

CRUISERS SHELL CASABLANCA

LANDING PARTY ATTACKED AND BOMBARDMENT FOLLOWS.

Hundreds of Tribesmen Reported Killed—Six of the French Force Wounded—Villages Surrounding the Town and a Battery Destroyed—Town Now Quiet.

SPECIAL CABLE DISPATCHES TO THE SUN.
TANGIER, Aug. 6.—Hostilities began at Casablanca yesterday when Moorish soldiers fired upon a French force that was being landed to assist in the protection of the consulates. One officer and five marines were wounded. The officers of the French cruiser Gallie and Du Chayla and of the Spanish cruiser Don Alvaro de Bazan had orders to land forces to guard the consulates.

The Governor of Casablanca was notified early in the morning of the intention to land French and Spanish sailors to protect the consulates. The landing forces bayoneted 100 natives on the way from the water port to the consulates.

The bombardment lasted all day and several hundred tribesmen among the rabble outside the sanctuary were killed.

Zair tribesmen are seriously threatening Rabat. It is reported that the French cruiser Forbin has been ordered to Rabat.

The Spanish force entered without opposition. No opposition was expected to the landing of the French. As soon as the landing party was attacked its members fixed bayonets and charged on the tribesmen. Word was sent at once to the cruiser and they opened fire, attacking the villages surrounding the town, destroying them all as well as the sanctuary. While the bombardment was in progress large reinforcements of tribesmen arrived and scores were killed.

A town battery of heavy guns shortly afterward began to fire blank ammunition. Then the guns of the cruisers were turned upon it.

The bombardment was very effective. The melinite shells of the Du Chayla completely destroyed the town batteries, while the Gallie's fire was successful in preventing the tribesmen outside the town from coming in to the assistance of the Moors in the town. No private property in the town itself was damaged.

The bombardment was immediately productive of results. Mulai Amining, the commander of the Moorish troops, requested pardon of the French Admiral, who replied that he was unprepared to grant it and peremptorily ordered him to surrender to the French Consul.

The French cruisers landed 90 men at first, and this was increased at once to 150 marines and sailors. The Spanish force numbered 40.

The steamship Anatolie, from Casablanca, which arrived to-day, reports that while a guard of blue-jackets and marines was being landed from the Gallie the natives received it with gunshots. The troops charged bayonets and made their way to the consulate, whence they signalled to the Gallie and Du Chayla, which opened fire and shelled the suburbs of the town. When the Anatolie left the place it was quiet. The Europeans of Casablanca are reported to be safe on vessels in the harbor.

With protection from the warships it is believed that most of the foreigners will return to the city.

LONDON, Aug. 6.—It is announced that after the massacre of Europeans at Casablanca on July 30 the French Government communicated to Great Britain full particulars of the proposed action.

The British Government, considering the French programme adequate, does not intend to send a warship to Casablanca; therefore yesterday's report that the British cruiser Antrim had sailed from Gibraltar for Casablanca was a mistake.

The Tangier correspondent of the Times asserts that the courage of the French sailors who landed at Casablanca in face of overwhelming numbers undoubtedly saved the Europeans there from massacre.

He says that the town gate was closed behind the first landing party, who found themselves in a cul de sac barred by uniformed Moorish troops, who immediately opened fire. The seamen cleared the way by a bayonet charge, forcing a passage to the consulate over the corpses of Moorish soldiers.

The correspondent traces the trouble which led to the bombardment to Sunday afternoon, when shots were fired upon the French Consulate from the neighborhood. The Consul then warned the Governor and the commander of the troops that they would be responsible for whatever might follow.

He asked them to immediately insure the protection of refugees at the consulate. They replied that they did not have the power to guarantee the safety of the refugees, and invited the Gallie to disembark troops.

The warships had fired 2,500 shells when the steamer left and were still firing. One report says that 600 Moors were killed or wounded.

ORAN, Algiers, Aug. 6.—The French cruisers Gallie, Jeanne d'Arc, Condé and Gueydon embarked at Mersel Kébir a force of artillery, the Foreign Legion and a battalion of sharpshooters (tirailleurs) and sailed for Morocco.

