Altogether nine ships had been burned up to last evening.

CONSUL REPORTS SURRENDER.

WASHINGTON, June 30.—United States Consul Heenan reported from Odessa to-day that the Kniaz Potemkin surrendered to the Russian Black Sea fleet at noon.

The firing on the town from the Potemkin did not last long, and the vessel surrendered immediately upon the arrival of the fleet.

Earlier advices received at the State Department from Consul Heenan and from Mr. Meyer, the American Ambassador at St. Petersburg, showed that the guns of the Kniaz Potemkin had been turned on the city, the wharves had been destroyed by fire and 500 rioters had been killed by the troops.

Many Russian steamers had been destroyed by the fire. Consul Heenan in one despatch says that six officers of the Kniaz Potemkin were murdered by the mutinous crew and eight liberated upon the arrival of the vessel at Odessa. The remainder were prisoners on board the ship.

One despatch from Ambassador Meyer said that six companies of marines at Libau had mutinied and wrecked their barracks. They were surrounded and some of them surrendered. Mr. Meyer added that there seemed to be concerted action on the part of the sailors in the Black Sea and the Baltic.

33 KILLED ON POTEMKIN.

Only Three Were Officers—How the Mutiny Started.

Special Cable Despatch to THE SUN.

VIENNA, June 30.—A despatch from Kishineff says that Gen. Czernolucki, Chief of the Bessarabian Gendarmerie, has been found murdered in his residence.

A general strike has been declared and rioting has begun.

NO BRITISH HURT.

Government Thinks Russia Is Taking All Possible Measures at Odessa.

Special Cable Despatch to THE SUN.

LONDON, June 30.—In the House of Commons to-day Earl Percy, Under Secretary for Foreign Affairs, said it was believed that nobody had been hurt on board any of the British vessels at Odessa.

The Russian Government, he said, had informed Sir Charles Hardinge, the British Ambassador, that a portion of the Black Sea squadron had been ordered to Odessa. Further representations to Russia would be unnecessary, as it was clear that she was taking all possible measures to protect life and property and restore order.

WHY HE WASN'T FINED.

Sentence Suspended in the Case of Glover, Who Burned His Children's Fingers.

ORANGE, N. J., June 30.—Justice Andrew S. Taylor of South Orange to-day suspended sentence on William M. Glover, who on June 19 was adjudged guilty of wilful cruelty to his children, Muir, aged 5, and Lucille, aged 3, by burning their fingers with matches. The Magistrate said:

"I have not suspended sentence in this case because I believed that the defendant was entitled to any especial leniency. My principal reason for so acting is because the law provides that any fine I might impose on Glover would have to be turned over to the Children's Aid and Protective Society, and in view of their attitude and the absolutely ridiculous stand they took in trying to withdraw the complaint I am extremely reluctant to turn the money over to them.

"If I were the agent of that society I would have resigned after I had been served in that manner. The action the society took in that matter tended to make of justice an absolute farce."

Glover said in extenuation that he was seeking a method of curing the children of the habit of playing with matches.

BOY PUSHED OVERBOARD.

Couldn't Swim and Was Drowned—Companions Arrested.

Charles Feingold and Johnny Kirk played hooky from School 11 yesterday morning and went to the dock at the foot of West Nineteenth street to play. Kirk tossed an old hat in and dared Feingold to jump in after it. Feingold wouldn't and Kirk pushed him in, according to some of the boys who were on the dock. Feingold couldn't swim and went down at once.

Policeman Brenicke heard the boys shouting and ran to the dock. He shed his coat and helmet and jumped in. He couldn't find the boy, although he dived until he was exhausted. There was a small raft moored near the dock and Brenicke took one more dive, going under the raft. He came up with young Feingold's body.

Kirk, who lives at 96 Ninth avenue, was arrested on the charge of homicide and sent to the Gerry society. He denied that he pushed Feingold into the water. Feingold lived at 160 West Eighteenth street.

WALLACE TELLS WHY HE QUIT

DIDN'T LEAVE PANAMA JOB FOR MONEY, HE EXPLAINS.

But He Didn't Feel That He Was Under Any Obligations to the Government to Stick It Out—Admits That He'd Had Offer Here—Doesn't Say What It Was.

John F. Wallace, whose resignation as chief engineer of the Panama Canal has just been accepted, gave out last night his reply to some of the charges made by Secretary Taft as to his motives for leaving his post. Mr. Wallace has been at the Hotel Marie Antoinette since his arrival here from Panama. He left town last night after giving out his statement.

Mr. Wallace denies that he was influenced by money, but while declaring that as long ago as last May he determined to quit at the earliest possible moment he does not give any of his reasons for so doing, except to say that they involve no criticism of the President or Mr. Taft.

