bugles sounding, drums ruffling and hundreds of marines and blue jackets cheering.

It was a spectacle which stirred the patriotism of every American who saw it, and nobody was more deeply impressed than was Mr. Roosevelt.

The accident in which two of the torpedo boat destroyers, the Barry and the Decatur, were slightly injured, was the only incident that marred the review.

The ceremonies of the day began shortly before 9 o'clock in the morning, when Secretary Moody, who had spent the night on the Dolphin, boarded the Mayflower, which lay at anchor off a sandy bluff at the mouth of Oyster Bay, not far from Sagamore Hill. One of the Mayflower's 6-pounders boomed seventeen times as the Secretary came on board.

This was the beginning of a cannonade that continued almost without interruption for seven hours, until more than 2,500 guns had been fired and the Sound atmosphere was heavy with smoke.

Admiral Dewey followed the Secretary to the Mayflower a few minutes later. He had come up on a Brooklyn navy yard tug. Again the yacht's guns blazed a salute and again the bugle sounded and the drum was ruffled and the marines presented arms. Sir Thomas Lipton was the next to come aboard. His yacht Erin lay off in the bay, only a few hundred yards from the Government yacht.

The watch at the bow sang out the news when the President's launch was sighted. The jackies, in their loose white uniforms and their white caps, hurried to man the sides and the marines stood at attention. As Mr. Roosevelt stepped on deck, he was met by Admiral Dewey, and as the President grasped the Admiral's hand the Mayflower's guns began the Presidential salute of twenty-one guns, which announced to the fleet and the thousands of small craft that dotted the water that the review was about to begin.

Mrs. Roosevelt and Miss Alice Roosevelt and the following guests, besides those who were already on the Mayflower, came with the President, or soon after he arrived: Rear Admiral H. C. Taylor, Chief of the Bureau of Navigation; Rear Admiral Frederick Rodgers, commandant of the Brooklyn navy yard; Capt. W. H. Brownson, Superintendent of the Naval Academy; Major-Gen. A. R. Chaffee, Col. Sharman-Crawford, Oliver Iselin, W. Butler Duncan, Capt. Woodbury Kane, Commodore Bourne of the New York Yacht Club and Col. Sanger, Assistant Secretary of War.

The President soon after he boarded the Mayflower held an informal reception, and meanwhile the big yacht, towed at first by a navy yard tug, swung around and headed toward the fleet. The assemblage of fighting ships was off in the Sound two miles from where the Mayflower was anchored. They were anchored in columns, having maintained the formation established upon their arrival Saturday night. On the flanks of the double columns of battleships and cruisers were the destroyers, black, ugly, business-like—five on one flank and five on the other.

The ships headed toward the east. In the south column were four battleships and two cruisers; in the north column five cruisers. The flags of four Rear Admirals floated from the trucks of as many ships. As formed for the review, the ships were stationed in the order:

South Column—Beginning at the easternmost end: Battleship Kearsarge, flagship of Rear Admiral Barker, Commander-in-Chief; battleship Illinois, battleship Alabama, battleship Texas, flagship of Rear Admiral Sands, commanding the coast squadron; cruiser Baltimore, cruiser Chicago.

North Column—Beginning at the easternmost end: Cruiser Olympia, flagship of Rear Admiral Coghlan, commanding the Caribbean squadron; cruiser Topeka, cruiser Yankee, flagship of Rear Admiral Wise, commanding the Atlantic training squadron; cruiser Prairie, cruiser Panther.

Flanking the South Column—First torpedo boat flotilla, commanded by Lieut. Lloyd C. Chandler, consisting of the destroyers Decatur, Bainbridge, Barry, Chauncey and Dale.

Flanking the North Column—Second torpedo boat flotilla, under command of Lieut. H. K. Benham, made up of the destroyers Truxtun, Whipple, Worden, Lawrence and Stewart.

From 5 o'clock, when the crews were awakened for the day, the men were kept busy polishing up brasswork, cleaning decks and otherwise adding to the neatness of the warships, so that when the time for the review came every vessel of the fleet was in its spickest and spannest condition. At that time every officer was attired in special full dress, which has a lot of gold braid in it, and every jacky wore his cleanest suit of white, with a white cap to match.

When the Mayflower, bearing the President and his guests, was sighted by the fleet, shortly after 9 o'clock, the order went from the Kearsarge, Admiral Barker's flagship, to have the sides of every ship manned by the enlisted men. The officers, wearing cocked hats and swords with their special full dress, were on the bridge of each ship and the marines in their full dress were assembled at attention under arms on the quarter deck.

The Mayflower, as graceful as in the days when she was one of the finest private yachts afloat, steamed slowly down toward the south line, coming from the west. She approached the Kearsarge from astern and passed to port of her and between her and the first destroyer of the first flotilla. The battleships and cruisers were anchored 500 yards apart, head and stern direction, and the interval between the columns was 1,000 yards. Each line of destroyers was 500 yards from the line of the larger craft.

