PRINTERS ON STRIKE, THEY SAY

BUT THE PUBLISHERS DO BUSINESS AS THEY ALWAYS DID.

Nothing Left of the War on the Typothetæ but a Formal Admission From the Unions That They Have Lost—Butterick Co.'s Business Hasn't Suffered.

The strike of Typographical Union No. 6 against the New York Typothetæ for the closed shop and the eight hour workday and the strike against the Butterick Publishing Company, which began a month earlier, are still nominally in existence, although the whole situation adjusted itself months ago. Although the Butterick company is not in the Typothetæ, the two strikes were regarded really as one.

It was believed by the Typographical Union that the Butterick company was an easy mark, as it has always paid union prices and was supposed to be friendly to the union men. The union, it is alleged, wanted the firm to make an agreement less advantageous to the company than an agreement it had made already with the company's chief rival.

The demands were refused, and the war against the Butterick company for the closed shop and the eight hour workday began, the company having decided to run its establishment on the open shop basis. The pressmen and feeders then struck, but at no time was the firm prevented from doing business. It succeeded after a hard fight in getting competent men in all the departments.

The strike against the Typothetæ went into effect January 2, when 1,200 book and job printers quit. Meantime the members of the Typothetæ had been preparing for weeks for the strike and many of them had men in readiness to take the places of the strikers. The strike affected eighty-eight firms, some of which, having city contracts or a transient trade, granted the demands of the strikers in a day or two. Martin B. Brown, one of the largest of the firms, and several other large firms granted the demands because of important city contracts which they held and which were wanted in a hurry. These firms resigned from the Typothetæ, but most of the largest jobbing printers and all the magazine publishers, with the exception of one or two, stood by the open shop and the nine hour workday and all the magazines came out on time.

A strong fight was made on the Methodist Book Concern, which is a member of the Typothetæ, and the union induced several Methodist clergymen to cooperate with it in making an appeal in favor of unionism.

Within a month between forty and fifty of the largest firms were solidly arrayed against the demands and won their fight. The Typothetæ figured at the first that a certain number would yield. The firms which stood out employ by far the larger number of men. As matters stand now the union has lost the fight but has not officially declared the strike off.

Vice-President Birmingham of the Butterick Publishing Company said yesterday: "The only sign of a strike is that we see some of our old employees occasionally hovering round. We won the strike from the start; though the union did its best to cripple us. The pressmen, after the compositors struck, wanted the feeders discharged, and the feeders wanted to have the pressmen discharged, and then the pressmen and feeders struck, followed by the electrotypers. There were talks from time to time about a boycott, but they amounted to nothing. We had fifteen old men who had been with us for many years and who would have found it hard to have got new jobs. We wanted the union to let them stay, but they said, as the old men were of no use, if they were discharged we could afford to give the eight hour day. We refused.

"The union had made a nine hour agreement any way with another large firm and wanted to put us on an eight hour basis and the old men were taken out. The whole strike was over months ago, but the union will regard it as on until it declares it officially off."

Frank N. Doubleday of Doubleday, Page & Co., who was chairman of the Typothetæ committee in charge of the strike, said that the committee had gone out of business months ago, although the union might look on the strike as still officially on. He continued:

"It is possible the union may never declare it off, but whether it declares it off or not will make no difference. The strike failed and conditions have been established in the trade which will rule from now on. All our magazines came out on time right along with new men who are doing more work than our old men and we have started a new magazine, *Farming*, since the strike began. The Isaac H. Blanchard company is now printing twenty magazines regularly with the new men. Henry Green is also printing its usual output of magazines and has done so during the strike. The same thing can be said of all the other printers who have refused the demands.

"The printers are still being assessed for the strike which has left a long list of idle men on the hands of the organization."

Labor Union Case Goes Over.

The examination of Samuel Platt, secretary of Local 52 of the Housesmiths and Bridgemen's Union, who is under arrest on a charge of selling fraudulent union membership books to non-union men, was again postponed in the Tombs police court yesterday. The hearing was set for to-morrow. Assistant District Attorney Murphy, who is prosecuting the case, asked for the adjournment yesterday. Samuel Koenig, who is representing Platt, tried unsuccessfully to have the bail reduced from $2,500 to $1,500. The police say they expect to get Platt's alleged accomplice shortly.

May Settle Plumbers' Strike.

The master plumbers' offer to the journeymen of $5 a day after September 17, provided the journeymen would report for work to-day, was rejected last night at a mass meeting of the journeymen, who proposed as a compromise that they would accept $5 a day to go into effect immediately after their return to work.

Main Building of Canning Plant Burned.

AMSTERDAM, N. Y., July 9.—The main building of the plant of the Mohawk River Canning Company at Fonda was burned last night. The loss is about $25,000. The building was located near the New York Central Railroad. The origin of the fire is unknown. Assemblyman Charles F. Gates of Utica is president of the company. The property was insured.