MADRID, Aug. 6.—It is reported that the 500 men of the garrison of Algeciras, numbering 500 men, has been ordered placed on a war footing in preparation for any eventuality.

COLOGNE, Aug. 6.—The Rheinisch-Westphalian Gazette energetically calls upon the German Government to land troops upon the Atlantic seaboard of Morocco as a safeguard of German commercial interests at Casablanca and elsewhere in that country. It openly advocates the establishment of a German sphere of influence in that part of the Moroccan empire. The editor's coast, it says, may be left to France to deal with.

DENVER, Col., Aug. 6.—Clarence Darrow, who appeared for William D. Haywood in the recent trial for Boies, will not appear as a representative of the Western Federation of Miners at the trial of George Pettibone in Boise on October 1. His place will be taken by the Denver firm of Richardson & Hawkins, according to an official of the Western Federation.

E. F. Richardson this evening gave out a statement that the executive board would meet and close a contract with him and his partner.

If you wish youthful, stylish eyeglasses, call at Spencer's, see new improved Blight and Corbett styles. 21 Maiden Lane.—Ad.

THE STRAPHANGER AN ASSET

NO INTER-MET TRAIN FILLED UNLESS HE'S ON BOARD.

General Manager Hedley Testifies Also That Revenue and Not Public Convenience Governs the Transfer Methods—More Elevated Trains Can Be Operated.

General Manager Frank Hedley of the Interborough company, testifying yesterday at the transit investigation by the Public Service Commission, made the frank admission that his company did not consider a train filled unless there was a certain number of straphangers in the cars. This assertion, coming after another equally surprising intimation earlier in the session that the company continued the cumbersome transfer methods on 14th street because it thought more of the protection of its revenues than the accommodation and convenience of the public, made the lawyers for the Inter-Met get busy and just before the adjournment Paul D. Cravath sought to make a statement which was intended to offset the effect of the evidence given by Mr. Hedley.

Mr. Cravath, however, was shut off by Commissioner Wilcox, who said that the witness after reading his testimony would have an opportunity to make any corrections in the record that he desired.

Mr. Hedley had acknowledged that more trains could be put on the elevated lines, "provided they are needed," when William M. Ivins, special counsel to the commission, asked:

"Would you consider that they were needed if they ran only three-quarters full?"

"No, sir," replied Mr. Hedley.

"Now that is a very frank answer," Mr. Ivins continued. "Then it is part of your scheme in running your trains to run them on a schedule which will require part of the passengers to be standing on every train?"

Mr. Cravath jumped to the assistance of Mr. Hedley by suggesting that the witness had misunderstood the question, whereupon Mr. Ivins reframed the question in this way:

"What do you mean when you say 'if needed'? Do you mean that all seats shall be filled and that there shall be some standing as well?"

"Yes, sir," Mr. Hedley answered.

A few moments later Mr. Hedley took an opportunity to make a qualification of this statement by remarking:

"If I meant that if trains are leaving 15th street or 18th street going down to 30th Ferry, when those trains get down to 10th street there are five or six passengers standing in each of the cars. When that same train goes down to Sixty-sixth street some passengers have got off so that there are some vacant seats and we do not think it necessary to have additional cars attached to that particular train."

"But you do admit that it is possible to run more trains during certain hours of the day than traffic requires?" asked Mr. Ivins.

"Yes," Mr. Hedley replied.

Early in the session Mr. Hedley readily agreed that congestion was caused at the 14th street station because of the transferring methods in force there. It seems that passengers wishing to transfer from the elevated to the subway get a slip at the gate as they go out and then this slip has to be exchanged at the ticket office for a train ticket. Mr. Hedley admitted that it would be more convenient for the passengers to get a transfer ticket in the first instance and drop it in the box, but he added: "We don't consider that we have as much protection for our revenue in that way of handling the transfer tickets as we do in the method we now have in vogue."

Mr. Hedley explained that the reason for this method was to prevent the sale of unused transfer tickets on the streets and at newspaper stands.

"Then," remarked Commissioner Eustis, "you care more for protecting your revenues than you do for accommodating the public."

"No, sir," the witness replied.

Q. Did you ever stand in a line of forty or fifty men waiting to get down in the subway, waiting to get their change at the ticket office, and see a train come in and go by and see them lose their train? A. Never.