Mr. Wallace, furthermore, does not disclose what he is going to do, nor assert that he has accepted the offer which he admits he received while on the Isthmus. All that he had to say in way of criticism was to the effect that obstacles in existing laws are serious and will have to be corrected if the canal is to be finished in a reasonable time and at reasonable cost. Here is his statement:

"The primary causes which led me to tender my resignation as chief engineer of the Isthmian Canal Commission were underlying and fundamental, and I most emphatically resent the charge that my motive in leaving the work was a financial one.

"A careful consideration of the entire subject had brought me to the decision that I should disconnect myself with the work at the earliest possible date that it could be done without embarrassment to the Administration or injury to the work. It is unnecessary to state the reasons for this decision except that in fairness I should say that they involve no criticism of any sort of the President or the Secretary of War.

"My final decision was arrived at as the result of six of days uninterrupted thought, which I was able to give the subject in all its bearings during my voyage to Colon in May. Furthermore, I had pledged myself to my family to give the matter of my resignation as chief engineer, or of any position which would require my continuous residence on the Isthmus, serious consideration.

"It was at this psychological moment that I received a cablegram from New York offering me a business opportunity which I was bound to consider. I therefore immediately cabled the Secretary of War requesting a conference, and arrived at New York for that purpose on Thursday, June 22.

"In the meantime I had addressed a letter to the Secretary, in which I had confirmed the request for an interview and also requested my annual leave of absence, which was part of my original understanding with the Isthmian Canal Commission and which I had requested from Admiral Walker in March, to take effect at our mutual convenience some time later in the season, which request was not complied with or answered, owing probably to the sudden change in the commission on the 1st of April.

"On my arrival in New York I was met by Mr. William Nelson Cromwell, who stated that he was delegated by the Secretary to arrange for a personal interview with me and asked if I would meet him at the Manhattan Hotel at 10 A. M. on Sunday, June 25.

"While Mr. Cromwell treated me with the suavity and courtesy for which he is noted, he endeavored to draw from me my reasons for desiring to see the Secretary. I told him frankly that I did not consider that it would be proper for me to discuss the matter in advance of my interview, and I also requested that the interview should be absolutely private and that no one but the Secretary and myself should be present.

"On arriving at the Manhattan on Sunday I was met by Mr. Cromwell, who ushered me into the Secretary's private apartment, accompanied by my son. Assuming that arrangements had been made for a strictly private interview, my son withdrew, expecting Mr. Cromwel to do the same. However, the Secretary in a rather peremptory manner directed Mr. Cromwell to remain.

"This action of course caused irritation and apprehension on my part that the interview would be unpleasant and unsatisfactory, and the irritation under which the Secretary was evidently laboring had a tendency to prevent that calm and dignified consideration of the question in all its bearings which should have been given it.

"If the Secretary understood me to say that I had accepted a position in New York he labored under a misapprehension. I did state to him that I desired to accept one, but under such circumstances and conditions and at such time as would cause the least embarrassment to the Administration and the least injury to the work, and that I was even willing to go to the extent of remaining for an indefinite time on the commission should he desire my counsel and advice in arranging for the change, assisting in repairing plans for submission to the advisory board of engineers in September or in the further consideration of the question by the Administration or Congress during its next session.

"Much to my surprise he indignantly spurned my suggestion and took the position that I was compelled under what he called my contract to remain in charge of the Isthmian Canal, regardless of circumstances or conditions, until the completion of the work, and spoke in such a manner as to outrage my feelings to such an extent that further discussion of the reasons for my action was out of the question.

"I did not seek the position of chief engineer of the Isthmian Canal Commission, and considering my salary as general manager of the Illinois Central Railroad Company and my other sources of earnings, my financial condition was not improved by my acceptance of the position, and it was with the greatest reluctance that I did so.

"While it was my own expectation that I should continue my connection with the work, it did not occur to me that I was not free to withdraw if justice to myself and my family and to my reputation as an engineer required me to do so. It was not only my right but my duty to give the matter the most careful consideration in all its bearings, considering not only the general situation as it affected the work, but my family, personal and business relations, and all the various factors entering into the problem; and I could not concede the right to the Secretary of War or any one to dictate my decision. The only debatable questions were the details as to putting my decision into effect, and while I stated to the Secretary what my desires were, I told him that I was perfectly willing to conform to his wishes as far as possible as to the time and manner of my withdrawal.

"It was this suggestion to which he chose to refer as a 'dicker.' To that statement I naturally took exception, particularly as he stated that he did not care for any reports that I might make, summarizing and analyzing the results of a year's hard work on the Isthmus; also that he did not value my counsel and advice, and that the only service he desired was that of a constructing engineer on the Isthmus.

