

CHEER ROOSEVELT PASSING BY

RIVER CRAFT AND THEIR FOLK GIVE HIM A NOISY WELCOME.

Whistles shriek, Riverside folk shout, Kearsarge thunders a salute as the President, his vacation over, sails down to Jersey City—French cruiser only didn't recognize his flag—Train delayed by a slight accident.

Amid the tooting of hundreds of steam whistles and other notable manifestations of enthusiasm, the naval yacht Sylyph, with President Roosevelt and members of his family on board, on their way to Washington after their summer at Oyster Bay, steamed down the East River yesterday around the Battery and up the North River as far as Grant's Tomb and back to the Pennsylvania Railroad pier in Jersey City, where the President and his party took a special train for Washington.

Everywhere till the White House was reached the President received a warm greeting. One accident marred the trip. A wheel of the engine of the President's special train broke in the Baltimore tunnel, delaying his arrival in Washington nearly an hour.

From the moment the Sylyph poked her nose into Little Hell Gate, with its factory fringed shore, until she was warped in at the Jersey City pier she was the centre of attraction for nearly everybody on the water and for hundreds on the land. Her officers were kept so busy acknowledging salutes that they finally had to give up all pretence of doing anything like answering the greetings individually.

It was soon after 9 o'clock in the morning when the President said good-bye to Sagamore Hill and his summer vacation and embarked on the yacht. The Sylyph had been lying off the West Roosevelt pier since Wednesday night, having gone to Oyster Bay from Rear Admiral Barker's fleet at Tompkinsville, to which she has been attached as a despatch boat. The jockies had been polishing and scrubbing her exterior since she arrived in the bay, and when the President boarded her she was in the very spickiest and shiniest condition.

With the President on the yacht were Mrs. Roosevelt, the three younger Roosevelt children, Ethel, Archie and Quentin, and Secretary Loeb and Mrs. Loeb, together with several of the executive office staff and the usual force of Secret Service agents. On the pier as the Sylyph swung gracefully around, pointed her nose toward the sound were many of the President's relatives and a few of the townspersons. The early hour of the departure and the distance of the pier from the village—three miles—prevented anything like the send-off which the President would have had under other circumstances, but the few who were out waved their hats and hands in a friendly way.

Except that a chilly wind was blowing the weather was all that could be desired for the trip. The President, however, enjoyed the sharpness of the air. While others in the party turned up the collars of their overcoats and sought shelter in the cabin and places on deck where the wind didn't strike, Mr. Roosevelt, who was outside most of the time, without any overcoat.

The Sylyph was hardly out of Oyster Bay before craft of all sorts began to salute her in one way or another. The private yachts and some of the pleasure boats dipped their ensigns, the tugs tooted their whistles and the fishermen in lumberly looking scows waved their hats and cheered.

All these greetings were acknowledged by the Sylyph, the jockies having been notified as by Lieut. Evans, a son of Rear Admiral Bob Evans, who was in command of the Sylyph, and who was in the forenoon in response to similar salutes by other vessels.

The lighthouse keepers, who were on the lookout for the vessel, also waved their tributes to the President by ringing their gongs, and each received in acknowledgment three shell blasts from the Sylyph's whistles.

But it was not until the Sylyph got abreast of North River Island that the real outburst of enthusiasm began. A deep voiced shout from the iron foundries on the Manhattan side started things going by sounding three long blasts. The workmen in the factory evidently knew what the blasts meant, for many of them hurried out of the shops to the waterfront, and, waving their hats, added strong lunged shouts to the ear-splitting shrieks of the whistle.

After that, the salutation was taken up by nearly all the factories along the shore until the Sylyph got below Blackwell's Island, near Thirty-fourth street. Then the tugs and ferries joined in the uproar, and the situation became so noisy that the Sylyph's officers had to discontinue their attempts to answer the salutes individually.