Q. I saw them detained there the other night, detained two minutes. I went up there and watched the congestion. I stood on the top of the stairs, and it was two minutes before they could get down from the top of the platform and catch the train. A. Was that the subway?

Q. Yes. A. Was that a regular condition? Q. It was a regular condition about 8 o'clock at night. A. At that position, where you do not sell any tickets but do nothing but exchange.

The greater part of the day's proceedings was taken up by inquiring into the theory and basis upon which the schedules of the trains of the elevated lines are made up. Mr. Ivins sought to force from Mr. Hedley an admission that the schedules were computed on the one idea and purpose, that every train should be run at a profit, but the witness would not concede this.

"Well, are you prepared to swear," insisted Mr. Ivins, "that your schedule is made up for the purpose of accommodating the entire traffic without reference to the profit of the train trip, without consideration at all of the profit per train trip?"

"Of course there must be some consideration to the cost of running our trains," Mr. Hedley answered. "But it is a fact that there is consideration given to the cost of running the trains when the schedule is being prepared."

The result of a long discussion between Mr. Ivins and the witness on the headways maintained on the Sixth and Ninth avenue lines was the admission by the witness that the lines were not utilized to their full capacity. Mr. Hedley said that the lines could be made much larger use of but for the difficulty of moving the trains across the junction at Fifty-third street and Ninth avenue. Mr. Hedley said that plans were being considered for altering the structure at that point so as to provide for two grades of tracks.

The inquiry will be resumed at 2 o'clock this afternoon.

Comet Seen at Aroquipa.

Special Cable Dispatch to THE SUN.

Line Peru, Aug. 6.—A bright comet was visible at Aroquipa yesterday. Its name is unknown. The American cruiser St. Louis arrived at Callao this afternoon.

ARREST SCHOOL SECRETARY.

DUNCAN C. SAYERS OF ST. PAUL'S ACCUSED OF FORGERY.

Duncan Campbell Sayers, who has been secretary of St. Paul's school at Garden City, L. I., for nearly fifteen years, was arrested at the Ashland House here last night charged with forgery. The complainant against him was the Rev. Paul F. Sweet, proctor of the Garden City Cathedral, a member of the committee governing St. Paul's school. The arrest was made on a warrant issued by Justice of the Peace Glavin at Hempstead yesterday.

No one connected with the Garden City Cathedral would say last night just how extensive forgery is charged. The Rev. Mr. Sweet, who made the complaint, said that since the school closed on July 1 a number of expert accountants have been examining the books kept by Sayers and have found such discrepancies that after a conference with Bishop Burgess it was decided to cause the arrest.

Mr. Sweet said that the examination of the books extended over the last year, and that there has never been an examination before, although Sayers has been with the school for many years. He wouldn't say what led to the suspicion that everything wasn't correct.

Friends of Sayers in Garden City said last night that they believed the complaint against him has something to do with the troubles that have been besetting St. Paul's school for several months and which finally led to the resignation of Head Master Gammage and all the faculty, as well as the withdrawal of many of the students. In his capacity of secretary, which carried with it the functions of steward, Sayers had no part in the school troubles, but it is said that efforts have been made for a long time to get him out.

Sayers has been connected with St. Paul's since he went there as a teacher of mathematics eighteen years ago. Eleven years ago he was badly hurt by a boiler explosion in the building. Part of his nose was blown off and a deep scar extending from his eye to his chin disfigures him greatly. His hair was turned white by the shock and he suddenly developed an irritable disposition.

After the accident Sayers sued the diocese for damages, but the matter was arranged by his consenting to accept a life pension of \$1,500 a year to act as secretary of the school. He can be discharged only on charges affecting his rectitude or moral character.

Sayers was arraigned in the night court last night and remanded for a hearing this morning. He is 53 years old.

THE BEGINNINGS OF LOVE.

Dr. Sir James Crichton-Browne Tries to Explain From Standpoint of Science.

Special Cable Dispatch to THE SUN.