As the Mayflower drew nearer to the flagship the saluting began. "Bang!" went the first of the Kearsarge's 6-pounders, and twenty more reports cracked out as the President's vessel went by. Mr. Roosevelt stood on the bridge of the Mayflower, holding his silk hat slightly raised from his head. As the Mayflower came abreast every white-dressed sailorman brought his right hand to his cap, the marines presented arms and the band struck up "Hail, Columbia!"

Admiral Barker, standing on the Kearsarge's bridge, surrounded by his officers, brought his white-gloved hand to the forward point of his chapeau. Then during a brief pause in the firing of the saluting battery an officer called for three cheers for the President of the United States, and they were given with vigor.

The Mayflower, on her cruise up the columns, was followed by thousands of pleasure craft, which formed a distinct show in themselves that was well worth seeing. The Sylph, with the Roosevelt children and some other relatives of the President on board, led the fleet of smaller craft. The wonder of it was where they all came from.

They manœuvred in and out among the warships, sailing under bow or stern of the first great armor clad or carefully around her and then passed up behind the Mayflower slowly, so as to see everything that was to be seen.

There were also a few large excursion steamers and more yachts. Some of these were handsome, but the majority of the craft which brought the spectators were puffy little launches that looked like so many ants travelling rapidly over a flat glass surface. Some of the sightseers had become so enthusiastic that before the President's yacht reached the Illinois, which was next in line after the Kearsarge, they crowded in between the Mayflower and the battleship. The President was annoyed by their presence, for their passengers shouted and laughed and some even made fun of the stiffly dressed marines.

Down upon the Illinois, pride of the fleet, the Mayflower bore, slowly and gracefully, almost at a smart pace. Capt. Converse and his officers were in their places on the bridge, each with his right hand raised in salute. The saluting battery of the Illinois had begun going before that of the Kearsarge got through, but it was barking away at five-second intervals as the Mayflower passed. The bugle sounded four times, "Rah! Rah! Rah!" rang out from the throats of the crew with vim and energy, and the band struck up "Hail, Columbia!"

The crews of the destroyers also manned the sides as the Mayflower passed between them and the battleship column, and the jackies on the cruisers clambered up the masts and took up positions on the yards. From the place where the Mayflower was, beside the battleship column, the men looked like mere specks. A striking picture also was made by the lines of white-clad seamen, who stood arm in arm against the black background of the destroyers. The destroyers, however, did not fire any salutes.

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The Alabama, next in line after the Illinois, had begun to salute before the Mayflower got beyond the Illinois's stern.

Admiral Dewey, Rear Admiral Taylor, Rear Admiral Rodgers, Capt. Bronson and Gen. Chaffee had moved up to the bridge with the President by this time.

"Beautiful, beautiful!" exclaimed Mr. Roosevelt.

Nobody gave the word to cheer on the Alabama, and her crew maintained a strict silence as the Mayflower steamed past. Nor was there any cheering on the other ships, the Kearsarge and the Illinois being the only two that paid such a tribute to the President in the early part of the review. The explanation was that those on the Alabama hadn't heard the cheering on the Illinois and Kearsarge owing to the firing of the salutes and were not, therefore, aware that the cheering was to be passed on down the line.

"America" was the air played by the Alabama's band, but the musicians of the other ships stuck to "Hail Columbia" and "The Star Spangled Banner."

Down the south line the Mayflower moved, surrounded and followed by the thousands of pleasure craft and saluted by the six-pounders of each ship she passed. Everywhere it was the same: saluting, band-playing, manning the sides.

The Texas, the Baltimore and the Chicago were passed in turn and then, steaming easily and gracefully, the President's flagship went around the end of the line and turned to pass along the north column.

The Panther, the Prairie, the Yankee and the Topeka were the first four ships in that column. Each of the yards bore its string of white-clothed humanity, the jackies standing and supporting themselves by twining arms around the necks and over the shoulders of their fellows, and as they stood there, they looked down on the President and his party, all of whom showed their admiration plaintly.

As the Mayflower passed the Panther, which had four battalions of marines drawn up on board, Mr. Roosevelt, turning to Admiral Dewey, said:

"How much better those marines look in campaign hats than in those infernal peaked helmets."

At the end of the north line was the cruiser Olympia, the famous flagship of Admiral Dewey, who, standing on the Mayflower's bridge, heard her guns boom again.

As the Olympia's salute sounded the Mayflower, taking a wide turn, approached the columns of the fleet. It was intended that she should anchor between the columns, thus shortening the distances between and the other vessels during the period of ceremonial visits.

But instead, the Mayflower anchored at the head of the fleet and about in line with the second column, for the visiting which followed.

Hardly had the anchor been dropped when the signal went up on the Mayflower for the commanding officers and the flag officers to come on board. Rear Admiral Barker came first, in a barge manned by twelve bluejackets. He was accompanied by Flag Lieutenant Eberle.