The windows of many of the factories as the Sylyph steamed down the East River were crowded with the employees, who showed their enthusiasm in many ways. The folks in the houses along the waterfront in Harlem, attracted by the noise, also poked their heads out, and, whether they knew the reason for it or not, joined enthusiastically in the cheering. No infectious was the spirit that a group of men in striped suits on Blackwell's Island passed in their work long enough to wave their hands in greeting and praised him with hearty enthusiasm. He never reached the "dead line of fifty," or any other age, and he was still in the vigor of his life.

As the Sylyph approached the Brooklyn navy yard the Presidential suite of twenty-one guns, hauled from one of the vessels on the way, was followed presently the intermittent roar of the navy yard's gun on the Cob Dock.

The warship was the Kearsarge, Rear Admiral Barker's flagship. She had come up to the navy yard from Tompkinsville early in the morning to undergo slight repairs.

had passed his warship twice in the North River without his knowledge. Nobody was more deeply concerned by the fact that the French cruiser had not saluted the President than was Capt. Aubry. "Mon Dieu!" he said to a reporter. "I did not know that the President of your grand republic was coming. It is customary to notify the officers of warships of such important events, so that they can show proper respect for such exalted personages as Mr. Roosevelt."

"Most assuredly I intended no discourtesy to him, and I would, with great pleasure, have saluted in his honor had I known he was passing. Did I not recognize his flag? Ah, there are so many flags, and besides I did not expect your President in these waters."

"I will lay the matter with my deep regret before the French Consul at New York, and if an apology is required, I am sure it will be made to Mr. Roosevelt by the French Ambassador at Washington."

It was 1:05 o'clock when the Sylyph was finally warped to the pier at the Pennsylvania station and the President and his party disembarked. A carriage was waiting for Mr. Roosevelt, and a member of his staff, who also was a big crowd of workmen. They cheered lustily. The drive was only for about half a block, but along the entire distance was a string of men on each side of the road who took up the cheering and handed it along to another big crowd gathered about the elevator in the basement of the station, also composed mostly of working men.

"Good luck to you. Success in November," some in the crowd shouted.

The President's special train was composed of four cars. It ran as the second section of the regular express, which left Jersey City at 1:15 o'clock. One of the cars contained the President's horses.

Before the train left Jersey City, Chairman Cortelyou of the Republican National committee appeared and had a short talk with Mr. Roosevelt in his car. Mr. Cortelyou said that he made the trip to Jersey City merely to pay his respects to the President. It was the first time he had seen Mr. Roosevelt since returning from the West, and it is understood that he assured Mr. Roosevelt of a steady support in the Republican success in Indiana and other Western States in which Republican strength is being disputed by the Democrats.

TRAIN DELAYED BY A BROKEN WHEEL. WASHINGTON, Sept. 22.—An unusually late train, the President's Roosevelt, when it reached Washington this evening. His train was three-quarters of an hour late, and it was 7 o'clock before the President stepped into his carriage and was driven to the White House.

The Washington public usually pays little attention to the comings and goings of the President, but the Pennsylvania station was jammed when the special train arrived, and there was a throng in the street in front of the station. The crowd, however, Mr. Roosevelt heartily as he hurried to his carriage. He acknowledged the greeting by raising his hat and bowing right and left.

The delay to the train was caused by the breaking of a rim on one of the drive wheels of the engine. The accident occurred while the train was passing through the tunnel at Baltimore, and if the engine had been moving at a high rate of speed the consequences might have been serious. As it was, the broken rim pierced the boiler, disabling the engine.

Another engine was substituted as soon as possible, and the President asked that the train pass through his car on the way from Baltimore to Washington. As he shook hands with the conductor, the latter remarked that he was sorry the accident had delayed the President's arrival home.

"Oh, that's all right," replied Mr. Roosevelt, laughing. "If all my traveling is as small as that I shouldn't have any cause to complain."

The President was accompanied from Philadelphia by Senator Knox of Pennsylvania, who took occasion to talk over with the President the speech which the Senator will make at the meeting of the Manufacturers' Club in Philadelphia on Oct. 1. This speech is expected to be one of the notable utterances of the campaign.

