tenboren, a Dutch steamer of 2,826 tons. She went through in ballast and made a quick passage. Had she not been a neutral vessel she thus would have been relieved of all danger of capture by an outside belligerent.

New York Yacht Club Cruise. One of the most interesting and important tests that the Cape Cod Canal will be put to this year will be the passage from west to east on August 6 of the entire cruising squadron of the New York Yacht Club. This great fleet, numbering not fewer than seventy-five vessels, including sail, steam and power yachts, will make the trip early in the forenoon of that day. The sailing yachts will be taken in tow by tugs, beginning at 5 a. m. that day so as not to interfere with the regular commercial traffic. The yachts must all have reached the eastern end by 8 a. m.

The steam and power yachts will go through under their own power, and then all will proceed to Provincetown Harbor, from which port they race the following day across Massachusetts Bay to Marblehead. The squadron will be led through the canal by the flagship of the club—Commodore George F. Baker, jr.'s steam yacht Viking. That yacht, Frederick Bourne's Alberta, the Warrior, the Diana and other large steam yachts flying the flag of the New York Yacht Club have been through the canal many times since its opening.

For the information of those who intend to avail themselves of the advantages of the Cape Cod Canal it may be stated that its length is eight miles, its depth at mean low water twenty-five feet, its depth at mean high water at the Buzzards Bay entrance thirty feet and at the Cape Cod end thirty-five feet. The bottom width varies from 100 to 200 feet. There are three bridges—two for vehicles, the third a railroad bridge. The clearance between fenders of all bridges is 140 feet.

While electric lights are placed on poles opposite one another at high water mark, 500 feet apart, all through the canal. There are mooring piles at each end of the canal and on both sides of the bridges. Captain Jacob W. Miller, vice-president of the Boston, Cape Cod and New York Canal Company, has written an interesting book, giving the history of the Cape Cod Canal, its construction and management. It is published by the Scribners.

Schedules of the rates of tolls and tonnage have been issued for yachts, power boats and government and commercial vessels. The minimum toll for a yacht less than sixteen gross tons and less than thirty feet over all length for a single passage is \$5; squadrons of ten or more, \$4, and for a round trip, returning within ten days, \$8. The minimum for vessels from sixteen to thirteen gross tons is \$21 for a single passage, with \$10 added for towing if it is a sail yacht.

WAR HORSE PERIL NOW UP TO COURT. Decision Pending on Removal of Allies' Chargers from Empire City Track. Supreme Court Justice Tompkins reserved decision at Nyack yesterday on a motion in behalf of James Butler, the horseman, to put war horses for the English and French armies off the Empire City racetrack in Yonkers.

The action is directed against the National Fair and Exposition Company, which has a lease of the park. The applicant contends through his lawyers that the war horses are in many instances diseased and the stables unsanitary. These conditions, it is alleged, will prevent owners from sending machines there for the Grand Circuit this summer.

The track is being used for reshipping 35,000 horses bound for the European war front.

The steam yacht Viking passing through the Cape Cod Canal.

FORD HOPES TO LIVE AND WORK TILL 95

Says on 52d Birthday He Will Never Enter Politics—Is Developing the Tractor. (By Telegraph to The Tribune.)

Detroit, July 31.—Henry Ford, on his fifty-second birthday, said he believed he would live to be at least ninety-five, and that he wanted to live only as long as he was able to work. "From what do you get the most enjoyment?" he was asked.

"My work," he replied, instantly. "A man's work is the most important thing in his life. The idea of combining work and play is all right for children, but it should be a man's ambition to make his work more enjoyable than his play. I will never enter politics. The tractor is my hobby now. Transportation and its branches will give me work enough for the rest of my life. Almost every kind of vehicle nowadays weighs altogether too much."

Two years ago Elrose preferred the Bronx to his home and stepmother, so he disappeared. He kept in communication with his father, however, until recently, when he dropped out of sight. The efforts of his parent to locate him were unavailing. A few days ago Rollins & Rollins, lawyers, with an office in Manhattan, notified the senior Elrose that his son was heir to \$50,000 left by a relative of his mother. Attempts to find Ralph, jr., went for naught. In the meantime the young man knocked about from pillar to post. He was employed first by the Interborough Rapid Transit Company, on the reconstruction of the Third Avenue elevated tracks, then as a lineman for the telephone company. With only a few cents in his pockets yesterday afternoon he decided to pay his father an informal call.

Pockets Empty, He Comes Home to Learn He Is Heir to \$60,000

Golden Calf Instead of Fatted One Greets Return of Prodigal Son After Two Lean Years of Wandering.

When the shoemaker found that young Elrose had heard nothing of his good (\$60,000) fortune, he showed him a newspaper containing his photograph. The danger of overexertion when the temperature is high and the humidity dense was disregarded by Elrose. He made the three blocks between the shoemaker's and his home in fifteen seconds flat.

WANT \$50,000,000 TO PENSION CLERGY

Protestant Churches Will Unite to Raise Great Retiring Fund. (By Telegraph to The Tribune.)

Chicago, July 31.—That a campaign to raise \$50,000,000 to take care of worn-out ministers, their widows and orphans will be undertaken by the Protestant churches of America was announced to-day by Dr. J. B. Hingeley, secretary of the board of conference claimants of the Methodist Episcopal Church, and the Rev. John T. Bradner Smith, editor of "The Veteran Preacher," on their return from the Church pension congress at San Francisco.

"The Protestant churches are seeking \$50,000,000, but they need \$67,000,000 for a retiring competency for the retired preachers and an adequate support for the widows and dependent orphans," said Mr. Smith.