Victim of Didn't Know It Was Loaded.

ITHACA, N. Y., July 9.—Edgar M. Finch, 17 years of age, died at 11 o'clock last night in the Ithaca Hospital of a bullet wound in the abdomen. He was accidentally shot by Lewis C. Perry, Jr., 14 years of age, who did not know the revolver which he pointed at his companion was loaded. The boys were camping in a tent on the shore of Cayuga Lake.

PATTIES of MEAT and Grape-Nuts ARE DELICIOUS

One-third Grape-Nuts to two-thirds hashed meat. Mix Grape-Nuts with a raw egg and what milk it will take up. Form into patties and cook in covered skillet. Don't make too greasy.

BUILDING FALLACIES

No. 3: *That the owner saves money by accepting the lowest bid.*

THE FACT: No one unacquainted with every unit of cost knows whether the bid is high or low. CONTRACT DESIGNING *knows the real value* of each item and determines its *actual* economy.

"The Way to Build" mailed on request.

HOGGSON BROTHERS
CONTRACTING DESIGNERS
of Residences, Banks, Clubs, Libraries
7 EAST 44TH STREET

POTTERS' UNION IN SESSION.

National President Declares Violence Has No Part in Labor Movement.

AKRON, Ohio, July 9.—The sixteenth annual convention of the National Brotherhood of Operative Potters, with 185 delegates, representing 7,000 members, met to-day for a week's session.

Mayor C. W. Kempel, himself a leading labor unionist, and President T. J. Mumford of the Central Labor Union delivered addresses of welcome at the opening, and President Thomas J. Duffy of East Liverpool responded.

Mayor Konuel congratulated the organization in being opposed to strikes and violence and favoring arbitration.

President Duffy responded, decrying violence and declaring it to be no more a part of the labor movement than hazing is a part of education.

"Organized labor has a mind, a heart and a conscience and is fighting with the weapons of truth and reason," Duffy declared. Past President A. S. Hughes also spoke.

The delegates then went into executive session. Committees were appointed to consider the officers' reports and the fifty five resolutions that have been presented by locals.

Among the most important of these are those asking manufacturers to employ floor sweepers, to obtain better sanitary conditions, to reduce the per capita tax, already very low; to provide for international membership, to prevent trade jumping and to establish a sick and funeral fund. President Duffy's report occupied over two hours in reading.

EX-ASSEMBLYMAN GOES FREE.

Cleared of Conspiracy in Fixing Juries to Help Public Service Corporation.

Ex-Assemblyman T. J. Carroll of Jersey City was acquitted by a struck jury in the Court of General Sessions, that city, yesterday afternoon at the direction of Judge John A. Blair on a charge of conspiring with Edward Hicks, a former petit juror, to secure verdicts favorable to the Public Service Corporation in damage suits against the company. Hicks was a codefendant with Carroll. He turned State's evidence and the Court allowed a severance of the indictment.

Hicks asserted that he was drawn on a petit jury in 1905 through Carroll's influence. He said Carroll kicked one day about a $10,000 verdict against the company, which he considered excessive and then promised that he, Hicks, "would be taken care of" if he looked out for the interests of the company. The witness declared that Carroll and the late John P. Feeney, chief adjuster, agreed that no more than $750 should be returned by a jury in a suit brought by Rebecca M. Hagan. A verdict of $300 was awarded, Hicks said, and Carroll later gave him $35. He testified that he, as a juror, considered the award a just one.

Mrs. Hicks was not permitted to testify as to the receipt of the money by her husband, and the eleven jurors on the panel with Hicks in the jury room were not allowed to tell what transpired during their deliberations.

Ex-Justice Gilbert Collins moved for an acquittal on the ground that the conspiracy charge had not been proved, and the Court directed the verdict. Carroll will be tried in the fall for embracery. The allegations of jury fixing were investigated by a committee of the Hudson County Bar Association.

Knickerbocker Ice Co. Earnings.

CHICAGO, July 9.—The Knickerbocker Ice Company reports that the earnings of its building material department in May were the largest in the history of the concern. The earnings in the ice department are about normal. In May the company's sales were heavy, but there was a proportionate falling off in June on account of cool weather. There is talk of a dividend for the common stock, but officials say no light can be thrown on this matter until fall.

Jersey's Insurance Inquiry Put Off a Week.

TRENTON, N. J., July 9.—The select committee of the Senate appointed to investigate life insurance companies in New Jersey adjourned its session called for to-day until next Monday on account of an engagement of William H. Corbin, chief counsel for the committee. It is proposed to examine next week the actuary of the Banking and Insurance Department and then the presidents of the insurance companies.

Died at the Age of 102.

GLENS FALLS, N. Y., July 9.—Mrs. Sophia Miller Grant, who was 102 years of age in April last, died to-day at her home in this village. Until four weeks ago Mrs. Grant was strong of body and mind and was seen daily by many friends. On her 100th, 101st and 102d birthdays she held receptions. Mrs. Grant was born in Canada, but in early childhood removed to this State. Glens Falls has been her home for fifty years.