TRIBUTES TO DR. LORIMER. The Baptist Pastor's Fellow Preachers Warmly Praise Him at His Funeral. Prominent clergymen and laymen of all denominations, from this city and Boston, filled the late Dr. George C. Lorimer's church yesterday afternoon at the funeral services held for the Baptist pastor, who died on Sept. 8, at Aix-les-Bains, France. The church was banked with cut flowers and palms, and the chancel was heavily draped in black and purple.

Among the elaborate floral pieces was a representation of Tremont Temple, Boston, four feet square, composed of white carnations, roses and lilies of the valley, inscribed, "Tremont Temple Mourns." This was Dr. Lorimer's former church. The coffin was covered with violets.

The Rev. Dr. Henry M. Sanders, Dr. Lorimer's predecessor in the Madison Avenue Baptist Church, read the funeral services. The invocation was offered by the Rev. Dr. A. D. Judson of the Judson Memorial Church, and the benediction was read by the Rev. Mr. Woolfitt of Brooklyn.

The Rev. Dr. R. S. McArthur of Calvary Church, made the address. He said in part: No church, no country, no denomination, could claim the activities of such a man. His frequent visits to London and his superb preaching in the famous pulpits of the world made him almost as widely known in England and Scotland as in America. He inspired and led the English speaking people around the globe. He was a cosmopolitan man, truly a citizen of the world.

His death was a great loss to the church, even when Henry Ward Beecher, Charles F. Johnson and the Rev. Dr. Parker Hall, from New York, came along and picked them up, nearly exhausted.

The drowned age, Capt. Connor of Portland, Me., and the late Admiral Steward George T. Brand of Pennsylvania, Seaman Barney of New York, Edward McBride of New York, Andro of Riga, Russia, and an unknown seaman.

JAIL COULDN'T HOLD HIM. Prisoner's Friends Effect His Speedy Release From Matawan's Lockup. MATAWAN, N. J., Sept. 22.—Road Superintendent Levi S. Emmons, was directing the work on the new Broadway macadam road this morning. The man in charge of the steam roller was drunk and ran the roller into the excavation at the side of the roadway and turned it over completely. For four days and three nights the men were without either food or drink, clinging to timbers washed from the schooner and the only thing to eat was the contents of the rum cask.

Hold-up in the Oranges. Montclair Resident, Returning Home, Struck Down by a Footpad. MONTCLAIR, N. J., Sept. 22.—James Kain, a well known resident of Montclair, was held up and robbed of a gold watch, and chain and some money early this morning.

Woman Dies in a Cell. Policeman Flynn of the East Twenty-second street station found a woman laughing boisterously at Seventh street and First avenue yesterday forenoon and arrested her. She gave her name as Elizabeth Smith and said she had no home.

8,000 MILES BY AUTOMOBILE.

GEORGE C. TYLER'S HOME FROM AN INTERESTING TOUR ABROAD.

Brings Back a Report of the Triumph of Eleanor Robson in London—Tells of Rejane's Forthcoming Visit—New Actress Coming and a Hall Game Play.

George C. Tyler, managing director of the theatrical firm of Liebler & Co., came home yesterday on the Deutschland after a four months stay abroad, in which he combined business and pleasure. With his chief aide and a French chauffeur, Tyler travelled in an automobile more than 8,000 miles in France, Italy and Spain. His tour was a matter of great interest to foreign automobilists, for not a single accident marred the pleasure of the trip.

Tyler enjoyed it so much that he has already arranged to make a longer trip next year. The car he intends to use is now being built in France and will be an exhibit at the forthcoming automobile exposition in Paris.

When he arrived yesterday he hardly knew which to talk about first, his theatrical plans or his 8,000 mile automobile trip. He was as enthusiastic about one as the other. Soon after he reached his office he had a talk with Charles Frohman, and it was arranged that Eleanor Robson and "Merely Mary Ann" should stay in London till December, longer than was first intended.

Tyler is Miss Robson's manager, and he says that her success in London will have been overwhelming.

