The Sun.

SATURDAY, SEPTEMBER 14, 1907.
Fair to-day and to-morrow; southerly winds.

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EVANS ANSWERS NAVY CRITIC

REPLIES IN WARLIKE SPIRIT TO HARSH WORDS.

Points Three Times About Pivot's Relations to the Jamestown Exposition—A Sharp Letter to One of the Surveyors Who Replies in a Bitter Tone.

The secrets of correspondence between Rear Admiral Robley D. Evans, U. S. N., and Barton Myers, a member of the board of managers of the Jamestown exposition, relating to the alleged views of navy officers about their service in connection with the exposition, will be published today in the *Army and Navy Journal*. The row has become involved through the publication of a letter in a New York evening newspaper several months after Mr. Myers wrote it.

Rear Admiral Evans started the correspondence by writing to Mr. Myers under date of August 14 a note enclosing a clipping which purported to be a letter from him to the New York newspaper and saying:

"The statements made in that letter in regard to me and certain officers under my command are so absolutely false that I hesitate to believe that the letter really could have been written and signed by you. Therefore request to be informed whether or not you did write the letter and if you accept the responsibility for the statements made therein."

What particularly angered Admiral Evans in the letter was this:

"If Admiral Evans and certain officers who are taking their cue from him now feel that it is a derogation of their dignity for a few months to associate with the common people of this country, and to allow them to come aboard of their ships and look them over, it will tend rather to react and create an antagonistic feeling such as is already cropping up among the papers of the country."

Mr. Myers replied to Admiral Evans's letter under date of August 20, saying that he wrote the published letter "about two and a half months ago, early in June, but the date is omitted in its present publication. It was not my intention or expectation that the letter should be printed, although I omitted to ask that it be not published. I must ask that in reading the letter you do so as of the time when it was written."

Mr. Myers went on to explain that "at that time unjust and damaging articles had appeared in the *Army and Navy Journal*, *Army and Navy Register* and *The Navy*, reflecting on the Jamestown exposition, distinctly announcing the distaste and reluctance with which many of the navy officers regarded their enforced participation in the Jamestown exposition."

He added: "I refer you especially to the *Army and Navy Journal*, the report of 'A Naval Correspondent,' apparently on the spot, who not only refers to the disinclination of the navy to participate in the exposition, but says: 'What angered our officers and made us blush for our country was the manifest intent of using not only our navy but all visiting ships as an advertising scheme to exploit a gang of Greedy Money Makers.'"

Mr. Myers went on to explain that this kind of comment at that time gave the public the impression that the quotation voiced semi-official opinion. Several daily newspapers commented unfavorably upon the spirit displayed by the service papers and the members of the navy, and to one of these, Mr. Myers says, he felt constrained to write, thanking the editor. Mr. Myers mentioned categorically the service papers which had criticised the exposition and cited page and date references, naming also the newspapers which had in turn rebuked the service papers. He ended his letter by expressing his pleasure that Admiral Evans and his brother officers had been misrepresented in their feeling toward the exposition, if indeed they had.

Admiral Evans wrote in reply the day he got the explanation from Mr. Myers. Admiral Evans says in part:

"I desire to make most clear to you the fact that as the fleet and officers and men under my command have been acting under the orders of the Secretary of the Navy and in accordance with the well known wishes of the President of the United States throughout our service in connection with the Jamestown exposition the personal opinion and desires of myself or of the said officers and men do not enter into the case at all.

"A simple matter of duty was presented to us, and so far as I know it has been performed thoroughly and conscientiously and in a manner not only satisfactory to the President, the Secretary of the Navy and the officers of the exposition, but in such wise as to contribute most highly to the success of the exposition at a time when it most needed such help.

"I therefore feel that any reflections that you have to make in regard to the manner in which this duty has been performed should have been submitted to the proper authorities and through proper official channels and not through an undignified and insulting letter to a daily newspaper.

"I must also call your attention to the fact that you have no means of knowing what my opinions are in regard to the Jamestown exposition and the duty of the fleet in connection therewith. Your assumption that what you call "unjust and damaging articles" appearing in the service journals, "reflecting on the Jamestown exposition," correctly express my personal views is not only unjust to me but is in my opinion an unwarrantable piece of impertinence, which I most distinctly and emphatically resent. I desire to point out to you that I have most emphatically taken notice of the first authentic signed criticism of my actions or of what purport to be my views, namely, your own letters, in a manner which I trust will constitute in your mind a most thorough protest. Furthermore, that you may be entirely satisfied with my actions in the case, I propose to carry action in rebuttal in this and every other similar authentic case to the utmost possible limit.