OBITUARY.

Harry B. Zimmerle, one of the best known chemists of the country, died last night at the home of his father-in-law, John S. Scully, in Pittsburg, as a result of an automobile accident some time ago. Brain fever set in after the accident and was the direct cause of death. Zimmerle, whose father, John D. Zimmerle, lives at Yonkers, N. Y., was married in Pittsburg nine months ago to a daughter of Mr. Scully, who was formerly president of the Diamond National Bank of Pittsburg and is one of that city's wealthy business men. On June 21, just after their return from a honeymoon spent in California, Zimmerle and his wife were wrecked in an automobile in Shenley Park, Pittsburg, two runaway horses being the cause. Zimmerle was a member of the American Chemical Association and of several clubs of New York. He was a native of Bethlehem, Pa., and was 33 years old.

Patrick Henry Wilkinson, formerly of Richmond, but late of Washington, D. C., who went to Frederick county, Va., recently in the interest of his health, died of consumption yesterday at the home of Charles H. Smithey of Bruceytown. He was 47 years of age. Wilkinson was chief engineer on the cruiser Baltimore when Ericsson's body was taken to Sweden and was presented with a medal by King Oscar in audience. He was also with Admiral Evans during the famous rebellion in Chile and was among a party of American marines who were attacked by the insurgents. His wife, Mrs. Eva Wilkinson, a son and several sisters and brothers survive.

William H. Braisted, who was engaged for many years in the clothing trade, died Sunday, in his eighty-first year, at the home of his son-in-law, Dr. William E. Beardsley, 101 Taylor street, Williamsburg. He was born in New York and in early life was a member of the firm of Braisted & Dougherty. Afterward he was associated for fifteen years with the firm of Rogers, Peet & Co. He is survived by a wife, one son and one daughter.

Salathiel H. Tobey, senior member of the firm of Tobey & Kirk, brokers of 25 Broad street, died yesterday at his home in Larchmont. Mr. Tobey was born in 1820, was graduated at Yale in 1853 and at once entered business in this city. He was one of the pioneers in the founding of the curb market, then on New street. In 1873 he founded the firm of which he was the head. He leaves a widow and one son.

Congressman Henry Cullen Adams of Wisconsin died at the Auditorium Hotel, Chicago, yesterday. He had been in poor health for some time and his relatives declare that his close attention to duty in Congress was directly responsible for his death. He collapsed almost immediately after adjournment. The burial will be at Madison, Wis., where he lived.

VICTIM OF EXCURSION ROWDIES.

Police at Work on Death of Hugh O'Neil, Who Was Drowned on Stormy Trip.

The detectives under Acting Captain McCauley of the Brooklyn detective bureau are hard at work trying to clear up the cause of the death of Hugh O'Neil, the bartender whose body was found at the foot of Wolcott street, that borough, a few days ago.

O'Neil was treasurer and acting chief of police on the excursion of the Thomas F. Lyons Association to Forest View Grove on Sunday, July 1. On the trip there were fifteen free fights, fifteen excursionists were thrown overboard and eight hundred beer glasses were hurled into the water. On the trip O'Neil broke up several sweatboard games and threw the sweatboards overboard.

Some of the members of the Flushing avenue gang who had been in the fights and who were interested in the games threatened to throw O'Neil overboard. Whether they carried out their threat or not the police have not as yet been able to learn. At any rate O'Neil was not on board when the steamboat and the two barges landed at the foot of Dock street, Brooklyn. Five days later his body was found at the foot of Wolcott street.

The police found William Douglass of 356 Classon avenue, who had been on the excursion. He told of the many fights and accused four men of having assaulted him. They were all arrested last night by Detective Sergeants Brody, McCloskey, Parker and Heny. They were James Darcy, 21 years old, of 667 Park avenue; his brother, John Darcy, 29 years old, of the same address; William Crawford, 32 years old, of 456 Flushing avenue, and Frank McHenry, 25 years old, of 52 Walworth street.

Douglass told the police that these men had not only beaten him, but threatened to throw him overboard. John Darcy presented a hard looking head. His eyes were black and blue. He had a deep cut on the forehead, several wounds on the scalp, and his chin and face were bruised. He said Douglass and some of his gang had beaten him.

"Douglass has a monumental cheek to cause my arrest," said John Darcy. "How any man could do that with this [pointing to his head] as an exhibit is more than I can tell. I was in a fight with Douglass, but I was decent. When he was down I picked him up; that is more than he did for me. When I was down he kicked me in the head."

Confidentially Darcy told the police that no less than fifteen men had been thrown overboard, but that he had not participated in any of this "kind of a game."

"This has cost me a $20 a week job," said Darcy.