"No American actress has achieved such a success since Ada Rehan and the entire Daly company went to London twenty years ago," he asserted. "No critic had a carping word to say about her, and she has been acting. Except for Ada Dwyer, she was the only American in the company. The rest of the cast is English. Miss Robson is mightily pleased over the hit she has made."

"Mrs. Rejane and her company," said Mr. Tyler, "will be here the first week in October. After a brief stay she will go to Havana to fill a week's engagement, the unfilled part of last season's contract. She opens here at the Lyric Theatre, New York, in 'La Passerelle,' 'Zaza,' 'La Robe Rouge' and other plays in which she has been successful. Mr. Dumery, who created the leading male part in 'Bataille's Resurrection,' will be her leading man."

"Ermete Novelli, the Italian actor, will give at the Theatre Lyrique the play 'He Who Will Bring His Own Company with Him.' He will play both tragedy and comedy. I have contracted with Hall Caine for his new play, 'The Prodigal Son,' and he promises me that it will be the strongest he has ever written. It will be produced in London by Arthur Collins, who is now trying to engage Forbes Robertson and B. Irving for the leading male roles. The principal woman's part is just as important. I will produce the play here after the end of the season. In November I am going to England again to contract with a well known English author to write a play for Miss Robson."

Manager Tyler made a long time again with a well known English actress while he was abroad, but he was not prepared yesterday to tell her name. He says he would have brought Eleanor Duse here again if he had thought her tour would have interfered with Mrs. Rejane's and Novelli's. It is not unlikely that he will have her under his management as well as as being the American manager of the elder Salvini.

"I never had a finer time than on my motor car trip," he said. "My car was only 18 horse-power but it was speedy. We frequently travelled 75 to 80 miles a day. Of course, the roads are good in France and Italy. In Spain they are not so good, but better than ours for all that. We were treated with the utmost courtesy at every place we went to in Spain. We never tried to break any records and were never in any hurry when going through villages. When we were on clear roads we went fast and used to feel that we were making a lot of fun and attracted a great deal of attention simply because of our long trip and the fact that we met with no accidents."

"The way to save money on a long trip is to take a motor car. It is a lot of fun and I will make another such trip again next year."

SHIPWRECK SURVIVORS TALE.

Two Men From the Lost Schooner French Arrive in Norfolk.

NORFOLK, Va., Sept. 22.—Max Schulz, of 410 Washington street, Hoboken, N. J., and Arnold Nelson, of 127 North Starry street, New York city, the only survivors of the four masted schooner Alvirra D. French, of Portland, Me., who were brought to Norfolk last night on the schooner Margaret Haskell, bound from New York, will leave for New York to-night. The schooner French, laden with 1,500 tons of coal for the United States Navy and bound from Newport News, Va., on Sept. 12, for the navy yard, ran aground on the coast of New Jersey during the gale of last week, and seven of her crew, including capt. Daniel G. Conner, were lost.

Seaman Barney of New York, who was attacked in the water while trying to reach them and devoured by a great sea serpent, was kind. Schulz and Nelson tell a harrowing tale of the drowning of their comrades on the vessel and of their own suffering. For four days and three nights they were without either food or drink, clinging to timbers washed from the schooner and the only thing to eat was the contents of the rum cask.

The drowned age, Capt. Connor of Portland, Me., and the late Admiral Steward George T. Brand of Pennsylvania, Seaman Barney of New York, Edward McBride of New York, Andro of Riga, Russia, and an unknown seaman.

MARRIED AT CITY HALL.

And a Good Way, Too, Says the Bride's Father—Bridegroom a Civil Engineer.

Maller Rezo, who described himself as a merchant, but whose card said he is a civil engineer at 31 Fourth avenue, was married yesterday to Miss Ella Levy of 62 West Street by Alderman Harburger. The witnesses were J. Leon Brandmarker and Ignatius Welter, counsel to the Hungarian consul, and the bridegroom gave away as 28 and the bride her age as 18 years and 11 months. Her father said last night that it was a good way to get married.

