

SAYS I. R. T. SOLD STEEL TUBE CARS TO QUEENS ROAD

Expert Tells Thompson Line Was Saddled with Coaches at \$14,000 Each.

TRANSFERRED 50 BUILT FOR STEINWAY ROUTE

Interborough Mulcted Line After Obtaining Control, Witness Declares.

The Thompson legislative committee got back to work yesterday after a lapse of ten days. The bulk of the testimony taken in its two sessions was in regard to the alleged mismanagement of the New York and Queens County Railway Company.

Testimony was given to show that the Interborough, after getting control of the Queens County Railway in 1903, had mulcted the company in various ways and allowed the service to the public to deteriorate to an alarming degree.

James Sidney Eadie, special counsel for the Flushing Taxpayers' Association, appeared with an indictment against the Queens County road under the management of the Interborough. He called attention to the report of an investigation of the road conducted by John Holley Clark, Jr., then counsel for the association and now secretary to Public Service Commissioner Hayward.

Mr. Clark's report maintained that the service on the line was grossly inadequate, that the Interborough had charged the company exorbitant rates for power after it had obtained control of the stock, and that the company's financial condition figured in the Interborough's preferential in the city's subway contract.

Dr. Abner F. Weber, statistician for the Public Service Commission, who made an independent investigation of the service and equipment of the Queens County road, said in his report, which was made part of the record of the hearing, that during the eleven years of Interborough control of the Queens road traffic and revenue had doubled, but operating expenses had increased threefold, the heaviest increase in expense being for maintenance.

Dr. Weber's conclusions were:

1. That the expense of the Queens road since 1906 had been abnormally high, having increased from 60 to 85 per cent of the company's revenue.

2. The principal causes of such increase were deferred maintenance and overcharging for power, etc., by the controlling company.

3. The expenditures prior to 1903 were small and probably inadequate, and that therefore the surplus shown as of 1903 was probably fictitious.

4. The purchase of fifty steel cars from the Interborough in 1903 unduly burdened the property, injured the tracks, increased accidents and doubled the interest charges.

5. During the five years from 1908 to 1912, inclusive, the Interborough charged the Queens County road 1 1/2 cents per kilowatt hour for current, and in 1913 reduced this charge to 3/4 of a cent. If this reduction had been made previously, \$398,000 of the company's deficits would have been reduced.

6. If the excessive power charges and maintenance expenses were eliminated, the operating ratio would not exceed 75 per cent, and the net revenue would have been able to pay the taxes and bond interest during every year for which a deficit is shown.

Tube Cars Cost \$14,000 Each. It was brought out that the fifty steel cars, which were originally purchased by the Interborough for use in the Steinway tunnel, had cost the Queens company \$14,000 each, while the cost of a regulation trolley car is \$4,500.

Mr. Clark testified that he had prepared a report on his investigation, which was used in the case of the Queens road before the Public Service Commission in an effort to obtain better service on the line. The case was taken before the commission in October, 1914, the witness said, in answer to a question by Frank Moss, but there had been no improvement in the service. Asked if he had called the matter to the attention of any of the Public Service commissioners, Mr. Clark said that he thought he spoke to Commissioner Hayward about it.

Mr. Clark charged that the Interborough got two cents out of every nickel before the Queens County road had a chance at the returns. The car service had decreased 13 per cent, he said, while there was an increase of passengers of 31 per cent.

Miss Pauline Goldmark, research secretary of the National Consumers' League, submitted a report relative to the wages paid to workers in the subway under construction. She said some of the workers made only \$28 a year, which is the amount that the

NO ORDER GIVEN TO TAKE VILLA

Command to Funston Leaves Loophole for Withdrawal.

ADMINISTRATION GIVES OUT TERMS

Capital Suspects Object Is to Prepare Public for Return of Troops Soon.

(From The Tribune Bureau.) Washington, April 8.—The Administration was forced again today to deny emphatically that the withdrawal of troops from Mexico was in contemplation. The denial was due to the publication of the orders given to General Funston when the punitive expedition was organized.

These orders appear to be in conflict with the statement made by President Wilson the day after the Columbus raid, when he announced that the "single object" of the expedition was "capturing" Villa and "putting an end to his forays." The orders to Funston, made public by General Hugh L. Scott, Chief of Staff, at the direction of President Wilson and Secretary Baker, were in part as follows:

"These troops will be withdrawn to American territory as soon as the de facto government of Mexico is able to relieve them of this work. In any event, the work of these troops will be regarded as finished as soon as Villa's band or bands are known to be broken up."

Publication of these orders was taken here as an attempt by the President to prepare public opinion for the withdrawal of the troops. When Administration officials were told that this interpretation was being placed on the action they promptly denied it.

To "Capture or Disperse." They refused, however, to try to reconcile the President's announcement and the orders sent to Funston. The latter agree in spirit with the statement given out by Secretary Baker when the expedition started, that its object was to "capture or disperse" the bandits.

To effect further the impression that a retreat was in prospect, Secretary Baker announced that the chances were good for the capture of Villa. "I think," the Secretary said, "we are on a warm trail, and I hope to have good information for you soon."