"No intimation of friction between the Secretary of War and myself would ever have become public if it had not, accidentally or otherwise, been given out by the persons in attendance at the conference on Sunday other than myself; and I desire to state emphatically, and the representatives of the press will bear me out, that I have refused absolutely, either directly or indirectly, to be interviewed, and have remained silent under the innuendos which have been daily published since the conference, and would not have made even this statement at this time if it had not been for the severe strictures contained in the published statement of the Secretary, which I consider unjust and uncalled for, and which could serve no useful purpose.

"In regard to the situation on the Isthmus at Panama at no time during the progress of the work could my relations have been severed more opportunely than now and with less damage to the work. A complete organization of departments and bureaus has been effected; Mr. W. E. Dauchy, a gentleman of high engineering attainments, who has been chief engineer of the Chicago, Rock Island and Pacific Railroad Company, and who has accepted the position of resident engineer in charge of the Culebra division, was, upon my leaving the Isthmus, placed in charge of the work as acting chief engineer, he having occupied a similar position during my absence from the Isthmus at the call of Secretary Taft during the month of April and had satisfactorily conducted the work through the demoralization attendant upon the change in organization.

"The only work which can be performed until after Congress at its next session shall take some decided action is the gradual increase in the organization and the addition of units of machinery.

"The simple work of excavating at Culebra and preparing for further excavation are the only things which could be done pending a final decision from Congress. The only possible benefit that my personal service as chief engineer could have been to the work was such as might be due to the purely personal element, which would have been largely supplied by my continuance with the work in an advisory capacity. As far as the actual engineering and construction work was concerned, Mr. Dauchy was fully as capable as I.

"I have made no criticism of personnel or individuals, but do believe that the obstacles due to the governmental methods required by existing laws are so serious that they will have to be eliminated if the American people are to see the Panama Canal constructed in a reasonable time and at a moderate cost.

"My only desire in this statement has been to protest against what I consider the unjust denunciations of the Secretary and to fully inform my personal friends and professional brethren who have been familiar with my career of the essential facts relating to this matter. I emphatically disclaim all responsibility for the various statements recently published alleged to have been made by so-called friends."

Mr. Wallace spent nearly all day yesterday in his apartments at the Marie Antoinette preparing this statement. With him were his son, H. C. Wallace, vice-president of J. G. White & Co., and Mr. Wallace's secretary. Mr. Wallace hurried away last night, taking pains to avoid the newspaper men who were waiting to ask him what concern had made him the offer described by Secretary Taft. The statement was given out after Mr. Wallace had got safely away from pursuers. There was a rumor that he had left for Chicago.

Although Wall Street had guessed that it might have been either the Interborough company or the Metropolitan interests that had made the offer of $60,000 a year to Mr. Wallace, denials came from both quarters yesterday. The denial of Mr. Belmont aroused more or less interest from its nature. That is what Mr. Belmont sent out denying a newspaper story:

"There is not the slightest truth in the report that the Interborough has had for a moment in mind the engagement of Mr. Wallace, nor will it consider it. The Interborough company does not make a practise of buying men from their engagements; it seeks to secure those who are willing to enter its service in a spirit of loyalty and who will remain and will serve its interests and identify their future with it; and above all, it will not go into the Government's service, to that service's detriment, and take away its best instruments, but will continue its efforts exclusively to build and manage transportation in Greater New York with the best material it can fairly and honorably command."

Thomas F. Ryan was quoted as saying:

"We have never negotiated for the services of Mr. Wallace either before or since his resignation as chief engineer of the Panama Canal. We have with us now John B. McDonald, who built the Interborough's subway system, so that there was no occasion why we should have required the services of any other chief engineer."

Mr. McDonald said he had never heard of such a thing.

"You can safely say that there is no truth in it," he added.

STEVENS SUCCEEDS WALLACE.

Western Railroad Man to Be Chief Engineer of the Panama Canal.

WASHINGTON, June 30.—John F. Stevens of Chicago, formerly vice-president and general manager of the Rock Island Railroad system, to-day accepted the office of Chief Engineer of the Panama Canal, to succeed John F. Wallace, the story of whose retirement under somewhat sensational circumstances was told in an official statement issued by Secretary of War Taft last night. Mr. Stevens was recently selected as the government expert to supervise the construction of the thousand miles of railway to be built in the Philippines. He was to have gone to the Philippines with Secretary Taft, but according to the information which he sent to Mr. Taft to-day he will sail for Panama within two weeks. He will be accompanied to the Isthmus by Theodore P. Shonts, chairman of the Canal Commission.

Before leaving Washington for the Philippines this evening, Mr. Taft received word from Mr. Wallace, through a member of the Canal Commission, that it might be well for them to have another conference, as Mr. Wallace has some things to tell which the Government ought to know. The message from Mr. Wallace was being construed by officials as a declaration of intention on his part to divulge something sensational about conditions on the Isthmus unless Mr. Taft will give him a further hearing. As far as known, no response was sent to Mr. Wallace. The only answer would have been a refusal on the part of Mr. Taft to meet Mr. Wallace, who is decidedly in the bad graces of the Administration.