LOST THE DYNAMITE.

Driver Who Caused the Melrose Explosion Held for Manslaughter.

BOSTON, Sept. 22.—Roy Felton, the driver for Eastman's express, from whose wagon exploded the box of dynamite that killed nine persons and injured forty others, was arraigned in the Malden District court today on the charge of manslaughter and stand in \$1,000 bonds for a hearing on Oct. 4.

Movements of Naval Vessels.

WASHINGTON, Sept. 22.—The cruiser Newark (flagship of Rear Admiral Sigbee), the cruiser San Francisco, the destroyer Perry from Mare Island for San Diego, the despatch boat Mayflower from Genoa for Gibraltar, the torpedo boat Winalow and the submarine Porpoise from Newport for New York, the gunboat Elcano from Klauking for Nankin, the cruisers Olympia (flagship of Rear Admiral Stirling), Cleveland and Des Moines from Christiania for Gravesend, the gunboat Villalobos from Chefoo for Woonung, the port of Shanghai, the cruiser San Francisco from Hong Kong for Cavite.

The battleship Ohio has been ordered in commission on Oct. 3 at the Union Iron Works, San Francisco.

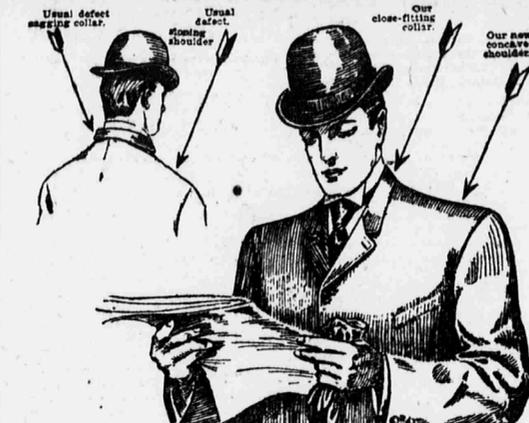
Army and Navy Orders. WASHINGTON, Sept. 22.—Thirty orders were issued today: Major Thomas C. Goodman, Paymaster, from the Department of the Gulf, to Portland, Ore. Capt. P. S. Douglas, from the Franklin to the Newport, Postmaster-General, America, is the address on a letter containing the postmarks of a city in India received today by Postmaster-General Payne. Huntington has since died, and McGlehan has not yet been tried.

TOURING THE WORLD IN AN AUTO. C. J. Glidden and Wife Have Toured Europe and Asia and Are Now on Their Way Home. WASHINGTON, Sept. 22.—Charles J. Glidden, Esq., touring the world by automobile motor, came Postmaster-General, America, is the address on a letter containing the postmarks of a city in India received today by Postmaster-General Payne. Huntington has since died, and McGlehan has not yet been tried.

These navy orders were issued: Lieut. Commander H. W. Coffman, from navy yard, Norfolk, to recruiting dist. at Baltimore, Md. Lieut. Commander J. C. Doyle, from navy yard, Norfolk, to home. Lieut. P. S. Douglas, from the Franklin to the Newport, Postmaster-General, America, is the address on a letter containing the postmarks of a city in India received today by Postmaster-General Payne. Huntington has since died, and McGlehan has not yet been tried.

Lieut. W. S. Whitte, to the Lancaster, at League Island, Navy Yard. Lieut. C. S. Remuff, from the New York to the Ohio. Lieut. C. S. Remuff, from the Illinois to home. Ensign J. H. Purse, to the Illinois.

WM. VOGEL & SON.



The Relation of Organized Effort to Men's Clothes.

Wm. Vogel & Son tailoring is trained and organized, differing from ordinary tailoring as a veteran may differ from a raw recruit. The talent of our tailors is guided by knowledge and experience, their work represents the essence and kernel of fine tailoring. The standard they have established in the making of men's ready-for-wear clothes is several degrees higher than the standard for the usual ready-for-wear sorts. This excellence is apparent not only in the appearance of Wm. Vogel & Son garments, but in their wearing qualities.