"The unwarrantable character of your first letter is only equalled by the insolence of your assuring me in your last letter that you gladly accept in good faith your statement that the feelings referred to in the editorials above quoted and in my letter were not those of yourself and the other officers of your fleet." I most forcibly point out to you that I made no such statement to you, as no thought of making any explanation, in regard to anything to a person in your subordinate position ever entered my mind.

"As you acknowledge the authorship of the letter and accept the responsibility for the statements made therein, I shall now take such steps in regard to your ill advised and incomprehensible rushing into print with an absolutely unfounded charge against me and the officers under my command as may seem to be the law select to the circumstances."

To this Mr. Myers replied two days later that as a governor of the exposition and head of two important divisions he did not consider himself at all to be a subordinate. He said:

"In my letter in a dignified manner I gave you the explanation asked for, because I felt that such was due by one gentleman to another. It is now perfectly immaterial to me what you think of my letter or what you do with it. Vituperation and insolence are not arguments. I do not care to lower myself to a discussion on such a plane. I shall therefore consider my correspondence with you closed."

Admiral Evans forwarded the entire correspondence to the *Army and Navy Journal* on September 6, after the paper had criticised in an editorial article the letter writing by Mr. Myers. Copies of the correspondence were sent by Admiral Evans to H. St. George Tucker, president of the exposition. The Secretary of the Navy received them through official channels.

THE MEETING SNEEZED.

Anti-Featherson Rally Disturbed by Throwers of Pepper and Snuff.

Several followers of Maurice Featherson, leader of the Twentieth Assembly district, made their presence known last night at a meeting held in Union Hall, Second avenue, near Eighty-second street, to urge the election of Edward V. Nicholson as leader. The meeting had hardly got under way before everybody in the hall started to sneeze, and it didn't take a second guess for the Nicholson admirers to know that Feathersonites were present.

Magistrate Charles H. Wahle, the first speaker, denounced the men who had sprinkled pepper and snuff on the floor and declared that it was a mighty poor style of political fighting.

"If the policemen in this hall do not arrest the men who have perpetrated this outrage," said the Magistrate, "I will personally call upon Commissioner Bingham and see to it that they are punished."

The men who caused the sneezing made their departure before the police could single them out.

When Assemblyman Robert Wagner in his speech mentioned the name of Paddy O'Brien, one of the candidates in the four cornered race for the leadership, there was an outburst of applause and the meeting almost resolved itself into an O'Brien affair.

SIDE PLAY OF A TAMMANY FIGHT.

Enough Children Scrambling for Pennies May Break Up a Rival's Meeting.

The fight in the Twenty-first Assembly district between Magistrate Walsh and John F. Shaughnessy brought out the reserves of the West 125th street station last night.

The Shaughnessy faction had a meeting scheduled to take place in a hall at 134th street and Eighth avenue. Shortly after the meeting had been called to order 300 or 400 children appeared in front of the hall and began to shout and scramble for pennies which, it was said, were thrown by lieutenants of Walsh. The noise made by the children threatened to break up the meeting and the police reserves had to disperse the children.

LA FOLLETTE CUTS STEPHENSON.

Wants Delegates, but Won't Deal With New Wisconsin Senator.

MILWAUKEE, Sept. 13.—Senator La Follette informed friends here to-day that under no circumstances is his Presidential candidacy to be involved in Senator Stephenson's aspirations for a full term in the United States Senate.

He wants the Wisconsin delegates to the Republican national convention, but he is unwilling that they shall be secured by bargaining with Stephenson.

These declarations indicate that La Follette and Stephenson have reached the parting of the ways and that La Follette intends to conduct his political future independent of the Marinette statesman. It also means that without La Follette's support Senator Stephenson cannot be reelected.

CHEAP WIRELESS, SAYS MARCONI.

Inventor Sails for Canada to Start Regular Service to Great Britain.

Special Cable Despatch to THE SUN.

LIVERPOOL, Sept. 14.—Marconi, the inventor of the wireless telegraph, sailed for America to-day on board the steamer Virginian, bound for Montreal, Canada. Gen. Booth of the Salvation Army also was a passenger on board the steamer.

Marconi said before sailing that when he arrived in Canada he would install constant cheap commercial service between Canada and Great Britain. The rate from Canada to Great Britain on ordinary commercial messages would be 10 cents a word. The press charge would be 5 cents a word. The present rates are 25 and 10 cents a word respectively.

NEWSPAPER OFFICE BLOWN UP.

Dynamite Distributed Over Plant—Joplin "News-Herald" Fought Graft.