Privately some officials said the President's "get Villa" statement was made in a hurry, and its primary object was to allay the fears of the Mexican government and people. He meant to emphasize that the expedition had no other object than the pursuit of Villa. He did not intend, it is said, to promise

to supply a demand for sweets which the Mexican Government has created, the soldiers appealing for candy more than for any other article of food.

More general use of Mexican railroads will be made for sending supplies to General Pershing. Acting on the supposition that commercial shipments would be interfered with, although the shipments are for the American army, concentration of supplies continues here, and at every available opportunity they are sent south.

With a new army field base near Chihuahua, the shipments merely will be transferred from the Mexican North-western road to the Mexican Central. That road is in working shape to Chihuahua City and for some miles below that point.

Supplies also would be sent in through Presidio, over a trail across a desert, and the same difficulties which have been encountered between Columbus and Casas Grandes would have to be overcome there.

Villa's Capture Believed Near. Carranzista insistence that American troops leave Mexico is being made diplomatically but persistently. There has been no actual demand for the withdrawal of the American forces. Instead, Conal Garcia and General Garza are advised, through Queretaro

by General Gutierrez, at Chihuahua, that Villa's capture by Carranza troops is imminent; that his bands have been dispersed and that there appears no longer any necessity for Americans to continue their campaign in Mexico.

General Garcia, apparently speaking with authority, said today: "The situation becomes more acute with the further penetration of American troops into Mexico, and while their presence in the neighborhood of large cities like Chihuahua might, in spite of the best cooperation, result in friction, it is gratifying to myself and all loyal Constitutionalists that American troops have accomplished their purpose so well that we expect to apprehend Villa within the next ten days."

Grain Dealers Get Notice. Because they were selling corn and hay to the American army, grain dealers in Chihuahua have been notified today that all hay and corn will be taken over by the Mexican government and will be paid for in Carranza money. The dealers and growers of corn, especially, are ordered by the government to turn over their supplies to the government immediately, failure to do so making them liable to severe penalties.

Carranza money is worth on the border today three cents on the dollar in gold.

ARMY AND NAVY ORDERS; MOVEMENTS OF WARSHIPS

(From The Tribune Bureau.) Washington, April 8.

ADMIRAL JOHN STAFFORD, retired, assigned to special duty, detached sailing ship at New Orleans and assume charge of U. S. C. and also of all construction work at Jackson Barracks and Fort St. Philip, etc. Capt. WILLIAM F. JOYNER, U. S. N. M., for temporary duty in charge Motor Truck Co. No. 9 (White).

First Lieut. INNIS P. SWIFT, 2d Cav., attached 15th Cav. for duty with troops of that regiment for 3 months and 21 days.

Second Lieut. HARRY A. FLINT, 4th Cav., relieved from assignment that terminated April 26, assigned 15th Cav. April 21. He is assigned to Troop 1 of that regiment with station at Fort Riley, and on arrival in United States to report duty to his commanding officer.

First Lieut. ERBERT F. FARMAN, JR., 2d Cav., from Military Academy, West Point, May 15, 1915.

First Lieut. ROBERT S. ABERNATHY, C. A., acting Capt. 1st Regt., in addition to duties as assistant to Capt. West, Ind., assigned to duty at Fort Leavenworth, Mo., effective May 1.

Leave of absence two months, effective on arrival in U. S. granted Capt. SAMUEL D. STURGIS, 1st Cav.

Enlisted men from assignment terminated on date specified: CHARLES H. HALL, 4th Cav., June 29; CHARLES P. MARLEN, 15th Cav., First Lieut. WALTER C. CARTER, 1st Cavalry, June 29; GLEN 2d Cav., June 21; CAPT. SATHIA R. A. WELLS, 1st Cav., June 21; CAPT. GEORGE C. MARSHALL, JR., 1st Cav., June 21; CAPT. EDWARD J. WELLS, 1st Cav., June 21; CAPT. EDWARD J. WELLS, 1st Cav., June 21; CAPT. EDWARD J. WELLS, 1st Cav., June 21.

Enlisted men from assignment terminated on date specified: CAPT. CHAFFIN E. HUMPHREY, attached to 5th Cav., effective June 15, 1915; CAPT. JOHN A. WARDEN, attached 15th Cav., assigned to duty at Fort Leavenworth, Mo., to his regular duty.

Following officers from Military Academy to take office on date indicated: First Lieut. OLIVER H. DICKINSON, 1st Regt., June 14, and HOMER H. REAM, 15th Cav., June 15, 1915.

First Lieut. ARTHUR MORROW, 25th Inf., from Fort Leavenworth, Mo., to his regular duty.

Leave of absence two months, effective on arrival in U. S. granted Second Lieut. LINDSEY D. BEACH, 1st Cav.

NAVY. Capt. R. C. SMITH, detached superior N. Y. Harbor, to command U. S. S. Albatross, (L-10), May 15.

Capt. J. W. HAN, detached command Louisiana, to command U. S. S. Yenger, detached Louisiana, April 15, in Florida.

First Lieut. M. S. TIBBALS, detached superior to temporary duty receiving ship at Norfolk, commanding U. S. S. Pennsylvania and duty on board that command.

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