These master tailors are sponsors for our "Clostiffing" Collar and our famous "Concave" Shoulder—a shoulder that is a revelation in the art of tailoring—giving the desired athletic effect, without the common fault of exaggeration.

Fall Suits and Overcoats, \$15

At \$15—Sack suits in 12 distinct single and double-breasted models, of black, blue, and brown chevrons, and plain and fancy effects, in Tweeds, Casimeres and Worsters.

At \$15—We show brown sack suits in 15 variations of the color from mahogany, a very dark brown, to the new onion shades, very light browns. Some are solid effects, others in broken checks, overplaid and mixtures.

At \$15—Top Coats—a wide range of models—in the new shades of Tau, Olive and Green—Medium Length Overcoats of Black and Oxford unfinished Wools and Chevrons, silk-lined throughout to edge of lapels.

At \$15—Rain-proof Overcoats in the new loose 50 and 52 inch long models, made of plain and fancy fabrics.

Fall Suits and Overcoats, \$15 to \$35. WM. VOGEL & SON, Broadway, Houston St.

LEFT THE PLUNDER BEHIND.

Thieves Had Gathered Up in Bumales Over \$5,000 Worth of Goods.

Yifin Drudowsky, the janitor of 50 Chrystie street, woke up very thirsty at 4 o'clock yesterday morning. While searching in the hallway for the house for something to drink he heard footsteps on the floor below. When he looked down the stairs he saw a man in the lower hallway, tying up a big bundle.

"Put that bundle out in the street," commanded the janitor, thinking that the man was discarding a worn out mattress. He then went back to his room and had a drink. He got to thinking about the man in the lower hall. He went down the stairs to make an investigation and found the stranger had left the bundle behind. Drudowsky examined the bundle.

"Why, it's fine cloth," he mused. "Goldstein the tailor, down on the ground floor, had been robbed." Drudowsky woke Goldstein, but he hadn't been robbed. When he looked at the clothing over his head he saw that it was the same as the one he had seen in the shop of Sunlin & Borowitz, at 119 Canal street. The shop backed up on 50 Chrystie street.

The janitor got Police Officer Haseman of the Bridge street station and, with Goldstein, went to 119 Canal street. The three went up on the roof and found three more similar bundles of cloth.

A roof, the policeman went down in a six foot ladder, which had been placed beneath the pile. Under the roof, the policeman found in confusion and clothing scattered everywhere. A big pile ready for removal had been placed in the center of the floor. When all the bundles were opened they were found to contain 70 rolls of cloth, 600 pairs of trousers, 90 suits and 125 light overcoats.

Smearlin & Borowitz said that the would-be thieves had gathered up over \$5,000 worth of goods.

MARRIED AT CITY HALL.

And a Good Way, Too, Says the Bride's Father—Bridegroom a Civil Engineer.

Maller Rezo, who described himself as a merchant, but whose card said he is a civil engineer at 31 Fourth avenue, was married yesterday to Miss Ella Levy of 62 West Street by Alderman Harburger. The witnesses were J. Leon Brandmarker and Ignatius Welter, counsel to the Hungarian consul, and the bridegroom gave away as 28 and the bride her age as 18 years and 11 months. Her father said last night that it was a good way to get married.

LOST THE DYNAMITE.

Driver Who Caused the Melrose Explosion Held for Manslaughter.

BOSTON, Sept. 22.—Roy Felton, the driver for Eastman's express, from whose wagon exploded the box of dynamite that killed nine persons and injured forty others, was arraigned in the Malden District court today on the charge of manslaughter and stand in \$1,000 bonds for a hearing on Oct. 4.

Movements of Naval Vessels.

WASHINGTON, Sept. 22.—The cruiser Newark (flagship of Rear Admiral Sigbee), the cruiser San Francisco, the destroyer Perry from Mare Island for San Diego, the despatch boat Mayflower from Genoa for Gibraltar, the torpedo boat Winalow and the submarine Porpoise from Newport for New York, the gunboat Elcano from Klauking for Nankin, the cruisers Olympia (flagship of Rear Admiral Stirling), Cleveland and Des Moines from Christiania for Gravesend, the gunboat Villalobos from Chefoo for Woonung, the port of Shanghai, the cruiser San Francisco from Hong Kong for Cavite.