The police have ascertained that three of the men who had been thrown overboard would have been drowned had they not been picked up by the crew of a canalboat that was in the vicinity. It got so hot at last that the pilot of the steamboat refused to make any more stops to pick up men who were thrown overboard.

ATTACKS THE MONROE DOCTRINE.

Prof. Wheeler of Yale Says It Is the Embodiment of National Greed.

NEW HAVEN, July 9.—In extending the Yale welcome to the American Institute of Education at the opening of the national convention here to-night Prof. Arthur M. Wheeler of the history department vigorously attacked the Monroe Doctrine and deplored the present spirit of money getting at the sacrifice of right principles. He said in part:

"The Monroe Doctrine, which is the eleventh commandment of this Government, is the embodiment of national greed and selfishness. A recent Secretary of State is quoted as saying that this Government in foreign affairs was run on a principle that was a combination of the Golden Rule and the Monroe Doctrine. The man that can associate the two or assimilate them must be a wonderful scientist and mathematician. We have followed this Monroe Doctrine as our main political principle on the plausible theory that we should carry our ideas of government to all nations.

"In following out this doctrine we have been carried away with the theory that our particular form of government was fitted for every nation in every stage of development, and no more crazy illusion ever entered man's mind. A republican form of government is the worst possible for certain nations, but we have been advancing the fallacy of forcing this on others. If it is such a desirable and successful form of government why not leave it to example to spread it to other nations? As a nation we think we must also advance our religion—the Christian religion—even if it takes gunboats to do it and it has to be spread at the point of the bayonet."

Prof. Wheeler also deplored the present money greed and the great combinations with their betrayal of public trust. In extending to the school teachers the freedom of the university in behalf of President Hadley, who is on his way to Europe, Prof. Wheeler said:

"I'm not going to brag about Yale, but I believe that she is honestly trying to tell the truth and call things by their right names. If you visit our museums you will see birds with teeth that they didn't know what to do with and horses with nine toes more than they could use and other strange things, and perhaps you will be able to find the Yale spirit which with original sin and the Monroe Doctrine is supposed to be a good thing if you can find out what it is."

Mayor Duncan of Montclair Ill.

MONTCLAIR, N. J., July 9.—David Duncan, for the past four years Mayor of Montclair, a member of the law firm of Dillon & Hubbard of 195 Broadway, New York, suffered a hemorrhage of the lungs while conversing with friends at the Montclair Club on Saturday evening and is in a serious condition at the Mountainside Hospital. His physician, however, announced that his condition was more favorable to-night and unless unexpected conditions arose had hopes for his recovery. Mr. Duncan is now serving his second term as Mayor.

When you order Welch's note the rich, dark color. That's the Concord grape juice and nothing else. You get in all of the nourishment and flavor of the fruit. It is as free from ferment and adulteration as the grape in the cluster.

Welch's Grape Juice

Sold by druggists and grocers everywhere. Write us for free book of recipes. Welch Grape Juice Co., Westfield, N. Y.

AMONG THE AUTOMOBILISTS.

CHAUFFEUR PROBLEM BIDS FAIR TO BE SETTLED.

Improvement in Mechanism and Education of Coachmen Appear to Provide a Solution—Motor Bus at Last Gets a Foothold in Paris—News and Notes.

That the much mooted and one time troublous chauffeur problem is now in a fair way to final settlement would appear to be the case. And that its accomplishment had to come from the double result of improving the automobile mechanically and educating the former coachman to take his place behind the wheel also seems to be a rational conclusion, says the *Motor World*. At all events, it is apparent that with the growing completeness of the better types of car the need of skilled attention in the way of repairs and ordinary maintenance is diminishing, while the facilities for obtaining careful and competent repair work in all the greater towns are increasing. This alone makes the business of chauffeuring less of a trade as time goes on and more an occupation requiring devotion to duty and a degree of fidelity in matters of detail hardly within the scope of the mechanic's trade, such as the coachman is especially fitted to perform.

It has been said again and again that the coachman is in no wise able to cope with the difficulties which are bound to arise sooner or later and, on the other hand, it has been argued that he is better fitted for the work than any other class of operatives, being imbued, first of all, with some measure of comprehension of his social position and, second, with fidelity. Needless to say, the second argument emanates almost wholly from the owners as a class, while the objection invariably is raised by the chauffeur himself, whose own past, be it said in generalization, is a closed book.

But whatever may be the ethics of the case, the fact remains that each year is seeing a greater number of graduates from the stable to the garage. Incidentally this involves better kept coachwork on the cars, cleaner men on the box and, in the main, no less efficiency on the part of the mechanism, although the actual cost of shop repairs may be higher than before. Also it involves a feeling of tremendous unrest among the real mechanics who have earned the title by hard work and are able to do well any work which may have to be done about a car.