LONDON, Aug. 6.—Stooping from the lofty heights of physiology and neurology, Dr. Sir James Crichton-Browne essayed before the International School Congress, now in session here, an explanation of the tender passion of first love. He said he doubted whether it was too probable that the scientific method in these material days to merit serious consideration, but it did exist and was traceable practically to two scientific causes.

These he set forth in cold, unemotional phraseology, saying the first was a species of cerebral commotion and the second the stirring of some hitherto dormant association centres by an appropriate affinitive impression.

Discussing suitable food for school children, he ridiculed the common idea that fish was especially adapted for feeding the brain, saying that phosphorus was no more a food of genius than tomatoes were the cause of cancer. What the working brain needed, he declared, was food in which the chemical constituents were properly proportioned, and which was digestible and palatable. It must contain an abundance of protein, for which reason animal food was always necessary.

Brainworkers of all ages should have small, frequent meals, not large, heavy ones.

BIGGEST LOCOMOTIVE EVER.

Schenectady Monster Will Push Erie Trains Up Susquehanna Hill.

Schenectady, N. Y., Aug. 6.—The largest steam locomotive in the world is about to be turned out from the Schenectady plant of the American Locomotive Company for the Erie Railroad. It will haul on grades a train of loaded cars a mile and a half in length without the aid of helpers. Its weight is 413,000 pounds.

The built articulated compound locomotive built for the Baltimore and Ohio Railroad is a baby analog of this one. Both are of the articulated compound type. The tractive power of the new engine is, when working compound, 94,800 pounds. The machine measures from cow-catcher to the rear of the tender 83.10 feet, with a height from top of rail to top of smokestack of 15 feet 5 1/2 inches. The engine has four cylinders and is in reality two engines combined in one. The water alone in the boiler weighs 42,700 pounds, and the tubes, of which there are 404, weigh 23,700 pounds. When the heating capacity of this engine is double that of the heaviest freight locomotive now in service on the road, the load of one single pair of driving wheels is less than that of many of the ordinary road engines of the present day.

The locomotive is designed for push service and will operate on the Susquehanna Hill, between Susquehanna and Gulf Summit, where the ruling grade is 1.3 per cent. Two others of the same size are being built.

GEORGIA'S GLADSTONE DAY.

Gov. Smith Signs the Prohibition Bill and Song Follows.

ATLANTA, Ga., Aug. 6.—Gov. Smith to-day signed the State prohibition bill to take effect January 1, 1908. There were several hundred people in the Governor's office when he signed the bill and the Capitol grounds were packed with hundreds of others. As soon as the Governor wrote his name the crowds inside and outside the Capitol sang "Praise God From Whom All Blessings Flow."

Gov. Smith used a special pen provided by a merchant of Atlanta, who is a Prohibitionist. This pen is to be presented to Emory College, the Southern Methodist Institution of Georgia.

The prohibition bill's number was 23. The measure originally was known as Senate Bill No. 1. It was the twenty-third bill to reach the executive office for approval, however, and that number displaced the Senate No. 1.

Latest Marine Intelligence.

Arrives: Es Roarico di Giorgio, Port Antonio, Aug. 1.

Poland Water, Nature's Cure.

Purest Spring Water in the World. Park & Tilford, Agents, Merril & Condit Co., Poland Spring, Me., N. Y.—Ad.

GLAD HAND SQUADRON HOME

ADMIRAL STOCKTON FOUND JAPANESE VERY CORDIAL.

And France Just as Nice as She Could Be—Foreign Naval Officers Wonder That Our Navy Sticks to Open Turret Construction—Wireless Gossip Picked Up.

The Glad Hand Squadron, as the sailors called it—the first class armored cruisers Tennessee and Washington, in command of Rear Admiral Charles Herbert Stockton—splashed anchors off Tompkinsville yesterday morning. They called it the Glad Hand Squadron because in the course of its two months visit to French ports President Fallières said nice things about the United States and Ambassador White, Ambassador White presented some pretty bouquets of speech to President Fallières, the Minister of Marine complimented Rear Admiral Stockton and Rear Admiral Stockton complimented the Minister of Marine. The sailormen on the side did their best to boost along the entente cordiale and everybody had a lovely time.