Mr. Wallace's offer to continue in the service of the Canal Commission was coupled with the proviso that whatever duties were given him must not interfere with the new private work he had undertaken, or take him out of New York. Considerable indignation is expressed here over this proposal, and it is understood that it had much to do with the severity of the language which Secretary Taft employed in responding to Mr. Wallace.

The Administration, it was explained today, hesitated over making a statement of what Secretary Taft said to Mr. Wallace at the Hotel Manhattan. From an officer of the highest standing it was learned that the decision to furnish such a statement to the country was based on the belief that it would be well to let everybody connected with the construction of the canal understand that the Administration expected on the part of all canal employees a devotion to duty which should overrule all private considerations.

Mr. Wallace, the Administration claims, bound himself in honor to stick by the Government, and his return from the Isthmus after only twelve days residence there, to accept a more lucrative position in the United States, is characterized as a proceeding contrary to the principles which should govern a man of his standing and reputation.

Chief Engineer Stevens will receive a salary of $30,000 a year, or $5,000 more than Mr. Wallace was receiving in the same office. This was arranged between the President and Secretary Taft. He will be here in a few days to discuss his new duties with Chairman Shonts and other members of the Canal Commission. Mr. Wallace was a member of the commission, but Mr. Stevens will not be, at least for several months. The appointment of a commissioner to fill the vacancy caused by Mr. Wallace's resignation will not be made until the return of Secretary Taft from the Philippines in October.

In announcing the appointment of Mr. Stevens, the War Department gave out the following statement:

Mr. John F. Stevens has been appointed chief engineer of the Isthmian Canal, with residence on the Isthmus, to take effect at once.

Mr. Stevens is now in the service of the Philippine Commission as Government railway expert in the 1,000 miles of Philippine railways about to be constructed under Government aid. Mr. Stevens was to have to-day accompanied Secretary Taft to the Philippines, but has been transferred to the Panama Canal.

He was until recently vice-president and general manager of the Rock Island system, formerly chief engineer and general manager of the Great Northern Railway and has extended experience in the projection, construction, operation and management of large enterprises.

The duties of chief engineer of the Isthmian Canal especially relate to the practical work of construction and operation. The technical plans are to be determined by the commission as a body, with the advisory international board of engineers recently appointed by the President, and whose plans, as decided from stage to stage, will be executed on the Isthmus by the chief engineer. With the chief engineer confining himself to the actual work of construction and operation and concentrating upon the execution of the plans as adopted by the commission it is believed that the canal work will be more actively prosecuted.

W. A. Darling of Chicago, one of the chief constructing engineers of the Rock Island system, has been recommended by Mr. Stevens for Government railway expert in the Philippines. This is the office which Mr. Stevens has relinquished. Secretary Taft will have a talk with Mr. Darling in Chicago to-morrow evening, and if they can arrange terms the place will be offered to Mr. Darling.

Mr. Stevens is a veteran railroad man, beginning his service in 1870 as chief engineer of the Sabine Pass and Northwestern Railroad. Subsequently he acted as assistant engineer for the Denver and Rio Grande, the Chicago, Milwaukee and St. Paul, the Canadian Pacific, the Duluth, South Shore and Atlantic, and the Spokane Falls and Northern. In 1890 he became the principal assistant engineer of the Great Northern and five years later was appointed chief engineer of that railroad. Soon afterward he became general manager of the Great Northern. He then went to the Chicago, Rock Island and Pacific as chief engineer and was made fourth vice-president and then second vice-president.

The selection of Mr. Stevens was made last night and he accepted the offer by wire this morning.

The handsome featherweight bamboos form a distinct and elegant addition to the

KNOX HAT

creations. All the stylish shapes and braids in straw hats and Panamas.

Agencies in all the principal cities in the world.

CANAL'S SANITARY CONDITIONS.

Former Employees at Panama Kick—Sam Davis's Body Back.

Aboard the Panama Railroad's steamship Segurança, in yesterday from Colon, were fifteen former canal employees, most of whom either resigned or were discharged from Government service. Some of them had hard words to say about sanitary conditions on the Isthmus. Two passengers only had abnormally high temperatures, and they were unconnected with canal employment. They are John Albert Warren, 31 years old, a miner, and Lamont Northrup, 4 years old, and they were sent to Hoffman Island for observation. They have some sort of tropical fever. Mrs. Northrup went with her boy to the island. She said she had lived on the Isthmus 11 months and that her husband was a station agent on the Panama Railroad.

The body of Samuel B. Davis, formerly a detective sergeant of this city, who died recently of yellow fever at Panama, was aboard the Segurança in a sealed metallic coffin. He had been reorganizing the Panama police. Dr. Amador, on behalf of the Republic of Panama, has asked Police Commissioner McAdoo to send another police instructor to Panama to take Davis's place. He must understand Spanish.