JOPLIN, Mo., Sept. 13.—The office of the Joplin *Morning News Herald*, P. E. Burton editor, was blown up with dynamite at 11 o'clock to-night.

Every linotype machine and the press are in ruins. The dynamiting occurred while the office force was at lunch.

Two sticks of dynamite were placed on each machine, with a fuse leading to the press.

The building has the appearance of having gone through a cyclone. The *News-Herald* has been making a bitter fight on graft and has made many enemies.

BINGHAM IS BACK.

Monday Will See Him on the Job—Rumors of a Shakeup.

Police Commissioner Bingham returned from his vacation yesterday after spending five weeks in Halifax. He arrived on the steamship Sylvia, which landed at the foot of Thomas street, Brooklyn. He was met there by Second Deputy Commissioner Bugher and Secretary Slattery, who took him aboard the police boat Patrol. The Patrol put him ashore at the Battery and he went to his home, where he will remain until Monday morning, when he will be on the job.

With the return of Gen. Bingham Mulberry Street predicted changes in the department. If any are contemplated Gen. Bingham will not make them known until Monday.

Barnett's Vanilla is an honest extract. Its purity never questioned by the pure food laws.—Adv.

CUP CHALLENGE ON ITS WAY

NEW YORK YACHT SOCIETIES THAT IT HAS BEEN SENT.

Comes From the Royal Irish Club and Will Reach Here Next Saturday—Probably Be Considered at a Meeting on Monday—Lipton Cup Hunter Has Its Match.

George A. Cormack, secretary of the New York Yacht Club, received a cablegram yesterday from the Royal Irish Yacht Club which said the club had mailed a challenge on behalf of Sir Thomas Lipton for a race for the America's cup to be sailed off Sandy Hook next year. The challenge will come across the ocean on the steamship Lucania, which sails from Liverpool to-day and which is due to arrive here next Saturday.

It is usually customary when a challenge is received to call a special meeting of the New York Yacht Club, and when such meeting is called the conditions of the challenge are to be made known to the members. The next general meeting of the club, as provided by the by-laws, will be held on the first Thursday in October, the third.

It is necessary for the commodore when he issues a call for a special meeting to have a week's notice given to all the members of the club, and so it is very probable that in this case the action of the club on the challenge of the Royal Irish Yacht Club will be deferred until the general meeting on October 3.

Sir Thomas Lipton a few weeks ago visited Kingston, the headquarters of the Royal Irish Yacht Club, and conferred with the members of that club regarding a challenge. The terms were then arranged.

He declined to talk about the conditions under which a series of races would be asked for and the members of the Royal Irish Yacht Club have been just as reticent. A meeting of the club was held yesterday and the challenge formally indited and sent.

When it arrives here it will be considered by the club and will undoubtedly be the subject of debate. It is known that Sir Thomas will ask for a race under the present rules of measurement of the club, and there are some members who maintain that the deed of gift is all the rules that can govern the America's cup races.

It is probable that as the Royal Irish Yacht Club will ask for terms that have not been conceded to any former challenger that the matter will be referred to a committee which will be appointed by Commodore Cornelius Vanderbilt.

A challenge received and accepted in October means that with the ten months notice required, according to the conditions named by the deed of gift, the races will take place next August.

The change in the terms will be on the rule of measurement. Under the old rule of the New York Yacht Club water line length was added to the square foot of the sail area and the sum divided by two. This rule favored the freak type of yacht, of which the Reliance is the most prominent example. She, with her enormous overhangs, was able when she was heeled to carry a spread of canvas measuring more than 16,000 square feet.

The new rule takes into consideration length, sail area and displacement and puts a limit on draught and sail area, so that a vessel similar in type to the Reliance would be heavily penalized. It produces a more wholesome type of yacht, which has been shown by the vessels that have been built to conform to it.

The new rule has pleased Sir Thomas and his designers and they think that they have a fair chance of success if the challenger and defender are built to conform to it. The new rule favors a smaller yacht, and a cup yacht built up to the limit according to the deed of gift and measured according to the present New York Yacht Club rules will be very nearly the same size as the Queen, the crack schooner of the year.

It is understood by those who are in the confidence of Sir Thomas that he wishes to be allowed to have two yachts built, and after they have been tried together to name the yacht he thinks the better of the two. He already has plans for cup challengers which have been drawn by William Fife, Alfred Mylne and Arthur E. Payne. These are the three best designers on the other side.

Fife has had experience with two challengers, the Shamrocks I. and III. Mylne has turned out the best yachts in the 61 foot class in England, and Payne built the Adele, which beat the Fife and Mylne boats in the trial races to select a Canada cup challenger; but the Adele was afterward beaten by the Herreshoff built boat Seneca, the defender of the cup.