The President had hardly greeted Rear Admiral Barker when Rear Admiral Coghlan of the Olympia, Rear Admiral Wise of the Yankee, Rear Admiral Sands of the Texas and all the other commanding officers came aboard.

The President led the way with Capt. Gleaves of the Mayflower down to luncheon. Admiral Dewey went down with Miss Alice Roosevelt.

The naval attachés of the foreign Governments represented at Washington, Dudley R. De Chair, R. N. of England; Commander A. S. Boutakoff, representing Russia; Lieutenant-Commander Isan Taskeshita, the Japanese representative, and Capt. Erwin Schaefer, the Kaiser's representative, who had been brought up to the review on a Government boat from Brooklyn, also were at the luncheon.

During the course of the luncheon President Roosevelt arose and said:

"We have with us the representatives of the great Powers, Great Britain, Germany, Russia and Japan. I ask you to drink to those Powers and their sovereigns.

"We have with us also," he added, looking at Sir Thomas Lipton and Mr. Iselin, "the representatives of an international incident. As for that, may the best boat win."

Immediately after the luncheon, the President started out in a launch to pay a return call on the commanding officers of the fleet. He went first to the Kearsarge and then to the Olympia, Texas and Yankee. After that the fleet steamed eastward and the review was over.

On his visit to the Kearsarge the President made a short speech.

"Officers and enlisted men," he said, "I wish to say a word of thanks to you on behalf of the people of the United States. There are many public servants whom I hold in high esteem, but there are no others whom I hold in quite the esteem I do the officers and enlisted men of the navy and the army of the United States.

"In doing your work here, every bit should be done with an eye toward the day when upon every man, from the Admiral to the lowest in rank, may rest the responsibility and duty as to whether or not a new page of honor in American history shall be turned.

"As I passed the Olympia I remembered her grand victory of May 1, which made her name forever one of renown in our history. But all aboard her, from Admiral Dewey to the newest enlisted man, had been equipped for the work by days and years of what must many times have been irksome duty.

"In speaking to all of you I want a chance to say a word of special recognition to the gun pointers. The shots that hit are the shots that tell. They are what make the navy prove itself equal to any need. I am happy to say that the American seamen have never been found deficient in the fighting edge—the first requisite of the fighting man.

"I don't praise you for being brave. That is expected. The coward is to be condemned rather than the brave man to be praised. I expect every one to show a perfect willingness to die rather than to see the slightest stain put upon the American flag, but in addition you must know how to fight as well as know how to die; then you will be what I believe you are—the most efficient fighting force in the world.

"I again thank you for what you are. A peculiar responsibility attaches to each and every one of you. It has been a pleasure to see the ship and the guns, but above all the men behind the guns."

On the Olympia also Mr. Roosevelt delivered a short address. He said there, in substance:

"As President of the United States I wish on behalf of the entire country to greet you as representatives of the officers and the enlisted men of the United States Navy.

"Every man on board the Olympia must feel that on him rests a double duty, to see to it that the ship's name shall be forevermore a symbol of victory and of glory to all the people of our country.

"Nothing pleased me more than to see to-day for myself how high is the standard of the enlisted men in the United States Navy. I do not believe that our navy has ever been at a higher point of efficiency.

"And month by month the already high standard is being raised even higher. All alike share in the duty and share in the honor which come if the duty is well done, whether the service is rendered in the conning tower or in the gun turret, or in the engine room, it matters not so long as the service itself is of the highest possible kind.

"This ship commemorates forever more the name of Admiral Dewey, as the Hartford commemorates that of Admiral Farragut. And I ask you all as Americans, proud of your country, from the Admiral down to the last enlisted landsman or the youngest apprentice, to appreciate alike the high honor and heavy responsibility of your positions."

At the conclusion, the men cheered first the President and then Admiral Dewey.

The President had some informal words to say on some of the other ships which he visited, and commended some of the men who had only lately ceased to be landsmen.

HIS MOST STRENUOUS DAY.

The President, Although Tired Out, Walks to His Home Through the Woods.

OYSTER BAY, N. Y., Aug. 17.—The President reached Sagamore Hill at dusk after the most strenuous day of his summer vacation. His nerves had been strung up to the utmost pitch since early morning.

The din of an almost incessant cannonade had assailed his ears, and when he had not been saluting some one he had been exchanging formal courtesies with his guests and the officers of the fleet.

He was tired out, but for all that he walked up to the Hill through the woods, and Mrs. Roosevelt and Miss Alice Roosevelt accompanied him. No sooner had he arrived at the house than he had to meet and greet a number of guests who had business with him to finish before dinner-time.

A delegation from Ohio had come to ask the President to speak at the Ohio State Agricultural Fair, which is to be held at Columbus the last week in August.