The battleship Ohio has been ordered in commission on Oct. 3 at the Union Iron Works, San Francisco.

Army and Navy Orders. WASHINGTON, Sept. 22.—Thirty orders were issued today: Major Thomas C. Goodman, Paymaster, from the Department of the Gulf, to Portland, Ore. Capt. P. S. Douglas, from the Franklin to the Newport, Postmaster-General, America, is the address on a letter containing the postmarks of a city in India received today by Postmaster-General Payne. Huntington has since died, and McGlehan has not yet been tried.

LOSS OF PHILIPPINE TREASURY.

Out \$1,204,088 by Decrease in Value of Mexican Silver Dollars.

WASHINGTON, Sept. 22.—The Bureau of Insular Affairs of the War Department, in its view and final audit of the finances of the Philippine Government, has definitely fixed the loss sustained by the insular treasury in the fluctuating value of the silver currency in general circulation in the islands until a recent date.

This loss to the insular government was brought about largely by the fact that when silver was dear Mexicans were almost exclusively offered for payment of Government dues, but when silver was cheap and the Mexican currency undervalued, comparatively little was offered in payment of dues, and creditors of the Government sought by every means possible to obtain settlement on the Government in Mexican money. In this way silver money would be taken in at a high rate of exchange to gold and paid out at a much lower rate than received.

The entire loss sustained by the Philippine Government up to June 30, 1903, reached the enormous sum of \$1,204,088, United States currency value. Under the new coinage act, which is now in successful operation, Mexican money is no longer receivable for public dues, and the present stable currency system, based on the gold standard, renders such future loss impossible.

QUIGG'S PROTEST FAILS.

Contract for Rural Street Letter Boxes Awarded to the Vandorn Iron Works.

WASHINGTON, Sept. 22.—Despite the protest of former Representative Lemuel Ely Quigg of New York, Postmaster-General Payne awarded to the Vandorn Iron Works, Cleveland, Ohio, the contract for furnishing street package boxes and combination letter boxes for the free delivery service for a period of four years, beginning July 1, 1904. The protest of Mr. Quigg, made in behalf of the Columbia Supply Company of New York, was placed in the hands of a Department committee, who made a report to the effect that it should not be sustained. The Columbia Supply Company, which now holds the contract, contended that the contract should not be taken from them and given to any other firm until their expired.

League McGlehan and George H. Huntington, two of the officers of the Columbia Supply Company, were indicted by the Grand Jury of the District of Columbia in connection with postal frauds. Huntington has since died, and McGlehan has not yet been tried.

TOURING THE WORLD IN AN AUTO.

C. J. Glidden and Wife Have Toured Europe and Asia and Are Now on Their Way Home.

WASHINGTON, Sept. 22.—Charles J. Glidden, Esq., touring the world by automobile motor, came Postmaster-General, America, is the address on a letter containing the postmarks of a city in India received today by Postmaster-General Payne. Huntington has since died, and McGlehan has not yet been tried.

These navy orders were issued: Lieut. Commander H. W. Coffman, from navy yard, Norfolk, to recruiting dist. at Baltimore, Md. Lieut. Commander J. C. Doyle, from navy yard, Norfolk, to home. Lieut. P. S. Douglas, from the Franklin to the Newport, Postmaster-General, America, is the address on a letter containing the postmarks of a city in India received today by Postmaster-General Payne. Huntington has since died, and McGlehan has not yet been tried.

Lieut. W. S. Whitte, to the Lancaster, at League Island, Navy Yard. Lieut. C. S. Remuff, from the New York to the Ohio. Lieut. C. S. Remuff, from the Illinois to home. Ensign J. H. Purse, to the Illinois.