It is generally thought that Fife and Mylne will design the challengers if the New York Yacht Club agrees to the request of Sir Thomas that he be allowed to have two yachts, and both of these yachts will be brought across the ocean and tried out off Sandy Hook. Sir Thomas has a precedent in making this request. Lord Dunraven asked to be allowed to withdraw the Valkyrie and substitute another yacht if he found the Valkyrie was not the faster, and the defenders of the cup agreed to this.

It also is rumored that the Royal Irish Yacht Club in the challenge will name a yacht much smaller than 90 feet on the water line, but this will not be definitely known until the challenge is received here next Saturday.

A challenge received and accepted for a small yacht will prove a good thing for the sport, as there is no doubt that several defenders of different designs will be built and the racing between these yachts during the summer will be most interesting. A small yacht, however, is likely to cause some friction among the members of the New York Yacht Club, as some think that while the deed of gift allows sloops to range in size from 65 to 90 feet only yachts of the first class should ever race for the trophy that is emblematic of the championship of the sea.

The deed of gift gives to the challengers and the challenged great latitude. There is a clause which says that "by mutual consent arrangement satisfactory to both as to dates, courses, number of trials, rules and sailing regulations and any and all other conditions of the match" may be made.

There also is a clause which says that if the parties cannot agree, then three races are to be sailed over courses twenty miles in length under the rules and sailing regulations of the club holding the cup, but without time allowance.

The greatest tourist thoroughfare in America, Hudson River Day Line, unsurpassed service.—Adv.

STREET CAR STRIKE ENDED.

San Francisco Labor Unions Victorious Strikers and Will Return to Work.

SAN FRANCISCO, Sept. 13.—The practical end of the five months street car strike, which came last night, in the last victory against the combined labor union forces of San Francisco that has ever been gained, as it was a triumph against strong labor unionists, was now backed by a corrupt city government and a rotten police department.

Last night the strike committee called off the boycott and gave all labor union members permission to ride on the cars.

For two months it has been plain that the street car men's strike was hopelessly lost, but the union leaders have persisted in running lines of boycott and in enforcing fines on all union men caught riding on cars. They have also caused all unions to pay strike benefits to the trolley men. Now they have called off the boycott, but they insist that the strike is still on and that the assessment still must also continue. The illogical reason is that they wish to demonstrate that the United Railroads cannot carry all the people who wish to ride.

ODD GIFT FOR LOEB.

Emblem of Authority Among African Kings Received by President's Secretary.

OYSTER BAY, N. Y., Sept. 13.—When Secretary Loeb opened a package which came in his mail this morning and discovered a long tuft of coarse black hair set in a leather handle of curious workmanship his first thought was that some Western enthusiast had sent in the scalp of an enemy of the Administration. A letter accompanying the gift explained that Ernest Lyon, United States Consul at Liberia, had sent the queer looking object. Mr. Lyon wrote to say that it was an elephant's tail, and that mounted on its leather handle it was the emblem of authority among African kings.

The emblem of kings is a trifle over two feet long, the tail part making up about one foot of the total. The leather handle is slightly curved and is fitted with a thong for the kingly wrist. The whole business looks very much like an African variety of fly killer.

At any rate, the Liberian Consul's gift is suggestive of the faithful animal of the G. O. P. and as such it is considered a cheerful omen.

WANTS EDUCATIONAL DUEL.

Editor Tapp of Atlanta Challenges John Sharp Williams to a Test of Schooling.

ATLANTA, Sept. 13.—One of the most singular of challenges has been issued by Editor Sidney Cæsar Tapp of the *American Republic* to John Sharp Williams, Mississippi's newly elected Senator.

Angered by statements of John Sharp Williams that he (Tapp) is ignorant, the Atlanta editor challenges Williams to an examination on either the principles of American government, the history of England, the history of Greece and Rome or any other history that living man has heard of, the result of the intellectual duel to be decided by professors of Harvard, Yale and Princeton.

Tapp in a recent editorial angered friends of Williams in Mississippi and they began writing letters to Tapp in which he was called a "contemptible cur," and the charge was made that he had never been to college.

This latter charge greatly angered Tapp, who says he has a college diploma, so he has challenged Williams to a historical duel.

Tapp recently came into prominence by alleging that the trusts wanted to assassinate him because of his fierce editorials against them.

GIRL JUMPS FROM FERRYBOAT.

Women Tried but Could Not Restrain Her—Her Body Not Recovered.