They were T. E. Crowley, president of the Board of Agriculture of Ohio, ex-State Senator J. T. Carpenter, W. A. Miller, Secretary of Agriculture of Ohio, and Col. J. H. Bingham, Assistant Secretary of Agriculture at Washington, who had joined the party at Oyster Bay.

The President was obliged to decline the invitation, but said that he would try to get Secretary Shaw to speak in his place. Ex-Senator Krum and Jacob Snell, the Republican leader of Livingston county, were also visitors.

They would not discuss their business with the President, but Mr. Snell's desire to be appointed warden of the Rapanock Reformatory is supposed to be the cause of the visit.

It is thought very doubtful here that the President will care to interfere in State politics of this sort. Ex-Congressman John R. Stewart of New York and Col. Howell H. Jerome of the customs service were also visitors. Col. Jerome said that his visit was a matter of business of a trifling nature of which he did not care to speak.

Col. Jerome told the President that he thought the navy ought to have such reviews every year off Sandy Hook. "It wouldn't cost the navy anything," said he, "because they have got to manœuvre anyway, and if a big fleet of excursions were run down the bay full of people it would help to make good Americans."

The President spent the evening quietly at the Hill.

ALEXIEFF A RUSSIAN JINGO.

What They Think at Pekin of the Czar's New Viceroy.

Special Cable Despatch to THE SUN.

PEKIN, Aug. 17.—The appointment of Admiral Alexieff as Viceroy of the newly formed Russian province comprising the Amur district and the Kwantung territory, became known here to-day and caused no surprise. It was predicted by officials who attended the recent conference at Port Arthur that Admiral Alexieff would be made Governor General of Manchuria, but the time apparently was not considered ripe for this.

The proclamation of his appointment, as telegraphed here, gives him control of the entire Amur region, which may later be construed to embrace Port Arthur.

He represents the most aggressive wing of the Russian expansionists, and may be depended upon to show the boldest front to Japan if the relations between Russia and that country become strained.

FRED'K M. HOTCHKISS FOUND.

Prominent Meriden Man Is Sent to Bellevue—Supposed to Be Insane.

Frederick M. Hotchkiss of Meriden, Conn., was sent to Bellevue Hospital by Magistrate Flammer in the Jefferson Market police court yesterday, to be examined as to his sanity. Hotchkiss's guardian, John Coe of Meriden, has been looking for him for three months and finally found him at the Stevens House.

Armed with an old warrant, Court Policeman Evans found the man there, but when he tried to arrest him Hotchkiss became violent. Then Evans told him that he was wanted in court to testify in the "Hollins case."

There is no such case, but Hotchkiss responded immediately:

"Oh, yes, I remember all about that."

Evans had no trouble after that.

MERIDEN, Conn., Aug. 17.—Frederick M. Hotchkiss is 60 years of age and a prominent citizen of this town. He is reputed to be worth about a half a million dollars.

About nine months ago, owing to his peculiar actions, a conservator was appointed over him, Judge Fay naming John W. Coe, vice-president of Swift & Co., the beef packers of Chicago, and one of the closest friends of Gov. Chamberlain of Connecticut.

Hotchkiss was a friend to Gov. Chamberlain also. Within a month after the appointment of the conservator, Hotchkiss escaped from the custody of his guardian. It was stated here to-night that Hotchkiss has been so hard up in New York that he took to selling papers for a living.

He made his money in the wholesale grocery business and has a wife and son living in this city. An effort will be made to have him placed in a sanitarium.

He is said to be an officer in the Thirteen Club of New York, is prominent in the Elks and is vice-president of the National Commercial Travellers' Association.

RESCUES WOMAN AND BABY.

Fireman Carries Them Out, Overcome by Smoke, at Tenement Fire.

A smoky fire in Robert Landrock's grocery store on the ground floor of the four-story tenement at 99 Lexington avenue endangered the lives of a number of tenants on the upper floors last night. Mrs. F. Orech and her baby were found unconscious on the second floor by Fireman George, who carried them down to the street.

Policeman Helmrich rescued the owner of the store and his wife from their rooms on the top floor, where they were hemmed in by the smoke. The fire was confined to the store and to the basement, where it originated. It did $5,000 damage.

HOPPER FLINGS HIS BANNER OUT

Parade of 3,000 Hopperites Coincidently Cheers the Tammany Leader.

The first skirmish in the fight for the Tammany leadership of the Thirty-first district took place last evening when the followers of Isaac A. Hopper flung out a monster banner at 113th street and Fifth avenue. It is large enough (30 by 40 feet) to be read even by him who automobiles. A crowd of Hopperites estimated at 3,000 paraded and cheered in honor of the occasion. Speeches were made by Congressman Frank Shober, Assemblyman Abrams, Terence Kennedy and others.

JOTTINGS ABOUT TOWN.

THE SUN has forwarded to Mrs. Anna Katz of 16 Forsyth street, who gave birth to triplets last Tuesday, $21 received from members of the Union League Club. The triplets are all alive and doing well.