A factor which has contributed largely to this growing favor of the stable trained chauffeur is that of the automobile school of instruction, where is taught practically and it is to be hoped well, all that is essential to an understanding of the principles of good driving. And be it said without discredit to the coachmen themselves, their increase in the ranks of professional drivers is largely at the instigation of the owners. For in them they have a solution of the problem of the unsatisfactory and dictatorial chauffeur with his self-importance and his impressive idea of his own worth.

It will be found to greatly lessen the noise caused by the bonnet vibrating against the frame of the car if one or two small disks are nailed onto the frame so that the edge of the bonnet rests on them.

The contradictory conduct of gasolene seems to have no limit. It is said that a match can be dipped into a tank of it with impunity, if there is no oxygenized vapor of it hovering near, but heat is supposed to induce it to give off vapor. In spite of its dangerous character it is a fact that in the fire at the factory of the George N. Pierce company at Buffalo a couple of months ago the building was gutted and two automobiles that stood on the ground floor were consumed. Each car had its tank full of gasolene, yet after the fire the gasolene was found intact in the tanks on the framework of what had been a car. Everything went to show that the liquid must have been surrounded by great heat, but the gasolene was about all that was left unburned.

On June 11, which day marked the inauguration of the first motor 'bus service in Paris, there came to an end one of the most anomalous situations that has existed in the automobile world. For Paris, of all the places in the world, has steadfastly and persistently refused to recognize the gasolene motor 'bus or have anything to do with it. Only after a long and discouraging siege, in which the red tape and inertia of the powers that be played their usual rôle, did the supporters of the movement succeed in obtaining a foothold in Parisian streets for the 'buses.

The Paris Omnibus Company has ordered ninety vehicles of the regulation type which will be run over six different routes, principaly from the business centre of the city to the railway stations and nearby suburbs. The Société des Automobiles Brille, which supplied most of the 'buses, gave a fête in connection with the inauguration of the service. It was very largely attended and the enthusiasm and excitement that prevailed on the occasion were such as only a Frenchman can summon on an occasion of genuine importance. That it should be such to Paris seems beyond explanation.

In days of old the natives of India threw themselves under the car of Juggernaut in the belief that they thus guarantee for their souls an eternity in paradise, after the heavy car had crushed life out of their bodies. According to a story which comes from Calcutta, the present day native of that vicinity has improved upon the ancient custom. An English automobilist returning to Calcutta, struck a native and gave him ten shillings as compensation for any damage he might have sustained from the collision. The native told his friends about the incident and from then on all automobilists in that neighborhood have been bothered by natives who throw themselves in the paths of cars in the hope of being struck and afterward receiving ten shillings as compensation.

Henry Norman, the English literary man, who is a member of the House of Commons, is an enthusiastic automobilist, and has some decided ideas regarding automobile regulations. He thinks that before being allowed to drive an automobile on the public highway every man should be required to pass an examination to prove his fitness to operate a car, but he does not think a fixed limit of speed is desirable. He says: "I am most strongly of the opinion that a fixed limit of speed is undesirable from every point of view. It causes many of the offences it is designed to suppress. When the law announces that an automobile may not be driven at a speed exceeding twenty miles an hour a large number of automobilists will always regard that as permission to drive at twenty miles an hour. There can be but one safe and reasonable attitude of the law toward the motorist, namely, to say to him: 'Whenever, wherever and however you are driving you must drive to the safety of all other users of the road. The motorist has exactly the same duty toward his fellow men as have all other members of society. There is no need whatever to devise an artificial and fanciful code for him.'"

Good roads sentiment is steadily growing in this country and it seems as if the time would soon come when the Government would take an active part in the work of providing the different States with improved highways. Representative Sulzer is a firm believer in improved highways and recently made a speech on the subject in Congress. He said that the construction of good roads as an aid to national progress was of far-reaching importance to the general welfare of the entire country. He declared that from time immemorable good road building has been one of the leading factors in advancing civilization, and he regarded it as a matter for general congratulation that the country is again earnestly urging the necessity, from an economic standpoint, of better highways. The appeal for good roads is a patriotic demand that comes from every section of the land, from our most intelligent and far-sighted citizens, and he asserted that the time was at hand when Congress must take up the matter seriously and legislate intelligently on the subject. The question will not down and it cannot be ignored much longer, thinks Mr. Sulzer, who said the people want it and what the people want they generally get.

"In more than fifty years we have not appropriated a dollar for good roads," he continued. "The record will demonstrate, I think, that there is appropriated annually a great deal of money from the pockets of the taxpayers for purposes, no doubt necessary, but that bring very little material return or lasting benefit to the rank and file of the country. The United States must build and possess good roads, and the general government must lend its aid to their construction. They must be free to all the people and stretching away in all directions throughout the length and breadth of the land. It is essential to our development. We are the greatest and grandest republic in all ages, but yet, I am sorry to say, we are far behind the other great governments of the world in the construction and maintenance of good roads. It is a reflection on our energy, a sad commentary on our sagacity and a humiliating comparison with our progressive enterprise in every other field of endeavor. We must not lag behind the European countries in this important matter, and yet, if we start now, it will take years and years to equal the good roads of Continental governments."