Fannie Trugian, an eighteen-year-old girl employed in the Astor Library, committed suicide yesterday afternoon by jumping into the East River from the Houston street ferryboat Newtown just as the boat was leaving her slip at the foot of Grand street, Williamsburg, for Manhattan.

Several women passengers in the after women's cabin saw Miss Trugian remove her black sailor straw hat and placing it beside her pin a small slip of paper to it. Then she jumped up and running to the stern started to climb over the rail. Two women who followed seized her, but she struck at them and leaped into the water.

The Newtown was stopped, but no trace of the girl could be seen. On the paper she had pinned to her hat was scrawled "Fannie Trugian, 262 East Broadway."

That address is an apartment house, the Rosalind. It was learned there last night that Miss Trugian had lived with Mr. and Mrs. Slutzkin on the fifth floor. Mr. Slutzkin, who keeps a drug store at 259, across the street, said Miss Trugian had boarded with them for a year. So far as he knew she had no relatives. For several days she had seemed to be worrying a great deal.

MAN HE SHOT NOT A BURGLAR.

George G. Hollins of Elizabeth, N. J., Convicted of Manslaughter.

ELIZABETH, N. J., Sept. 13.—For the killing of James Thorne, a negro, whom he mistook for a burglar and shot at from an upstairs window of his home in West Jersey street, George G. Hollins was found guilty of manslaughter in the Union County Circuit Court to-day. The jury was out ten minutes.

Thorne was employed at the Hollins home to look after the furnaces and do odd jobs. Before dawn on the morning of March 11 he and a companion, Clarence Buckley, had begun work. The noise they made awoke Hollins, who opened a window and fired several shots, two of which pierced Thorne's body, another passing through the coat of Buckley without wounding him.

Judge Atwater held Hollins in $5,000 bail to appear for sentence. The bail was furnished by a member of the family.

Galveston Dock Strike Ended.

GALVESTON, Tex., Sept. 13.—The strike of 1,000 Southern Pacific dock workers ended suddenly at 3 o'clock this afternoon. The officials conceded the demands of the men after failure to procure strike breakers.

Latest Marine Intelligence.

Arrived: Ss Lucania, Liverpool, Sept. 7; Ss Napolitan Prince, Gibraltar, Sept. 1; Ss Atlantis, Nipe Bay, Sept. 8; Ss Denver, Galveston, Sept. 7; Ss Re d'Italia, Genoa, Aug. 29; Ss Algeria, Gibraltar, Sept. 2.

$10 Niagara Falls and Return $10 via ERIE RAILROAD, going Sept. 20. Grand Illumination of "Falls," Sept. 21. Tickets, Reservations, and details at 269 and 1186 B'way, NEW YORK, and other ERIE offices.—Adv.

STRIKE AGAINST ASIATICS

BRITISH COLUMBIA LABOR UNIONS THREATEN.

Meeting Call on the Dominion—Many of Them Have Money and Will Land—Engineer Discourages Their Emigration to Canada—Strong Anti-Hindu Views.

OTTAWA, Sept. 13.—A Vancouver special to-day says:

"Every trades union in British Columbia has pledged itself to resist the entrance into Canada of any more yellow laborers. The suggestion has even been made that a huge strike all over Canada will be called if necessary to show that this is not a boast but a national affair.

"Vancouver delegates going to the Dominion Trades Congress at Winnipeg next week have received direct instructions to ask the council to request the Dominion Government to at once nullify that portion of the treaty which allows colored races to enter Canada on the same footing as white men and instead to substitute rigid exclusion.

"As the Dominion Government made no provision for the 300 Hindus who landed from the steamer Monteagle they had to return to the steamer for the night."

Other Vancouver advices say the Hindus who have arrived there are fairly well supplied with money and that many of them will start on railroad work at once. There are no women among the number. It is said that some statements sent from there as to the trouble have exaggerated it.

Mr. Ishi, the special commissioner of the Japanese Government, will reach here at 3 o'clock Monday and be the guest of Mr. Nosse for some time. His mission is to specially investigate Japanese immigration conditions both in Canada and the United States. It is understood that he will visit New York and several of the larger American cities.

Sir Charles Tupper, ex-Premier and former High Commissioner for the Dominion, reached Canada to-day from England. He stays at Montreal for a short time and then goes to British Columbia.

"I must confess," he said, "to having been greatly surprised on arriving in Canada to learn about the anti-Asiatic riots in Vancouver. I quite realize that they were instigated by American agitation from Seattle, but it is most unfortunate that they should have happened in Canada, a part of the British Empire, which is likely to benefit greatly by the alliance with Japan."