Schedules in bankruptcy of Edward G. Byrnes, given at 79 Catharine street, this city, with stores in Brooklyn, Flushing and New Rochelle, show liabilities $153,951, of which there are secured $56,824, unsecured $79,156, accommodation paper $14,289, and tax arrears $1,238. The nominal assets are $134,613. He owns a seat in the Produce Exchange.

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OUTBREAKS IN TOBACCO CASE

Continued from First Page.

five years ago Mr. Butler invented a cigar. He was in the trust, but he got out. Tilford and Govin formed a syndicate. Their position in the matter only needs the addition of a consonant to make it a skindicate.

"Butler was invited in. He asked where the money was. He was told that syndicates never furnished money; they got it out of others. And they succeeded in getting it out of Butler all right. He was the basis of their operations. He was to put on an apron and make cigarettes for them. They were to make money for themselves. I paid $3 a share for the stock, myself. I wouldn't give $3 for a bushel of it now.

"This man Tilford took from us some 500 per cent. profit by selling out for $25,000,000 the Henry Clay and Bock factories, which he bought for our company. Your Honor has said that the common stock of this company was wind. So it was. I have seen ashes where a big building once stood, the result of wind and a torch. The torch was applied to this company from the inside and the wind did the rest."

Mr. Cockran declared that Mr. Tilford was a traitor and ought to be in prison. Chancellor Pitney tried to stop reference to Mr. Tilford, but Mr. Cockran went on talking about him, alleging that although he didn't appear in the papers of the case by name he was really the man behind the action.

Julien T. Davies, for the applicants opened his argument with a complaint that his clients had been unable to get any satisfactory knowledge of the condition of the Universal company. He declared that the condition of the company would show that the Butlers had frightfully mismanaged its affairs. He submitted a mass of correspondence to show that he had made every effort to see the books, but had been unable to do so. Judge Collins interrupted to say that the refusal to show the books to the stockholders alone constituted grounds for the appointment of a receiver.

"The truth of the matter is," said Mr. Davies, "that William H. Butler has never been able to get along with anybody. Incompatibility of temper has developed the moment he has associated himself with other men. His own statement that he was forced from the trust by Mr. Duke because he could not get along with him shows the trouble that is here to-day. If you will read the affidavit that he has made here you will see that at the very outset of this case he started in to deceive the court.

"Mr. Cockran we find here in a triple capacity. He is here as a client, again he is here as counsel, and his third position, the most seductive of all, is *amicus curiæ*.

"Now, the serious charge made here by this gentleman, who is here in three capacities, is that the Universal company was betrayed in this Clay-Bock purchase. The Universal company, we claim, was never a party to the Clay-Bock syndicate. There is nothing before this court to show that it ever had any connection with it. The breaking off of relations with the Universal company on the part of Messrs. Tilford and Govin was perfectly fair and was due to the fact that these gentlemen saw in Mr. Butler a man whom it was impossible to get along with.

"No man could ever get along with the Butlers, who did not regard a negotiation as a binding agreement. These men have repeatedly shown their entire unfitness for anything in the tobacco business but to sit at a table with white aprons on and make cigarettes. The Clay-Bock deal was a personal fight for personal profits, and the Universal company does not figure in it at all."

Mr. Davies went on to say that what his clients wanted was a chance to look into the peculiar loans made by the Butlers to the company, and to get some notion of the stock situation.

"You want to look into the wind and water," said the Vice-Chancellor.

"Exactly," said Mr. Davies, while the counsel for the defence looked at one another.

"If the arguments of Mr. Cockran and Mr. Peckham mean anything," continued Mr. Davies, "they mean that because Tilford and Govin cheated the Butlers personally out of a share of the profits of the Clay-Bock transaction, they are justified in wrecking the Universal company and ruining all of the stockholders. We have shown dissension among the stockholders, and we think that ground for the appointment of a receiver."

"Give me some authorities," said the Vice-Chancellor, "I'm headstrong and not inclined to follow authorities as a rule, preferring to follow my own notions. But I like to hear the authorities just the same."

Mr. Davies said that he would give authorities later, and then he referred to what Mr. Cockran said in the morning about the stock of the Universal not being worth anything.

"What Mr. Cockran said went in one ear and out of the other," said the Vice-Chancellor. "It was all very well for argument, of course."

"These Butlers," continued Mr. Davies, "have had their hand on the throat of this company, ready to throttle it, for a long time. Men do not pull the fruit until it is ripe. They were not ready to wreck this company until they had this $1,000,000 mortgage secretly made.

"They were not ready to wreck it until they got a secret lien on the assets. They were preparing for the wreck when we caught them. Who is to say that if the restraining hand of a receiver is not applied at once they will not go on with their plan?

"And all the time the Commonwealth company is being built up alongside of the Universal company. When it gets the trade marks and brands, it is to go on. The Universal is to die, and the Commonwealth to go on."

Mr. Cockran—The Butlers have put their money into the Universal.