It was Rear Admiral Stockton's first and perhaps his last opportunity to fly the twin stars on a blue field. After forty-six years service in the navy he is to be retired next October. He was promoted in January, 1906, but it wasn't until last June, when the special service squadron was formed to visit the maritime exposition of Bordeaux and to pay visits of courtesy to French ports, that he had a chance to fly his flag at sea. In about a month, after overhauling the Tennessee and Washington, under Rear Admiral Uriel Sebree, are to sail for the Pacific as the van of the great fleet under Admiral Bob Evans.

"There is one thing that I want to make very clear," said Admiral Stockton yesterday. "There was absolutely no friction between the Japanese officers and the American officers while the Tennessee and the Washington were off Brest with the Chitose and the Tsubuwa. On the contrary, I and several of my officers met the Japanese at dinner and at a garden party and the Japanese told us they were delighted with the splendid reception they got while the Chitose and the Tsubuwa were at Jamestown and New York. They talked about the United States in the most friendly way. We hadn't much time to exchange courtesies, because the Japanese ships did not reach Brest until July 21 and we sailed for home the next day. As for my sailors receiving orders not to mingle with the Japanese sailors, that is sheer nonsense, because my men hadn't shore leave and neither had the Japanese sailors."

"I think the French people were much more apprehensive about the possibility of trouble between America and Japan than we were or the Japanese were. You see the presence of a Japanese fleet and an American fleet together in the harbor of Brest appealed to the French love of the dramatic. They were anxious, I suppose, remembering the services of Ambassador Cambon after the Spanish-American war, to arrange a lot of functions where the American officers and Japanese officers would be brought together, so they were greatly disappointed when the Japanese didn't arrive until the day before we had to sail."

"Ambassador White had invited the President of France to visit the Tennessee while we were at Bordeaux, but at that time M. Fallières was so much occupied with the troubles in the Midi that he couldn't come. After six days stay at Bordeaux we went to the Ile d'Aix in the roadstead of the port of Rochefort. There we visited the house Napoleon occupied after Waterloo and while he was trying to be brought together, so they were exactly the condition that it was when the Emperor was there. Then we went to historic La Rochelle, a port seldom visited by American warships, where the inhabitants, from the Mayor down, seemed delighted at our coming."

"When we got to Brest President Fallières sent us an invitation to visit Paris and we made up a party, myself and six of my officers, and paid our respects to M. Fallières on July 14, at the Elysee. We sat at breakfast with forty of the most distinguished men in France, President Cambon being one of them. The President made an address expressing the warmest friendship for America, to which Ambassador White replied suitably. That night we occupied M. Fallières' box at the Opéra and also used his private box at the Comédie Française."

The farebark accident which cost the lives of men and officers of the battleship Georgia caused a good deal of unfavorable comment abroad, Admiral Stockton said. English and French officers expressed wonder that with the American theory of open turret construction there were not more disastrous accidents.

The Tennessee and Washington left Brest on July 25 and made a twelve day trip of it returning, steaming at 10 and 11 knots an hour. Part of the time was occupied in wireless telegraphy experiments. One of the most difficult problems of the wireless for warships is the locating exactly of messages that come dribbling through space. The Tennessee and the Washington, often fifty miles apart, practised at locating each other to a ship's length. On one occasion while the experimenting was going on off Land's End the warships got a lot of wireless messages that weren't meant for them at all. A Cunarder talking to Land's End spilled a lot of private and personal small talk on to the decks of the American cruisers, and they got in touch unexpectedly with the Marconi station there, which whispered things about market rates and political gossip that had nothing whatever to do with a busy warship.

Admiral Stockton expects to haul down his flag and report at Washington before noon today. "I am a man with four homes," he said, "and I am in something of a quandary as to where I shall live when my active service is over. Having married a wife from New York, it is of course impossible for me to live in Philadelphia, my old home. Newport has some claims on me, but on the whole I think I shall live in Washington. When a Congressman dies they say he goes to the Senate, and I suppose Washington is the heaven of retired naval officers."

Latest Marine Intelligence.

Arrives: Es Roarico di Giorgio, Port Antonio, Aug. 1.

Poland Water, Nature's Cure.

Purest Spring Water in the World. Park & Tilford, Agents, Merril & Condit Co., Poland Spring, Me., N. Y.—Ad.