BOWLER—MILLER.

Second Daughter of the Commander of the Naval Militia Married.

MORRISTOWN, N. J., June 30.—Miss Charlotte Everett Miller, second daughter of Capt. and Mrs. Jacob W. Miller, was married this afternoon to Robert Bonner Bowler of New York, in St. Peter's Church, this city. The wedding was attended by a large number of society people of Morristown and New York. The ceremony was performed by Right Rev. David H. Greer, Coadjutor Bishop of New York and formerly rector of St. Bartholemews' Church, of which Mrs. Bowler's family were communicants. The Rev. Dr. William M. Hughes, rector of the Church of the Redeemer, of this city, assisted.

The bride wore white liberty satin, the veil and flounces being of old lace belonging to her grandmother. She was attended by four bridesmaids, Miss Dorothea Miller, a sister, Miss Jane Taylor Bowler of Cincinnati, sister of the bridegroom, Miss Mary Hopkins of Washington, D. C., and Miss Elizabeth Auchincloss of New York. Robert Pendleton Bowler was best man. The ushers were Henry Wise Miller, brother of the bride; Erastus Corning, cousin of the bridegroom; Richard King Thorndike, Worland Wight, William Slocum Groesbeck Fowler and Amos Lawrence Hopkins, cousin of the bride.

After the church services a reception was held at Macculloch Hall, the home of the Millers for three generations. Mr. and Mrs. Bowler will reside in Southern California. Capt. Miller, father of the bride, is commander of the Naval Militia of the State of New York.

OBITUARY.

Brig.-Gen. Hugh Boyle Ewing died yesterday in his home in Lancaster, Ohio. He was a son of Senator Thomas Ewing and was born in Lancaster in 1820. He was educated by a private tutor and at West Point; and in 1849 was sent West by his father, then Secretary of the Interior, to the Sierras to rescue emigrants from the snows. For a time he practised law in St. Louis and in 1861 was appointed brigade inspector of Ohio volunteers, with rank of Major, and served in the mountains of West Virginia under McClellan and Rosecrans. He was appointed Brigadier-General in 1862 and was brevetted Major-General in 1865. Held a brigade at Antietam and at the siege of Vicksburg, and at Chickamauga he was at the head of the division that distinguished itself by carrying Mission Ridge. In 1866 Gen. Ewing was appointed United States Minister to Holland and served there for four years. Upon his return he bought an estate in his native town, which was his home until his death. Gen. Ewing travelled much abroad and was the author of "The Grand Ladron: a Tale of Early California," "A Castle in the Air," "The Black List," and several magazine articles.

Mrs. Kate McClellan Moore of this city, formerly of Frankfort, Ky., a cousin of Mrs. Julia Dent Grant, widow of Gen. Grant, and related to Mayor George B. McClellan of New York, is dead in Washington of heart failure. Mrs. Moore was employed in the Treasury Department. She was a daughter of Col. John B. McClellan of Covington, Ky.

William Hargreaves, of 1 West Ninety-second street, died suddenly on Thursday at Atlantic Highlands, where he had gone with his family for the summer. Mr. Hargreaves was 58 years old and was born in Stockport, England. He was cashier of the dry goods house of Frederick Barfield. A wife and two daughters survive him.

Hugh Reed West, the veteran oysterman of the Shrewsbury River, died yesterday at his home in Long Branch. He was 75 years old. Mr. West was an Odd Fellow, having joined the order fifty years ago. A wife and four daughters and two sons survive him.

SUMMER COLDS.

Laxative Bromo Quinine, the world wide Cold and Grippe remedy. Call for the full name and look for signature of E. W. Grove. 25c.—Adv.

FARMER MURDERED FOR $75.

SLAYER CAUGHT IN THIS CITY TEN HOURS AFTER CRIME.

Young Farm Hand Who Had Been Discharged Shoots and Kills Charles Lutz, at Pawling—Confesses and Says He Didn't Think of Consequences.

Charles Lutz, 30 years old, the manager of a farm at Pawling, a small town on the Harlem River Railroad, was murdered and robbed yesterday morning while returning to the farm in a milk wagon. Ten hours later George Smith, a discharged farm hand, was arrested here for the murder. He calmly admitted his guilt and was locked up at Police Headquarters. He got only $75.

Lutz was manager of a farm owned by John Wanzer. Smith, who had been seen hiding along the roadside, was immediately suspected of the murder. District Attorney Lee of Pawling notified Acting Inspector O'Brien that Smith might go to J. S. Stringham's employment agency, at 1301 Lexington avenue. Detective Sergeant Carey was sent there to watch for him. Smith had got his job at the farm through Stringham and had left his watch with Stringham as security for a loan of $3.50.