SAY COP PULLED WHISKERS.

Magistrate Wouldn't Believe It and Fined Man Who Was Kept Off Car.

David Pankin of 266 Canal street, accompanied by his wife, Rebecca, and his grown son Isidore, started for a wedding in Brooklyn on Sunday afternoon. By making a flying leap the father succeeded in boarding a Hamburg avenue car at the Williamsburg Bridge, pulling his wife on after. The son was left behind and his way was barred by a railroad inspector.

"Come anyway, Isidore," shouted Pankin, Sr., who has a luxurious beard.

"Put your head in there, whiskers," Policeman Scannell of the bridge squad is alleged to have shouted. This started an altercation between the two men, and Pankin, Jr., alleges the policeman pulled his father off the car by the beard. He and the policeman then got into a wrangle and Isidore was dragged to the Delancey street station house and charged with disorderly conduct.

When the prisoner was arraigned in the Essex Market police court yesterday morning three witnesses swore that they saw Scannell pull Pankin's whiskers. The policeman denied the charge absolutely and said that the trouble arose through his attempting to bar the young man's way to the car.

Magistrate Wahle said that while he did not think the witnesses had perjured themselves he believed their impression, owing to the excitement, was wrong. Scannell, he said, might have touched Pankin, but he did not believe any policeman would drag a man around by the whiskers. He said he believed Pankin resisted the policeman's efforts to keep him off the car.

Pankin was fined $3, which he paid.

LOST IN BATTLE OF ANTIETAM.

Smith Zelie Recovers His Identification Badge After Forty-four Years.

UTICA, July 9.—Smith Zelie of Whitesboro has just received an identification badge lost in the battle of Antietam forty-four years ago. It came from State Historian Hugh Hastings. Mr. Zelie enlisted at Albany in 1861 in the Forty-fourth New York Volunteers, otherwise known as the Ellsworth Avengers. The badge in question was lost at Antietam on September 17, 1862, when that battle was fought. In the fall of 1902 the medal was dug up by a Hugh Spickman, a farm laborer, and afterward obtained by O. T. Reilly, a battlefield guide.

In May of the present year an official visit was made to the battlefield by the New York State Battlefield Commission, of which Gen. Anson G. McCook of New York is a member, and he secured the badge from the guide. It was afterward turned over to Mr. Hastings and efforts made to locate the owner or his heirs. An account of the recovery of the badge was published in the newspapers and Mr. Zelie wrote to Gen. McCook, who ordered the badge sent on

HORSE DIES OF HOMESICKNESS.

Although Very Weak, It Runs Seven Miles to Its Old Home and Drops Dead.

MIDDLETOWN, N. Y., July 9.—Dying of homesickness, a horse recently purchased by Orrin Rice, proprietor of a large summer boarding house at Rock Hill, Sullivan county, yesterday broke its halter and ran seven miles to its old home and dropped dead as it came in sight of the barn. The horse was purchased of a man near Monticello. Rice took the animal home and it continually whinnied, refused to eat, showing all signs of homesickness. Veterinaries did not help it and it became so weak that it could not stand up. Saturday night it lay apparently dying in the field. Sunday morning it was missing. Signs showed that the horse had broken the halter, jumped the fence, ran seven miles to its home near Monticello, and as it saw the barn where it had been born and brought up it dropped dead of exhaustion. The horse was buried on the farm where it was born.

FIRECRACKER BURGLAR ALARM.

Rude Awakening for Long Island Villagers After Railroad Depot Was Robbed.

HEMPSTEAD, L. I., July 9.—The safe in the railroad depot at Farmingdale was broken open by thieves early this morning and about $75 in money and $75 worth of tickets stolen. The thieves got away.

A report was circulated that a tall, good looking woman and a man had been arrested and a crowd from the surrounding villages was about the village all day waiting for the appearance of the safe robbers, but they failed to appear.

Giant firecrackers were set off in the village streets early this morning to awaken the residents of the village, but when the half awakened and thoroughly frightened and half dressed villagers arrived at the depot the thieves had fled. Several railroad stations in various sections of the island have been robbed in the last month.

CRESCENT TENNIS MEN BUSY.

S. F. Weston and O. A. Sargent Win Club Handicap Events.

The third series of tournaments for members of the Crescent A. C. has been in progress for the last two weeks on the club courts. There are three classes in singles and two in doubles. S. F. Weston handicapped at minus half 15, defeated W. E. G. Mitchell, rated at minus 15, in the final round of the Class C singles, and O. A. Sargent, on equal terms with Charles M. Bull, Sr., president of the club, won the final round in Class B singles from Mr. Bull. The other events all have been brought down near the close. The results follow:

Crescent A. C. Handicap; Men's Doubles, Class A.—Preliminary round—Gill and McDermott (scratch), defeated Bigelow and Pierce (minus half 15), 6—4, 4—6, 6—3.