On his attention being drawn to the reference of Mr. McPherson, M. P., to the "Boston tea party," Sir Charles said he could give no indorsement to such ideas and he considered the use of language likely to give encouragement to ideas of secession from the British Empire was to be deprecated.

"Would you be in favor of limiting the number of Japanese that are coming to British Columbia?" he was asked.

"I do not see very well how that can be done. I understand that these men have come over to work on the Grand Trunk Pacific, which has had great difficulty in finding sufficient labor to carry out its contracts. The company has tried to get labor everywhere and it is futile to say that people shall not come into the country who are willing to work."

E. F. B. Johnston, K. C., of Toronto has just returned from a somewhat extended visit across the continent. Questioned about the Oriental labor situation on the Coast he said: "The grave part of the situation is that the whole Dominion can be disturbed and the peaceful condition of the citizens upset by fifty or one hundred rioters who I venture to say have little or no stake in the country. I am strongly in favor of giving Canadians all reasonable labor protection, but I cannot assent to the proposition that the demands of any particular class be granted regardless of consequences to the country at large. The present condition on the Coast is entirely due to the exigencies of local politics."

VANCOUVER, B. C., Sept. 13.—The situation here in regard to the Orientals is rendered acute by the presence of the Hindu immigrants who came by the steamship Monteagle. The Monteagle landed the Japanese and Chinamen at Victoria and then came back to this port with the Hindus. They are still herded on board the steamship like a lot of frightened cattle, and the steamship authorities don't dare land them until it is decided just what can be done with them.

Mayor Bethune is still awaiting a reply from Sir Wilfrid Laurier, to whom he telegraphed asking if he should house the Hindus in the Dominion drill hall at the Government's expense. The Mayor's telegram was intended to be sarcastic.

It is an interesting question what the central Government at Ottawa will do with the trainload of Monteagle Hindus if they are shipped from here. If the authorities at Ottawa should refuse to accept the Vancouver shipment it is feared the Vancouver riots would be precipitated again with more serious aspects than before. It is believed that the Ottawa authorities are at a loss to know how to deal with this particular Hindu problem when Mayor Bethune's "special" arrives.

H. H. ROGERS GOES A-SAILING.

Reports of His Death Set at Rest by His Going for a Cruise.

BOSTON, Sept. 13.—Rumors current about Boston to-day and reported also as heard in New York, Chicago and other financial centres, to the effect that Henry H. Rogers of Standard Oil fame and identified with Amalgamated Copper interests, was dead, are dispelled by a despatch from Fairhaven saying that Mr. Rogers left his summer home there this morning and with a party of friends boarded his steam yacht Kanawha for a sail down Buzzards Bay.

Although the destination of Mr. Rogers and his party was not announced, the yacht sailed in the direction of Martha's Vineyard. It is expected that she will return to Fairhaven to-night.

Warships Out for Small Gun Practice.

BOSTON, Sept. 13.—The second division of the North Atlantic fleet, under command of Rear Admiral Charles H. Thomas, which has been anchored at Rockport the last week, left to-day for Provincetown to engage in small gun practice. The battleships of the division are the Maine, Kentucky, Ohio, Alabama, Illinois, Missouri and Kearsarge.

After all, URBER'S the Scotch that made the highball famous.—Adv.

JAPS OFFENDED HIGHLY.

Efforts to Keep Laborers in Hawaii—Indians Guard Cargo.

Special Cable Despatch to THE SUN.

HONOLULU, Sept. 13.—The Barnes & Richard steamship Indiana sailed from Honolulu for Vancouver on September 6 with 900 Japanese laborers. The mission of the Indiana in taking away Japanese laborers was not looked on kindly by the plantation interests and every obstacle was put in the way of the securing passengers of this type.

Apparently these efforts have met with some success, for smaller numbers of Japanese than expected were secured and these with difficulty. The Japanese Government seems opposed to a migration of Japanese from here to British Columbia, for the Consuls here and at Vancouver have disseminated stories of difficulties encountered by the Japanese going from here both in landing and in securing employment.

ROOSEVELT, WILL REGULATOR.

Orders an Investigation of the Supplies in Big Cities.

WASHINGTON, Sept. 13.—At the request of President Roosevelt the Public Health and Marine Hospital Service has begun an investigation into the milk supplies of the various cities of the United States. The Surgeon-General has been directed by the President to make a compilation of all authentic cases in which disease has been spread by impure milk. The investigation will include all cases of sickness where milk has been the medium of transmitting disease to one or more persons. The Surgeon-General expects to complete the investigation by the middle of October.

STREET CAR HITS ELKUS'S AUTO.

Lawyer's Wife Thrown Out and Bruised at Stamford.