Mr. Davies—And succeeded thus in putting the company heavily in debt to them.

Mr. Pitney—Heavily enough to wipe out all that the Universal company owns, eh?

Mr. Davies—Exactly. And, furthermore, the charge is made that we are conducting this application in the interests of the American Tobacco Company. That is false. And I want to say that we know that in the winter of 1902 the Butlers themselves secretly negotiated to sell out the Universal company to the Trust.

Mr. Cockran (jumping to his feet and waving his arms frantically)—That's not so! That's false!

Mr. Davies said that the Butlers were good cigarette makers, but dismal failures as managers. His clients, he said, wanted to rehabilitate the business. The Butlers, he said, forced Govin and Tilford from the company because Bourke Cockran was constantly dinning in their ears a demand that they get rid of these men.

"It was Cockran that made all the mischief here. There sits the mischief maker," said Mr. Davies.

"Mr. Tilford fled as all thieves do," said Mr. Cockran. "We got rid of Tilford and Govin because honesty and dishonesty cannot combine."

"I am inclined to agree with Mr. Davies," interjected Vice-Chancellor Pitney, "that the Butlers were all right as cigarette makers, but got out of their element when they went into Wall Street and entered into competition with such sharp fellows as Mr. Hollins. Why don't you all settle this thing among yourselves and not bother the courts with it any further?"

"The whole thing is not only unbusiness-like," said Mr. Davies, "but fraudulent."

"Oh, I can read between the lines," said the Vice-Chancellor.

There was much more argument of a lively character and then Vice-Chancellor Pitney announced that he would enjoin the defendants from negotiating the stock and bond issue, and ask that they promise not to sue on the demand notes held by the Butlers until after Sept. 8. Mr. Peckham agreed, providing that no one else sued.

The Vice-Chancellor said that collusion might make an excuse for an action, and Mr. Peckham said that the Court would have to take him on faith. It was at this point that the Vice-Chancellor said that the applicants ought to be allowed to see the books and intimated that his decision would depend on whether they did or not.

Mr. Peckham said this sounded like a threat, and the Vice-Chancellor emphasized his disapproval of the remark by vigorous pounding of his mallet.

Mr. Peckham—Oh, you've got the mallet all right. I cannot answer that.

Vice-Chancellor Pitney—I have said that no receiver will be appointed here to-day. If the proper spirit is shown by your side, Mr. Peckham, there will be no receiver. It's a pretty hard thing to get a receiver out of me, but I want the proper spirit shown. I have placed the winning card in your hand, and if you don't use it it is your own fault.

Mr. Peckham—If that is the attitude of the Court, that we must show our books to these men in order to stop the appointment of a receiver, we retract all that we have promised in the matter of suits on our demand notes.

Mr. Pitney—That statement doesn't elevate you, or the gentlemen associated with you, in my estimation.

Mr. Peckham—That's a reflection on counsel.

Mr. Pitney—No, it isn't. You pervert my words. Don't do that, sir. Don't invent a meaning to what I say. I've got the last word here, and I mean to have it. Sit down or I'll commit you. Mr. Davies, if they beg in these suits on these notes you can throw the company into insolvency. That's your remedy. This ends this case until Sept. 8, when I will hand down a decision.

All of the lawyers in court, and especially those in the case, were dumfounded at the colloquy between Mr. Peckham and Vice-Chancellor Pitney. They said they had never seen anything like it, even in a New Jersey court, before.

The stock and bond issue which the company is enjoined from making is part of a scheme to raise $1,000,000 by a mortgage to the Union Trust Company of this city, the money to be secured by the issue. The company claims that it needs the money to carry on business. Out of the $1,000,000 it is planned to pay the loans made to the company by the Butlers.

Mr. Tilford issued a statement from his apartments in the Waldorf-Astoria last night in which he said that the charge had been frequently and vociferously made that he was guilty of treachery to the Universal Tobacco Company in effecting a sale of the Clay-Bock properties to the Havana Commercial Company.

As the sale of the Clay-Bock properties occurred in the spring of 1902, and as he had not been a director of the Universal Tobacco Company since the fall of that year, he said the question of whether he acted right or not could have no bearing on the question before Vice-Chancellor Pitney—whether Mr. William H. Butler has been guilty of misconduct and mismanagement during the current year.

In a statement about the Clay-Bock transaction Mr. Tilford says that a syndicate was formed in the latter part of 1901 to purchase a majority of the shares of these companies with a view to turning them over to the Havana Commercial Company.

This syndicate was underwritten for $1,000,000. It never accomplished its object, but subsequently another syndicate, underwritten for $1,500,000, was organized for the same purpose. He and Mr. Govin, he says, were the syndicate managers, and they succeeded in acquiring the stock of the Clay and Bock companies.

To do this they were obliged to secure a large loan on the underwriting. Several plans for disposing of the stock were discussed, but it was necessary, whatever plan was adopted, that there should be cash provided to pay off this large loan.