RESCUE CONGRESSMAN WALDO.

Fishermen Take Off Brooklyn Man, Who Clings 25 Minutes to Upset Canoe.

PORTLAND, Me., Aug. 6.—Clinging to the bottom of an overturned canoe on North Pond to-day Congressman George E. Waldo of Brooklyn, N. Y., held his grip for twenty-five minutes until a party of six Waterville fishermen, after a run of a mile and a half in a motor boat, got to him and rescued him. Congressman Waldo had on a heavy suit of oilskins, so that he did not suffer much from exposure. He was resting well to-night and said he expected no bad effects.

Mr. Waldo started in the morning alone in his canoe. He had paddled two miles, looking for a place to fish, when the wind came up from the northeast, making a choppy sea. In trying to change his seat in the canoe he upset the craft.

The party of Waterville men were just landing on the wharf when they saw him in the water, holding on to the overturned boat.

BURTON WILL RETIRE

From Chairmanship of Congressional Rivers and Harbors Committee.

WASHINGTON, Aug. 6.—Representative Burton of Ohio to-day made formal announcement that he will retire from the chairmanship of the Committee on Rivers and Harbors. He intends to devote himself in the future to general legislation. Mr. Burton declined to discuss the Ohio political situation.

AMERICAN RUSH TO CANADA.

Prof. Jenks Visiting the Canadian Northwest to Learn Reasons for It.

WINNIPEG, Man., Aug. 6.—Prof. Jeremiah W. Jenks of Cornell, friend of President Roosevelt and member of the United States Immigration Commission, is on a tour of the Canadian Northwest investigating the matter of American immigration into Canada. He has visited Winnipeg, Saskatoon, Regina, Edmonton and Prince Albert and has now gone to the Pacific coast.

It is said Prof. Jenks will make a confidential report to the President on the reasons as he sees them for the volume of immigration into Canada from the Western States. Prof. Jenks is also looking into the movement of Asiatics to British Columbia, and he says he expects this to assume bigger proportions in Canada. Prof. Jenks' tour is said to be for the purpose of devising some scheme to turn the American current back to the States.

ISLE ROYALE IS OURS YET.

Capt. Young Gets Back and Says One of His Men Waved British Flag Over It.

PORT ARTHUR, Ont., Aug. 6.—The British flag is not flying over Isle Royale yet. Capt. S. C. Young, the Canadian officer who sailed from this port on Sunday night to "annex" the island in Lake Superior, returned yesterday. It is not believed he and his half dozen fellow filibusters ever reached Isle Royale, although they say they did.

Capt. Young says that one of his men waved a Union Jack over the island. The United States customs officer treated the matter as a joke and offered entertainment to the visitors.

INDIAN PRINCE OUT FOR A "C."

Cornell Football Annexes Victor Marayah From Coeh Betar.

ITHACA, N. Y., Aug. 6.—Prince Victor Marayah, from India, will become one of the candidates for the Cornell football team next season. The Prince, who is the son of Maharaja of the Coeh Betar State, one of the provinces of the Indian empire, has announced his intention of entering the Cornell College of Agriculture next fall. His father was impressed by the stories of Cornell, which other Indian students here have spread about India, and thought a course here would be him good.

The Prince is reported to be the real thing in an athletic way. He is said to be famous with the cricket bat and an expert in the game of football in India. Although the Oriental style of play is somewhat different from that practised on the American gridiron, Pop Lueder, field coach of the Ithacans, is sure that the Prince will become an apt pupil.

SYRACUSE OUT \$200,000.

Local Improvement Tapes Pocketed in Treasurer's Office.

SYRACUSE, N. Y., Aug. 6.—The defalcation in the City Treasurer's office will reach \$250,000, it is announced to-day. The embezzlements are all from local improvement payments, most of them ten years back. When payment was made the money was pocketed by some one in the office, the charges against the property was left on the books and when the property was advertised for sale the property upon which payment had been made was edited out of the advertisement.

This practice was followed for several years. While the books of the City Treasurer have been examined annually, the accountants have never examined the local improvement books. The money abstracted has been on amounts of from \$10 to \$1,000.

LATEST IN POSTAL CARDS.