STAMFORD, Conn., Sept. 13.—An automobile of Abram I. Elkus, a lawyer at 170 Broadway, New York, was smashed here this afternoon in a collision with a street car. Mrs. Elkus was thrown in front of the street car. She was bruised and shaken up, but was not badly hurt.

Mr. Elkus was driving the automobile and he attempted to guide it between the street car and a butcher's wagon standing at the curb. There was not room enough and the street car hit the automobile and hurled it against the delivery wagon.

RAILWAY STRIKE FOR ENGLAND.

Union Ready to Issue an Ultimatum to the Companies.

Special Cable Despatch to THE SUN.

LONDON, Sept. 13.—The long struggle between the British railway companies and the Railway Men's Union threatens to end in a general railway strike in the United Kingdom.

Mr. Bell, M. P., secretary of the Railway Men's Union, will announce at Manchester on Sunday the decision of the executive of the union in regard to the points in dispute.

It is understood that the decision is that the union men will give the companies a week's time in which to officially recognize and deal with the union, otherwise the men will strike immediately.

DEAR JOKE FOR THE KAISER.

Too Cordial Acceptance of Birthday Dachshunds by King of Siam.

Special Cable Despatch to THE SUN.

BERLIN, Sept. 13.—The Kaiser has had an amusing and expensive experience in remembering the King of Siam's birthday. The King while staying at Wilhelmshe as the Kaiser's guest expressed great admiration for the Emperor William's two intelligent little dachshunds, which follow their master everywhere. When the King went to Homburg to take the cure he expressed the wish to possess a similar pair to take with him to Siam.

A German officer, attached to his suite, overheard the remark and communicated it to the Kaiser, at the same time mentioning the fact that the birthday of the Siamese potentate would occur in a few days. The Kaiser thereupon gave orders to procure a number of the best specimens of the breed and sent seven pairs for the King to choose from.

The ruler of Siam was so overcome with the kindness of the Kaiser that he accepted all fourteen dogs, which he will take home with him. It was only when a palace official who had been entrusted with the delivery of the dogs returned that the Kaiser learned the cost of the gift. He took the situation good humoredly as a joke on himself.

PRINCE OF WALES A VOTER.

Marlborough House a Qualification for Borough of Westminster.

Special Cable Despatch to THE SUN.

LONDON, Sept. 13.—In the revision of the municipal voting registers now in progress the revising officer for the Westminster division allowed to-day the claim of the Prince of Wales as a county and City Council voter. The qualification was based on the "dwelling house" known as Marlborough House.

PETTIBONE SERIOUSLY ILL.

Alleged Accomplice of Moyer in Steunenberg Murder Taken to Hospital.

BOISE, Idaho, Sept. 13.—George A. Pettibone, the alleged accomplice of Moyer in the murder of former Governor Steunenberg, is reported to be in a critical condition. He was removed to a hospital to-day. An operation will be necessary. There will be no further prosecution of the case at present.

NEW NATIONAL FOREST.

The President by Proclamation Creates One in Southeastern Alaska.

WASHINGTON, Sept. 13.—A proclamation has been signed by the President creating the new Tongass National Forest in southeastern Alaska. The mainland and islands included in this forest have an approximate area of 2,006,000 acres, most of which is in an exceedingly rough country. The forest was created on the recommendation of Chief Inspector Olmsted and Supervisor Langille and was indorsed by Gov. Hoggatt of Alaska.

Mrs. Pepper Not a Pessimist.

Mrs. May Pepper-Vanderbilt, whose husband was held by a jury to be incompetent, said yesterday through her lawyer: "If our enemies finally succeed in tying up our estate it will not affect our happiness. I will support us both by lecturing."

White Mts. Autumnal Excursions. Tickets on sale Sept. 14 to Oct. 5. Fare only $6.50. Inquire of N. Y., N. H. & H. R. R. Ticket Agents.—Adv.

LUSITANIA PROUDLY ENTERS

GREATEST RECEPTION EVER TO THE BIG CLIPPER-HOTEL.

Sixty-six Hours Over Her Scheduled Time of 5 Days—Breaks Some Records and Wins the Finish Through Fog—Her Passengers Say Nice Things.

When ocean records were held by the Britannic, a mathematical Greek invented the proverbial of the type of engine that brought into this port yesterday the mightiest and swiftest ship, the Cunarder Lusitania, that ever drove a multitude of Yankee and other folk heretofore into a furor of temporary delirium. Here, that is the name of the ancient engine builder, never applied his invention to the navigation of useless and wireless trireme, and the nautical Greeks went on in the conservative way of men of the sea. At last came the barbaric Americans with their clippers and packets, the "greatest" and swiftest craft of their time. Then the reciprocating engine and the propeller arrived, and finally Hero came to life again, metaphorically, in the bowels of a British steel flier.