Smith showed up at Stringham's place last evening. As Carey started for him Smith started to run, but the detective caught him in the street. He is a slim, smooth faced youth. While waiting for a stenographer at Police Headquarters, where he confessed, Smith drummed with his fingers on the arms of a chair and hummed bits of popular songs. His right name was George Granger, he said. He didn't know his exact age, but guessed he was about 20.

On Thursday of last week he went to work on Wanzer's farm as a laborer at $20 a month. He worked until Thursday, when he gave up the job.

"I was not entirely satisfied with the place," he said. "Mrs. Lutz refused to give me a glass of milk when I asked for it. I was glad I quit because I learned afterward from Lutz that he would have discharged me on Saturday. He said I was not strong enough for the work. Lutz said there was $3.95 due me, of which he was to send $3.50 to Stringham so I could get my watch. He gave me the balance and I borrowed $1.05 from him. I promised to pawn the watch when I got it and repay him. I spent the day in the village, but slept at Lutz's house that night.

"When Lutz paid me he pulled out a roll of bills and when I awoke this morning I determined to get that roll. I left the house at about 6:30 o'clock this morning and walked about a mile down the road. I had my grip with me and a revolver my brother gave me four years ago in my hip pocket. When I reached a secluded place I sat down and waited. About half past 8 Lutz came along on a little old fashioned cart loaded with milk. When he saw me he stopped and said:

"'Why, what's the matter, boy? I thought you were in New York.' I had to give some bluff, so I told him I had waited to ask him if I could stay until Sunday.

"'No,' he said, 'I'm going to send the money for your watch on the 9 something train and you'd better go, too.' Then he drove off. I didn't want to shoot him until after he had delivered the milk, because I'd have a better chance to get away.

"He returned in about half an hour. As he came up he shouted: 'The boys are going to get in the hay to-day and you can go to work, too, if you care to.' I shook my head and he drove on. When he passed me I took careful aim with the pistol and fired. The bullet struck him just back of the right ear and he fell back without a murmur.

"Then I stopped the horse and went through Lutz's pockets. I got his money and an old silver watch and hurried for a train. On the way to New York I counted the money and found I had $75 and a few pennies."

Smith left the train at 125th street and took an elevated train downtown. Near the Mills Hotel in Bleecker street he had a bath, shave, haircut and shine. Then he bought a straw hat, had dinner and bought two good cigars, one of which he smoked going up to Stringham's in an open car.

Smith said he was sorry he had killed Lutz, but at the time of the murder he did not consider the consequences, thinking only of the money.

He said he had been an inmate of a reform home at New Haven for four years and hadn't seen any of his relatives in years. Recently he had worked in this city as a bellboy. Last fall he had a small part in the play "Who Goes There?" at the Princess Theater. When searched Smith still had $72.85 in money and Lutz's watch.

Smith will probably be taken to Pawling to-day. There is much indignation there over the murder.

MORTGAGE TAX COLLECTOR.

Ronner Appoints W. H. Sinnott a Deputy to Run the New Bureau.

Register Ronner appointed yesterday the head of the bureau for the collection of the one-half of 1 per cent. tax on all mortgages filed. William H. Sinnott will be deputy register in charge of the bureau. Since 1898 Mr. Sinnott has been an index clerk in the Register's office, at an annual salary of $1,600. His new office will bring him in $3,000 a year. Mr. Ronner appointed Thomas J. Shelley as cashier, at a salary of $2,000. Mr. Shelley, who was at one time in the service of the city, has for a few years past been employed by a mercantile firm.

There was a great rush yesterday to file renewal mortgages on the part of persons wishing to avoid paying the new tax. The line at one time extended from the fourth floor of the Morton Building into Nassau street. Mr. Ronner kept his staff at work until long after the usual hours for closing.

DAUGHTER OF THE REVOLUTION.

Mrs. Gainford Celebrates Her 100th Birthday in Port Jervis.

PORT JERVIS, N. Y., June 30.—Mrs. Phebe Gainford, a real daughter of the American Revolution and the last surviving member of a family of three sisters who four years ago were living under one roof, all daughters of Jabez Rockwell, a soldier of the Revolutionary War, is to-day celebrating her 100th birthday in this place at the home of her daughter, Mrs. Emma L. Crine, 227 East Main street. Mrs. Gainford was born in Pike county, Pa., June 30, 1805. She was twice married, first to John Kimble and second to William L. Gainford, who died many years ago. She was the mother of ten children, three of whom were by the first marriage. Mrs. Lucinda Valentine, Mrs. Gainford's youngest sister, died in 1901, in her 86th year, and Mrs. Catherine Bowden, the second sister, died in 1904, at the age of 92.

TO AVOID MORTGAGE TAX.

Mortgages to the Amount of $22,000,000 Filed in Dutchess County.