Mr. Tilford says that the Universal Tobacco Company was not and never had been in a position to furnish any such amount of cash as would have been required to pay even the actual syndicate cost of the stock, to say nothing of a price large enough to afford the syndicate a profit.

A sale of these properties to the Universal company alone, he says, was never even considered, although a plan by which the Universal company should join with the Havana Commercial Company in the purchase, was at one time under consideration.

The two companies, however, failed to agree and Mr. Tilford says that the syndicate found itself in a situation where it held the ownership of the Clay-Bock stock, but was liable upon a loan of approximately $1,500,000, and it would have been necessary for the members of the syndicate to pay up their subscriptions and take over their pro rata of the Clay-Bock stock, unless some sale could be effected.

"It was under these conditions," Mr. Tilford declares, "that the syndicate managers received an offer from the Havana Commercial Company to buy this stock for $2,000,000 in cash, which was sufficient to pay off the indebtedness of the syndicate and give the subscribers a profit of over 50 per cent.

"There can be no question but that a refusal of the above-mentioned offer of the Havana Commercial Company for the Bock shares would have been wholly unjustifiable on the part of the syndicate managers and would have subjected the syndicate subscribers to a heavy loss instead of the profit which they actually received."

Mr. Tilford denies the contention of Camille Weidenfeld that the syndicate profit was greater than he has mentioned. The members underwrote $1,500,000, he says, for which they were not called upon to pay in money, as a loan was secured under the underwriting and the property resold for $2,000,000 in cash. The exact profits, he says, all of which have been divided, are the difference between $2,000,000 and the amount expended in acquiring the properties.

NO WOOL AND COTTON TARIFF.

Chamberlain Explains His Scheme as Not Applying to Raw Materials.

Special Cable Despatch to THE SUN.

LONDON, Aug. 17.—Colonial Secretary Chamberlain has written a letter to Arthur Griffith-Boscawen, M. P., reiterating his statement that in making his tariff proposals he never intended to suggest a tax on raw materials, such as wool and cotton.

Such a tax would be entirely unnecessary for the purpose he has in view, namely, mutual preference with the Colonies, which would enable Great Britain to bargain at better terms with her foreign competitors.

Regarding food, Mr. Chamberlain maintains there is nothing in his policy of tariff reform which need increase in the slightest degree the cost of living to any family in Great Britain.

LIPTON, LTD., TO LIPTON, SIR T.

Baronet's London Employees Resolve That He Ought to Have the Cup.

Special Cable Despatch to THE SUN.

LONDON, Aug. 17.—The employees of Lipton, Ltd., held a meeting to-night and adopted a resolution by acclamation wishing Sir Thomas Lipton success in his effort to lift the America's Cup. The resolution declares that his thoroughly sportsmanlike efforts redound to the great credit of British yachtsmen.

TO THE ARCTIC IN HIS AUTO.

Charles J. Glidden Is Now Within the Frozen Circle.

Special Cable Despatch to THE SUN.

LONDON, Aug. 17.—Charles J. Glidden of Boston, who, with his wife, started from Copenhagen on July 29 to reach the furthest north ever attained in an automobile, has telegraphed to F. S. Edge, an English automobilist, that he crossed the Arctic Circle at 2 o'clock on Saturday.

This is the first time those regions were penetrated by an automobile.

LUCIEN LYNE'S FEAT.

American Jockey Rides Four Winners in Succession.

Special Cable Despatch to THE SUN.

LONDON, Aug. 17.—Lucien Lyne, the American jockey, rode four winners in succession at the Wolverhampton races to-day. This is the record for the English racing season.

The odds against each of his mounts were 9 to 2, 3 to 1, 4 to 1 and 2 to 1, making his performance a brilliant one.

FIRED ON AMERICANS.

Rioters on a Chinese Railroad Attack United States Engineers.

Special Cable Despatch to THE SUN.

LONDON, Aug. 17.—A news agency despatch from Hong Kong says that a riot occurred on Sunday at Fatshan and spread along the railway to Fati.

The American engineers were fired upon by the rioters. There were several casualties.

MACEDONIA RED WITH BLOOD.

PEOPLE OF FIVE VILLAGES NEAR MONASTIR SLAIN.

Bodies of Bashi-Bazouks' Victims Choking the River Drin—Famine Adds to the Horror—English Protest Against Movements of the Russian Squadron.

Special Cable Despatches to THE SUN.

LONDON, Aug. 17.—English writers regard the movements of the Russian fleet at the present juncture with the greatest misgiving, and want to know what purpose is intended to be served.

They point out that the Sultan has very promptly complied with the demands in connection with the murder of the Russian Consul at Monastir and say that the object of the squadron cannot be to bring pressure on the Sultan to carry out the Austro-Russian reform scheme, for it is manifestly impossible to do anything in the way of improving the civil administration in the Macedonian provinces, now that they are all in open rebellion.