The Lusitania as viewed yesterday by a shellback of the packet days suggested somewhat the aspect of the record beaters propelled by sail alone. The great ship is constructed on graceful lines. Her run is as easy as that of a racing yacht and her bow has the flare of the old time clippers that, even when the road was "dusty," were dry as a bone on deck. Combined with her shipshapeness there was more than a suggestion of a great floating hotel about her. That from the point of view of the intelligent shellback is what a ship that carries passengers ought to be. Were not the packets famous for all the luxuries that might be had ashore and did not the advertisements of the old days tell of the fine fittings and the speed of the ancient sailing lines?

No ship could move with more starkness than the Lusitania as she came into port through the Ambrose Channel, revealing herself from the mists seaward to the watchers in floating things at and near Quarantine like the wraith of herself. She came into view slowly, as if she were just being fashioned out of the vapor that seemed for a moment to be a part of her.

She did not appear in her full majesty until she headed into Quarantine station. Then the watchers got a good impression of her symmetry and loftiness. She looked the perfect type of combination clipper and hotel, and her greatness seemed accentuated as she steamed in past the old square rigger the schoolship St. Mary's—average speed six knots, perhaps—lying at anchor off Tompkinsville.

The big ship did some notable stunts in the trip she finished officially at 8:05 o'clock yesterday abeam of Sandy Hook lightship. She beat the record of the famous old clipper Dreadnought between Sandy Hook and Queenstown by about four days and sixteen hours; she incidentally knocked out all records, steam or sail, for maiden voyages; also she made the quickest time ever between a European port and Sandy Hook. She also beat the best previous run between Queenstown, or more accurately expressing it, Daunt's Rock and the light vessel off the Hook, made by the Lucania in October, 1894, of 5 days 7 hours 23 minutes.

The best thing she did from the viewpoint of the line was to prove that a Cunard turbine, even though she had many inexperienced stokers, could plan a trip of exactly five days from beginning to the finish of an ocean racetrack, and fulfil the schedule within a mere matter of fifty-four minutes. Vernon H. Brown, the Cunard agent, persistently declared that the Lusitania would plunge across the finish five days after she passed Daunt's Rock. Capt. Watt had been instructed to keep within this schedule. Some hours of fog and storm and the uncertainty of conditions in the stokehole had prevented him from making the time exactly, but he hit so near the mark that he was forgiven readily and even commended.

The time of the Lusitania, as may be inferred from the foregoing remarks, was 5 days and 54 minutes. She covered 2,780 nautical miles and her daily runs, as recorded in her log, were:

Monday, 556; Tuesday, 575; Wednesday, 570; Thursday, 595; Friday, from the preceding noon to Sandy Hook lightship, 481. The average speed for the trip was 23.01, which no ship ever has excelled on an initial run from port to port.

Naturally the officials of the line are happy. They say that the Lusitania did all that she was expected to do, and that somebody had better look out for all the laurels when she finds herself, which may be on the next trip to the eastward.

No ship that ever came into New York harbor has been received more uproariously than the four screwed Cunarder. Her sirens were screeching response to the welcomes of whistles from the moment she dropped anchor in Quarantine until she made fast to her pier. On the tall skeleton tower of the Singer Building, where nearly all New York out of doors could see them, were the international code signals spelling "Welcome" and a sixteen foot American flag, that in the empyrean looked like a mere bit of imitation bunting that a small boy might stick in his hat.

Battery Park, the piers and the bulkheads all along the North River to the Cunarders' new docks were jammed with sightseers who waved flags, handkerchiefs and hats and cheered to the accompaniment of a vapor chorus from craft in the neighborhood.

The big ship docked as easily as a catboat going alongside a Newport wharf. Naturally she had a big fleet of tugs to help her get around, and so long is she that her stern when she straightened out across the river seemed about to sweep away the piers of rival lines in Hoboken. A big force of police, cavalry and infantry held the multitude outside the new pier at the foot of Thirteenth street in check and they had a pretty tough time of it. Although Deputy Surveyor Bishop's force worked hard, it was nearly four hours before the last of the throng of first and second cabin passengers got away.

It was supposed that the French liner La Provence, which arrived ahead of the Lusitania, would come up through Ambrose Channel. But she did not do so, although her commander, Capt. Alix, requested the pilot, John P. Winters, to bring him into port that way. The pilot said that he believed that a permit was necessary to