POUGHKEEPSIE, June 30.—To avoid payment of the mortgage tax, mortgages to the amount of $22,000,000 have been filed in the Dutchess County Clerk's office within the past few days. One for $15,000,000 was filed to-day by the General Transmission Company to the Buffalo Loan and Safe Deposit Company, trustee, to secure an issue of first mortgage 5 per cent. gold bonds amounting to the sum mentioned. Had the mortgage been filed a day later, Dutchess county would have received $75,000 in fees.

German-American Steel Ball Company.

ALBANY, June 30.—The German-American Steel Ball Company of New York, formed to manufacture steel balls, cups and fittings of ball bearings, was incorporated to-day, with a capital of $1,000,000. The directors are Edward E. Pettee, M. H. Wilson and Daniel Rice of New York city.

JUST ACROSS THE HUDSON, VIA 130TH ST. FERRY.

ABANDON THE COAL HOD! ODD STATEMENT? NOT AT ALL.

It is really as unnecessary to-day as the stage coach. If you say so we will heat your kitchen in Winter from the furnace, the modern gas range supplanting the coal range at all seasons.

This is only one of the details which stamps the Palisade house with an unmistakable up-to-dateness.

HOUSE NO. 13.

All shingled in rich brown, with a broad piazza. First floor: living and dining rooms timbered in oak, parlor and kitchen: second floor: three large bedrooms, den and bath; third floor: four bedrooms and bath. Three fireplaces; large closets. Grounds 75 x 133. Terms to suit.

Palisade lots—safe as Government bonds, and a better investment at present lot prices.

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PALISADE

MUNICIPAL LIGHTING PLANS.

COMMISSION REPORTS INITIAL COST $7,567,000.

Twenty Per Cent. of That Sum, Report Says, Can Be Saved Yearly—Electricity for Whole City—Private Standards of Skill and Economy Assumed in Estimates.

The commission, of which Cary T. Hutchinson is the head, appointed last fall by Mayor McClellan to prepare plans for a municipal lighting plant submitted yesterday a second report to the Board of Estimate. This report dealt mostly with the cost of construction of a central power station and the cost of operation of a plant to supply all public lighting by electricity to the exclusion of gas.

The specifications prepared by the commission cover 135 printed pages. Including land, buildings and all equipment for a central station to furnish all the electric lighting needed by the city the cost is set at $7,567,000. It has been worked out also by the commission that the annual cost of operating the plant, including interest on the outlay for construction and allowances for depreciation will be $1,289,000. According to these estimates the cost per arc light to the city would be $64.07 per year instead of the $146 which is charged by the lighting corporations for street lighting. For incandescent service it will be 5.5 cents per kilowatt hour instead of the 10 cent basis which the companies under the bill passed at the last session of the Legislature can charge.

The total cost of supplying the service contemplated in the report at the rates charged the city by the Edison company would be $2,750,000; the operation of this plant at the annual figure given above would therefore effect an annual saving of $1,481,000, equal to approximately 20 per cent. of the investment required.

The report says that material reductions can be effected by the use of smaller units for street illumination, and, in particular, by the use of a Nernst lamp of the series type, replacing the Welsbach and other gas and naphtha lights unit for unit. It adds:

Considerable saving in the cost of water pumping can be effected by the use of electrically driven centrifugal pumps in place of the steam driven pumps in all save the largest pumping plants.

The estimates of the cost of construction and of operation included in this report presuppose economy and skill equal to that shown in the conduct of private corporations.

We believe that the use of the city wastes as fuel for this plant would be entirely impracticable, this opinion being based on preliminary estimates.

Attention is drawn by the commission to the fact that there are in Manhattan and The Bronx 442 miles of streets lighted by gas and naphtha and that the use of these would be eliminated by the plans recommended.

For the proposed central plant the city has already purchased ground bounded by Ninetieth and Ninety-first streets, Avenue A and the East River and it is the opinion of the commission that this site will provide for the building of a plant which will supply the lighting needs of the city for at least twenty years.

The report was referred by the Board of Estimate to Nelson P. Lewis, the chief engineer of the board, and to Comptroller Grout.

CHICAGO BOODLE LORE.

Prosecutor Says Senator Powers Got a Bribe of $50,000.

CHICAGO, Ill., June 30.—Direct charges that Senator John Powers received a bribe of $50,000 from Perry Hull, since dead, to prevent unfavorable action by the City Council against the repeal of the Illinois tunnel ordinance; that the original amount held out for the corrupt Alderman was $110,000 and that City Engineer John Ericson and William R. Northway, his assistant, were on the payroll of the tunnel company, were made by Assistant States Attorney Olson in his opening statement in the forgery case to-day. Perry Hull and Attorney Edward J. Judd, the State's principal witness, were the promoters of the original tunnel scheme which in its first stage, it is said, did not contemplate the building of the stupendous underground freight railway scheme now under way.