Nothing, they say, is more likely than that the proceedings of the squadron will excite the fanaticism of the Turkish populace on the one hand and encourage the Bulgarian revolutionists on the other.

Great impetus will be given to the revolutionary movement by the menacing appearance of the Russian ships in the Bosphoros. There are signs that the Greeks, Servians and Roumanians are ready to join the Turks in restraining Bulgarian ambitions.

If these nationalities openly join with Turkey it is believed that it will be almost impossible for the great Powers not to become involved.

Private despatches from Monastir show that the conditions there are horrible. The inhabitants are killing their domestic animals for food. Probably a hundred have died from starvation in their cellars, fearing to leave their homes.

Bashibazouks have murdered the inhabitants of five surrounding villages. Consuls and foreign correspondents are not allowed to enter Macedonia. Only in the large towns like Uskub, Monastir and Salonica is there a show of civilization maintained.

The Odessa correspondent of the *Standard* quotes the *Ourta Gazette* as saying that in view of the imminent general massacre of Christians in Macedonia the great Powers should forthwith despatch their military attachés from Constantinople to the chief centres of disturbance.

A despatch to the Central News from St. Petersburg says that the squadron of the Black Sea fleet which has been ordered to Turkey consists of four large warships, five destroyers and six torpedo boats.

According to the Berlin correspondent of the *Pall Mall Gazette* there can be no doubt that M. Rostkowski, the Russian Consul who was murdered by a Turkish soldier at Monastir on Aug. 7, subjected the soldier to unnecessary provocation. The Consul used language which, to a Turk, is of the most insulting kind.

When the Turk swore at him in return the Consul struck him on the head, exclaiming: "Just wait a few weeks. The Russians will be here then." The soldier replied: "I shall not wait as long as that," and shot the Consul forthwith.

For months past, says the correspondent, the Russian Consuls have distinguished themselves by their sympathy for the revolutionists and by their brusque behavior toward the Turks. They think nothing of using their riding whips upon them, and they treat the Mussulmans like dogs.

BERLIN, Aug. 17.—According to a despatch to the *Frankfurter Zeitung*, the River Drin, near Monastir, Macedonia, is red with blood and nearly choked with the mutilated bodies of women and children who have been massacred by Bashi Bazouks.

CONSTANTINOPLE, Aug. 17.—It is stated that an irade has been issued calling out fifty-two fresh battalions of troops from the European provinces of Turkey.

BUCHAREST, Aug. 17.—M. Bratino, the acting Minister of War of Roumania, has issued an order for the immediate manufacture of large quantities of ammunition.

VIENNA, Aug. 17.—An outspoken article on the Russo-Turkish crisis in the *Neue Freie Presse* asks what object can be gained by sending warships at the moment when the Porte has fulfilled the chief requirement of Russia and offered full atonement for the murder of the Russian Consul at Monastir.

Are a few miserable fishing villages on the Roumelian coast to be bombarded, or does Russia intend to send her ships through the Bosphorus until the Yildiz Kiosk itself lies within range of their guns? Would not such action induce more than one Power to send other squadrons through the Dardanelles to protect the Sultan, or does Russia mean to show her war flag on the Asiatic shore of the Black Sea and exasperate still more a population already irritated by the calling out of the reserves?

In any case, argues the *Neue Freie Presse*, the appearance of a Russian squadron in Turkish waters would encourage the Macedonians and Bulgarians, who would see therein a fact more weighty than all the words of Count Lamsdorf's despatch to the Russian agent at Sofia.

The action of Russia against Turkey, concludes the paper, has reached the extreme limit of what is permissible between two States which maintain diplomatic relations with each other.

The Pope Insists on Satolli.

Special Cable Despatch to THE SUN.

ROME, Aug. 17.—The Pope insists that Cardinal Satolli accept the post of Papal Secretary of State. In a recent audience, Satolli strongly recommended the appointment of Cardinal Vincenzo Vannutelli, who will probably be selected if Satolli persists in his refusal.

Survey for Porto Rican Trolley Road.

Special Cable Despatch to THE SUN.

SAN JUAN, Aug. 17.—The survey for the trolley line between this city and Ponce, which will be constructed at a cost of $3,000,000, has been completed. The survey was made from both ends of the line, and the surveyors met between Cayey and Aibonito.

French Naval Officer Drowned.

Special Cable Despatch to THE SUN.

PARIS, Aug. 17.—A despatch from Saigon, the capital of French Cochin-China, says Commander Diaore of the French navy has been drowned in the Mekong rapids near Khong, Indo-China.

Lord Salisbury Not Improved.

Special Cable Despatch to THE SUN.

LONDON, Aug. 17.—Lord Salisbury, who is seriously ill at Hatfield House, spent a restless night, but otherwise there was no change in his condition.

Little Earthquake in Cuba.

Special Cable Despatch to THE SUN.

HAVANA, Aug