Lieut. W. S. Whitte, to the Lancaster, at League Island, Navy Yard. Lieut. C. S. Remuff, from the New York to the Ohio. Lieut. C. S. Remuff, from the Illinois to home. Ensign J. H. Purse, to the Illinois.

Lieut. W. S. Whitte, to the Lancaster, at League Island, Navy Yard. Lieut. C. S. Remuff, from the New York to the Ohio. Lieut. C. S. Remuff, from the Illinois to home. Ensign J. H. Purse, to the Illinois.

Lieut. W. S. Whitte, to the Lancaster, at League Island, Navy Yard. Lieut. C. S. Remuff, from the New York to the Ohio. Lieut. C. S. Remuff, from the Illinois to home. Ensign J. H. Purse, to the Illinois.

Lieut. W. S. Whitte, to the Lancaster, at League Island, Navy Yard. Lieut. C. S. Remuff, from the New York to the Ohio. Lieut. C. S. Remuff, from the Illinois to home. Ensign J. H. Purse, to the Illinois.

Lieut. W. S. Whitte, to the Lancaster, at League Island, Navy Yard. Lieut. C. S. Remuff, from the New York to the Ohio. Lieut. C. S. Remuff, from the Illinois to home. Ensign J. H. Purse, to the Illinois.

Lieut. W. S. Whitte, to the Lancaster, at League Island, Navy Yard. Lieut. C. S. Remuff, from the New York to the Ohio. Lieut. C. S. Remuff, from the Illinois to home. Ensign J. H. Purse, to the Illinois.

BUSINESS HOURS: EIGHT-THIRTY o'clock A. M. to FIVE o'clock P. M. Noon on Saturday, until October First. Thereafter, and until further notice, EIGHT-THIRTY o'clock A. M. to SIX o'clock P. M. H. Altman & Co. SALE OF SILK UMBRELLAS TO-DAY (FRIDAY), SEPTEMBER TWENTY-THIRD Twilled Silk Umbrellas with handles of natural wood, 26 and 28 inch sizes, suitable for Men and Women; usual prices \$3.00 and \$3.50, at \$2.25

Men's Furnishing Department. Autumn Neckwear; Shirts ready made and to measure; Pajamas, Night Robes, Golf Jackets, Sweaters, etc. TO-DAY (FRIDAY) and until Noon SATURDAY when store will be closed: Men's Silk Scarfs—four-in-hands and squares; regular price \$1.00 each, at 45c. H. Altman & Co. Eighteenth Street, Nineteenth Street, Sixth Avenue, New York.

BEST & CO. LILIPUTIAN BAZAAR. Coats, Dresses & Millinery for Girls and Misses. Naturally, the efforts of our special designers, who devote their entire time to these lines, produce better results than are procured elsewhere. The designs are novel and authoritative, the styles are becoming, distinctive, and particularly adapted to youthful figures and faces. The largest variety for choice and reasonable prices are among the advantages we offer. 60-62 West 23d Street.

H. Altman & Co. CLOTHING FOR BOYS. The selection of Autumn and Winter Clothing for Boys includes the newest effects in Russian Blouse Suits of White Cloth, Colored Velvet and Silk, with combination collars. Sailor Suits of Velvet and Imported Novelty Fabrics, with Eton Collars and Knickerbocker Trousers. Children's Overcoats, trimmed with Beaver, Persian Lamb, etc. also some made entirely of Fur. In addition, a general stock of Boys' Garments is shown, in sizes ranging from 2 1/2 to 16 years. Children's Colonial, Russian and Sailor Hats, Tam O'Shanter and Touques of the various materials. Nineteenth Street and Sixth Avenue, New York.

MARK TWAIN'S LATEST STORY A DOG'S TALE. This wonderful and touching little story of a dog by Mark Twain is published in attractive holiday style with illustrations in color by W. T. Smedley. It is a perfect type of a perfect story. It is told from the dog's standpoint and will make a wide appeal to all classes of readers. With Illustrations in Color by W. T. Smedley. Cloth, \$1.00 HARPER & BROTHERS - - - - Publishers