First Round—Henderson and Pelzer (minus 15), defeated Hart and Van Sickle (scratch), 6—4, 6—1; Campbell and Camp (minus 15), defeated Beecher and Williams (scratch), 6—2, 4—6, 6—2; Gill and McDermott (scratch), defeated Bull, Sr., and L. Brooks (minus 15), 6—1, 4—6, 6—6; Perry and Schroder (minus 15), defeated Bull, Jr., and Heinigke (minus 15), 8—6, 6—4.

Class B, Handicap Doubles—Preliminary round—Sherman and Hadsell (minus 15), defeated Kiely and Alford (minus 15), 6—3, 6—3.

First Round—Brigham and Neale (minus 15) defeated Oswald and Clinkenbronner (minus half 15), 6—2, 6—1; Sargent and Vandiver (minus half 30), defeated Potter and Weston (minus half 15), 6—4, 6—4; Sherman and Hansell (minus 15), defeated Brower and S. B. Brooks (scratch), 6—2, 6—1; Mitchell and Parkinson (minus half 15), defeated Leavey and Frey (scratch), 8—6, 7—9, 6—4.

Semi-final Round—Brigham and Neale (minus 15), defeated Sargent and Vandiver (minus half 30), 3—6, 8—6, 6—3; Mitchell and Parkinson (minus half 15), defeated Sherman and Hadsell (minus 15) 2—6, 6—2, 6—2.

Class A, Handicap Singles—First round—J. S. Ledewick (scratch), defeated C. M. Ball, Jr. (minus half 30), 6—1, 3—6, 7—5; W. A. Campbell (minus 30), defeated R. Perry (scratch), 6—4, 4—6, 7—8; O. W. House, Jr. (scratch), defeated J. H. Williams (minus 15), 3—6, 6—3, 6—4; J. Henderson, (scratch) defeated F. W. Pelzer (minus 15), 6—8, 6—4, 6—2.

Semi-final Round—W. A. Campbell (minus 30), defeated J. S. Ledewick (scratch), 5—7, 7—5, 7—5; J. Henderson (scratch), defeated C. W. House, Jr. (scratch), by default.

Class B Handicap Singles—Preliminary round—Otto W. Heinigke (minus half 15), defeated L. C. Collins (minus 15), 3—6, 6—1, 6—4; F. P. Oliver (minus 15), defeated W. F. Atkinson (scratch), 6—1, 6—4; O. A. Sargent (minus 15), defeated H. A. Clinkenbronner (minus 15), 4—6, 6—4, 6—2.

First Round—C. M. Bull (minus 15) defeated G. A. Lembcke (minus 15), 6—4, 6—4; H. H. Neale (scratch) defeated F. M. Tomlin (minus 15), 6—4, 6—1; B. A. Kelley (minus half 15) defeated W. B. Hadsell (minus half 15), 6—4, 6—4; O. W. Heinigke (minus half 15) defeated F. P. Oliver (minus 15), 6—4, 4—6, 8—6; O. A. Sargent (minus 15) defeated A. G. Hanan (scratch), 6—0, 6—2; J. C. Oswald (scratch) defeated C. J. McDermott (minus 15), 6—4, 6—2; L. M. Brigham (scratch) defeated W. C. Camp (minus half 15), 1—6, 6—4, 6—3; W. B. Spencer (minus 15) defeated E. C. Worcester (minus 15), 6—4, 6—3.

Second Round—C. M. Bull (minus 15) defeated H. H. Neale (scratch), 6—4, 6—4; Otto W. Heinigke (minus half 15) defeated B. A. Kelley (minus half 15), 6—4, 6—4; O. A. Sargent (minus 15) defeated J. C. Oswald (scratch), 7—5, 6—3; W. B. Spencer (minus 15) defeated L. M. Brigham (scratch), 6—2, 4—6, 6—3.

Semi-final Round—C. M. Bull (minus 15) defeated Otto W. Heinigke (minus half 15), 6—6, 6—4; O. A. Sargent (minus 15) defeated W. B. Spencer (minus 15), 7—5, 6—3.

Final Round—O. A. Sargent (minus 15) defeated C. M. Bull (minus 15), 6—4, 7—5, 6—3.

Class C, Handicap Singles—First round—C. M. Dimm (scratch) defeated W. E. G. Mitchell (minus 15), 6—0, 6—4; E. C. Lunt (scratch) defeated G. O. Coon (scratch), 6—0, 6—3; S. F. Weston (minus half 15) defeated C. D. Potter (minus half 15), 6—4, 6—4; A. C. Vandiver (minus 15) defeated F. C. Tanner (minus half 15), 6—4, 6—4.

Semi-final Round—W. E. G. Mitchell (minus 15) defeated E. C. Lunt (scratch), 6—3, 6—2; S. F. Weston (minus half 15) defeated A. C. Vandiver (minus 15), 6—4, 6—4.