McKinley's Profile in Ribbon Frame a New U. S. Design.

WASHINGTON, Aug. 6.—A one-cent postal card of new design is about to be issued by the Post Office Department. It is made of cream colored cardboard, 2 1/2 by 3 1/2 inches in size, and is printed in black ink. A frame surrounds the stamp. The portrait used upon the stamp is a profile of McKinley in a circular frame with the date of his birth and death, "1843, McKinley, 1901," enclosed in a ribbon.

INNUNITY FOR STREET WOMEN.

Only Two in the Night Police Court Up to Midnight.

Only two women of the street had been arraigned in the night police court up to 12 o'clock last night. Neither was arrested in the Tenderloin. One was picked up by the plainclothes men of the West Twentieth street and the other by the West Thirty-seventh street police. There were thirty-one prisoners up to midnight, mostly for intoxication and street fighting.

High Pressure Service Soon.

An indication that the new high pressure water main service is nearing completion was the advertising yesterday for bids for the equipment of the pumping stations. There are four of these, two in this borough and two in Brooklyn, and the buildings are so far advanced that in a few weeks they will be ready for the installation of the plants. The bids will be opened by Commissioner O'Brien of the Department of Water Supply, Gas and Electricity on August 16.

RABBLE STIRRED UP EASILY

TWO MEN ATTACKED WHO HAD NOT HARMED GIRLS.

A Girl Points Her Finger and Crowd Beats Two Who Had Done Nothing—Police Know Individuals, but No Arrests Are Made—Few Real Assaults.

Old Daniel Coiro of 811 East Fourteenth street saw Grace Josco, an eleven-year-old girl who lives at the same address, going along the street early last evening with a young man who had his arm over her shoulders. Daniel grabbed Grace away and struck the man in the mouth. Then he hurried to the Josco home, a few doors away, to tell Grace's mother. Mary Josco, the girl's mother, and her brother Joseph were at home and they didn't lose any time getting down to the street. By that time the young man, who was apparently a Greek, was surrounded by a crowd of men and women who were poking him with their fists.

When Mrs. Josco and her grown up son got there they waded right into the Greek, without asking Grace anything. Their example was followed by all the others, some of whom used dinner pails, clubs and anything that was handy. A few minutes of this and the Greek had a long cut on the back of his head, a mass of bruises on his face, both lips cut, his forehead gashed, both eyes blackened and one swollen nearly shut and his tongue puffed up so that he could not make himself understood when he tried to protest.

Policeman Michael J. Conroy of the traffic squad, who has been at Fourteenth street and Avenue B for years, jumped into the crowd and grabbed the victim. The punchers didn't take kindly to his interference and he drew his revolver. Calling most of the men by name, he advised them to keep off and let him take his prisoner to the station house. They didn't heed him and he rushed the Greek into the Metropolitan car barns a few yards away and had the employees shut the doors on the crowd. Then he sent for the reserves and the patrol wagon. Seven patrolmen went along with the wagon, but the crowd had quit.

After the excitement was all over it occurred to Mrs. Josco to ask Grace what had happened to her. The girl said that she was walking in front of her home when the man came along, said something she didn't understand and put his arm around her neck.

Paul Sogorato, a pedler, was the prisoner's name as nearly as the police could get it when he had been patched up by a surgeon. He was taken to the night court. The policeman said that Sogorato had walked up to the girl, asked if her father and mother were living and put his arm around her. The Greek was in no condition to say anything and was held for a hearing this morning.

Not long after the rescue of the Greek Gaston Kerskel, a Pole who works in a sweatshop on the West Side, came along the south side of Fourteenth street bound for his home at 42 East Fourteenth street, where his wife and two children were waiting him for dinner. Kerskel was crossing Avenue D when a girl ran into the street, made a motion with her fingers, said "Shame!" and cried "There goes the man." In a jiffy there was a mob of screaming women headed for Kerskel. The Pole didn't know what it all meant and kept right on for his home. When a man in front of a corner saloon heaved a brick at him he ran.

The cry of "There he goes!" was taken up and soon the street was jammed. Women grabbed at the fleeing Pole as he dashed along the street. Everybody took a punch at him and before he got to his door he was hemmed in by the crowd.