He prepared a summary of the amounts needed as follows: Protestant Episcopal—\$5,000,000 for endowment fund, \$5,000,000 from parishes—\$10,000,000. Methodist Episcopal—Fund of \$10,000,000, but needs to pay average half salary at retirement, making a total of \$15,000,000.

Baptist—Needs, according to membership, \$10,000,000. Presbyterian—Endowment fund, \$10,000,000. Lutheran—Just commencing, but needs \$5,000,000. Congregational—Endowment and annuity, \$2,000,000.

Disciples—Needs, according to membership, \$5,000,000. Methodist Episcopal Church, South—Endowment fund, \$5,000,000. Other churches need at least \$5,000,000.

Grand total, \$67,000,000. "In that remarkable book 'The Retired Minister' eminent Church and business men have written what the churches, the government and the business corporations are doing for the support of their worn-out servants. The statistics reveal that there is more of the spirit of Christ and more practical Christianity in the business world than in the Christian Church," the Rev. Mr. Smith asserted.

Dr. Smith said clergymen of the Protestant Episcopal Church are to be retired at the age of sixty-eight on half pay; pensions for disabled clergymen are to be 40 per cent of the average salary received in the last five years of service; pensions for widows of clergy are to be one-half of the husband's salary; and pensions for orphans of clergy will vary with the ages of the children.

Mr. Smith said the minimum fixed by the fund is \$699 a year; the maximum, \$2,000. The pastor whose parish or parishes do not contribute will not be eligible to a pension.

Stern Brothers

42nd and 43rd Streets, West of Fifth Avenue. Beginning Tomorrow, the Annual August Sale of High Grade Furniture

for every requirement of the Living Room, Bedroom, Library, Dining Room, At 10 to 50% Reductions

The public is invited to inspect and compare the values we are offering in FURNITURE OF THE BETTER GRADES at uniformly lower prices than are obtainable elsewhere.

Dining Room Furniture Living Room Furniture

Mahogany Dining Room Suite, 10 pieces, Adam design, at \$195.00. Formerly \$240.50

Chinese Chippendale Mahogany Dining Room Suite, 10 pcs, at \$400.00. Formerly \$556.00

Mahogany Dining Room Suite, 10 pieces, Adam design, at \$875.00. Formerly \$1723.00

Mahogany China Closets, \$35 to 98. Formerly from \$70.00 to 145.00

Mahogany Buffets, \$38.50 to 95.00. Formerly from \$50.00 to 135.00

Bedroom Furniture

Antique Ivory Suite, 4 pieces, twin beds; Formerly \$148.50, at \$100.00

Circassian Walnut Suite, four pieces; Formerly \$157.50, at \$120.00

Sheraton Bedroom Suite, 7 pieces; Formerly \$308.00, at \$188.50

Mahogany Bedsteads, Four Post, at \$18.50 to 38.00. Formerly from \$25.00 to 55.00

Brass Bedsteads & Bedding

Brass Bedsteads, at \$9.00 to 30.00. Formerly from \$14.00 to 45.00

Iron Bedsteads, - at \$3.50 to 8.50. Formerly from \$5.25 to \$12.75

Box Springs, upholstered, 10.00 to 20.00. Formerly from \$12.50 to 22.75

Special Hair Mattresses, choice of ticking, at \$18.50, 27.50. Formerly \$21.00 and \$32.00

Oriental and Domestic Rugs

including the most desirable American and Eastern weaves in designs and colorings of the highest decorative merit.

Moussouls, Kurdistan and Beloochistan Rugs. Values \$22.50 to 45.00, - - - - - now reduced to \$14.75 to 29.75

Room Size Persian Carpets, 9 to 13 ft. wide by 12 to 17 ft. long; formerly \$115.00 to 358.00, Now \$77.00 to 195.00

Sarouk and Kirmanshah Carpets, 8ft. 5 to 10ft. 6 wide by 12 to 13 1/2 ft. long; formerly from \$38.00 to 465.00, Now \$195.00 to 290.00

High Quality Wilton Rugs, at extremely low prices

Oriental designs and colors, in small and medium patterns.

Sizes 6 by 9 ft., Regular Value \$38.50, Now reduced to \$29.75

Sizes 8 ft. 3 by 10 ft. 6, Regular Value \$56.25, Now reduced to \$39.75

Sizes 9 by 12 ft., Regular Value \$62.50, Now reduced to \$44.25

Women's and Misses' Summer Apparel

A Clearance Sale Tomorrow, at Emphatic Reductions

In the Women's Section

Dresses, of voiles, striped tissues and linens, at \$2.75 and 3.75

Dresses, of voiles and linens combined, at \$5.00 and 7.50

Dresses, of crepe de chine, serges and silks, at \$9.75, 15.00 and 19.75

Tailored Suits, of linens, eponge, cretonnes, at \$5.00, 10.00 and 15.00

Tailored Suits, of serges, gabardines, checks, at \$10.50, 14.75 and 16.50

Washable Skirts, of desirable materials, at \$1.75, 2.50 and 4.50

In the Misses' Section

Misses' Dresses, of voiles, linens, nets, crepes and other popular materials, at \$2.50, 4.00 to 15.00

Misses' Tub Skirts, of linens, gabardines, piques, corduroys and other materials, at \$1.75 and 3.95

Values up to \$29.75 Values up to \$7.50

A Very Smart New Fall Model Afternoon Dress

of Crepe de Chine or Meteor with Georgette sleeves and collar, plaited straight line designs, in black, navy or African brown, Very special at \$19.75