Final Round—S. F. Weston (minus half 15) defeated W. E. G. Mitchell (minus 15), 2—6, 6—4, 7—5, 6—4.

Coats and Trousers Suits for Men.

Into town and out again is at present the order of travel of most of our citizens.

And the most fitting company is the waist-coatless two garment model.

Ours lack the superfluous and weight, but they possess the correct knacks of style—$15 to $30.

Broadway, WM. VOGEL & SON, Houston St.

CARL H. SCHULTZ'S
WELL KNOWN PURE AND CORRECT
Artificial Mineral Spring Waters
In Siphons, also in Bottles, for Out-of-Town Delivery.
CLUB SODA, GINGER ALE and SARSAPARILLA
Packed Ten Dozen in a Barrel, Ready for Shipment.
Tel. 3420 Madison Square. 430-444 First Ave., N. Y. City.
Send for Price List and Illustrated Catalogue.

AUTOMOBILES. | AUTOMOBILES.

Locomobile
Gasolene Touring Cars
Prompt Delivery

We usually have 1905 Locomobiles on sale, at reasonable prices, for account of our 1906 customers. These cars, thoroughly overhauled and guaranteed by us, always appeal to intelligent buyers.

THE *Locomobile* CO. OF AMERICA
Broadway, corner of 76th Street
JOHN F. PLUMMER, Jr., New York Manager
Member Assoc. Licensed Auto. Mfrs.

EFFORT'S GOOD SHOWING.

F. M. Smith's Sloop Has a Good Chance to Win King Edward's Cup.

All owners of fast racing yachts and particularly those who are interested in the race to be sailed next month for King Edward's cup are taking notice of the performances of F. M. Smith's sloop Effort. This yacht races in the class with the Weetamoe and Neola, and she has shown that she can not only beat those yachts, but she has also been able to beat the 70 footers, taking into consideration the allowance she gets for difference in size. The yacht has started four times. In the regatta of the New York Yacht Club she won easily in very light weather. It was her first race and she was not then in shape for racing. In her next regatta with the Seawanhaka Corinthian Yacht Club fleet she was beaten, but the race was sailed in the flukiest kind of weather and the yachts were unable to show of what they are capable. She next started in the regatta of the Larchmont Yacht Club. The Effort started last and at the first mark, after running five miles before the wind, she was 50 seconds behind the Neola and 34 seconds astern of the Weetamoe. The second leg of the course was to windward and the Effort on this leg showed her ability. She turned the weather mark 3 minutes 50 seconds ahead of the Weetamoe, so that on that leg she had beaten the Weetamoe 4 minutes 24 seconds. Soon after that she lost her topmast through the backstay not having been set up properly.

Last Saturday she did well in the race for the Glen Cove cups of the New York Yacht Club. She turned the first mark slightly in the lead, and on the broad reach of over six miles to the next mark she gained considerably; but how much is a matter of estimate. There was no chart of the course on board and it was supposed by those in charge that the yacht was to turn the mark off the Scotch Caps instead of the mark off Parsonage Point, as had been signalled. These two marks are a mile and a quarter apart, and the Effort was nearly up to the Scotch Caps mark when it was seen that a mistake had been made, as the Weetamoe turned the other mark. It was calculated on the regatta committee boat that the Effort lost at least a mile by this, and those on the Effort came to the same conclusion. In spite of this error the Effort was able to outsail the Weetamoe and Neola on the last leg of the course and win the race. By the elapsed and corrected times of the Queen, Yankee and Effort, the three winners in their respective classes, it will be seen that the Effort makes a very fair showing. These times follow:

Yacht.	Rating.	Allowances.	Elapsed time.	Corrected time.
		M. S.	H. M. S.	H. M. S.
Queen	74.23	2.36	1 59 53	1 57 16
Yankee	76.55	allows	2 03 15	2 03 15
Effort	60 10	18 05	2 18 23	2 05 18

This shows that if the three yachts had been racing together in one class, the Queen would have beaten the Yankee 5 minutes 59 seconds and the Effort, 8 minutes 2 seconds.

At the rate of speed the Effort covered the course, she averaged a mile in 6.8 minutes, so that, as she sailed a mile at least further than she should have sailed, she must get that taken into consideration in comparing the speed of the three yachts. It must also be remembered that the Weetamoe and Neola, the Queen and the Yankee were sailing with freer wind than the Effort, because she had to head higher through her error to fetch the finishing line. With this all taken into consideration, it is seen that the Effort would have beaten the Yankee, and she would have been very close to the Queen.

Cowperthwait—Vanderhoff.

Miss Nathalie Vanderhoff, daughter of Harmon B. Vanderhoff of 48 West Fifty-eighth street, was married to Morgan Cowperthwait at St. Thomas's Church by Dr. Stires yesterday afternoon. Mr. Cowperthwait is a member of the Luncheon and Metropolitan clubs, the Ardsley Club and