The defendants, Albert G. Wheeler, president of the tunnel company; ex-Alderman Edward Novake, who introduced the alleged forged city permit and the ordinance; ex-City Clerk William Loeffler, Deputy City Clerk Edward Ehrhorn and James Higgins, a printer, appeared to be immensely amused at the charges. They laughed and cast knowing looks at each other, but Olson continued to hold the attention of the jurors.

FOURTH OF JULY

Will bring the usual crop of accidents to juvenile Americans. Burns, bumps and bruises must be attended to. Have a bottle of POND'S EXTRACT handy for emergencies. It will save many a doctor's bill.

Do not accept witch hazel as a substitute. On analysis of seventy samples of witch hazel purchased from as many leading druggists and department stores fifty-two were found to contain Wood Alcohol (poison), Formaldehyde (poison), or both. POND'S EXTRACT costs more, but if you value your life and health it is worth the difference.

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HAD SPECULATOR ARRESTED.

Hot Time at Hippodrome Family Circle Intake While Manager Pressed a Charge.

George Kingsbury, business manager of the Hippodrome, saw two ticket speculators carrying away a $65 grilled iron sign from the main entrance last night and he called Policeman Carlin. One of the men ran away and the other, who stood his ground, said they were not stealing the sign, but were moving it away so that they could stand in the space it had occupied.

Kingsbury seemed to think the speculator had designs on the sign and he insisted on his arrest. He was arrested, but in the East Fifty-first street station Kingsbury relented sufficiently to charge him only with disorderly conduct.

While Kingsbury was at the police station there were doings around the family circle entrance of the Hippodrome, on the Forty-third street side of the building. He keeps the family circle tickets in his desk and gives them out to the ticket sellers as they are needed. He did not give out the tickets last night before he started for the police station, and while he was there men and women began to demand family circle seats. There were none on sale and the ticket sellers could not get any without finding Kingsbury.

The manager was finally brought back in a cab in time to prevent a small riot.

Busy Night of a Nude Farmhand.

STAMFORD, Conn., June 30.—Walter Smith, a farmhand, became insane last night at South Beach, and ran through the village nude and into the residence of Herbert J. Orr. He drove the Orrs out, but was finally locked in the kitchen. He tried to cut his throat, then to beat out his brains and finally to stab himself to death, and it took half a dozen constables to overpower him. He is now in jail at Greenwich.

MARRIED.

FRANKLIN-SCOTT.—At Oneonta, N. Y., on Wednesday, June 28, 1905, by Dr. Russell, Mary S. Scott, daughter of Mrs. Seymour Scott, to Sheldon Franklin of East Orange, N. J.

WALLIS-TAYLOR.—On Thursday, June 29, at the home of the bride, 254 William st., East Orange, N. J., by the Rev. J. H. Whitehead, Josephine Belle Taylor, daughter of Mr. and Mrs. Alfred W. Taylor, to Hamilton Wallis of Colchester, Conn.

DIED.

BOLAN.—Suddenly, at Castine, Me., June 27, Albion K. Bolan, Colonel of Fourteenth Maine Volunteers.
Funeral from his late residence, 61 West 73d st., Saturday, July 1, at 11 o'clock.

BREINGAN.—At Newark, N. J., June 30, 1905, Janet Mary Smillie, wife of John M. Breingan, in the 71st year of her age.
Funeral service at her late home, 177 Littleton ave., Newark, on Monday, July 3, at 2 P. M. Interment private.

CAPPS.—At his residence, "Oakland," Lambert's Point, Norfolk county, Va., at 11:30 P. M., Wednesday, June 28, 1905, Washington Tazewell Capps, in the seventy-seventh year of his age.
Funeral and interment private. Warrenton, Va., papers please copy.

CONNETT.—At his late residence, South Orange, N. J., June 28, 1905, Eugene V. Connett, aged 69 years.
Funeral from the Church of the Holy Communion, South Orange, Saturday afternoon, July 1, on the arrival of the D., L. & W. train leaving Barclay and Christopher sts. ferries at 1:30 P. M. Kindly omit flowers.

HARGREAVES.—Suddenly, at Atlantic Highlands, N. J., June 29, William Hargreaves, beloved husband of Mary Hargreaves.
Funeral services at his late residence, No. 1 West 92d st., Saturday, July 1, 2 P. M. Members of Kane Lodge, No. 454, F. & A. M., of which he was a life member, are invited to attend. Interment private.

HEYMER.—On June 28, Robert W. Heymer, age 35, husband of Alice Strasser Heymer and brother of Mrs. E. M. Kingsbury.
Funeral from his late residence, 101 West 104th st., Saturday, July 1, at 2 P. M.

STOCKTON.—At Memphis, Tenn., on June 30, 1905, Landon Stockton, father of Mrs. Clough C. Overton of this city.

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FIFTH AV