RAILROAD RATE HEARING

NO DECISION BY THE COMMISSION BEFORE FEB. 1.

Railroads Voluntarily Suspend Enforcement of Increased Rates Until That Date—Presidents of B. & O. and N. Y. Central Urge Necessity of Increase.

WASHINGTON, Oct. 13.—There will be no decision by the Interstate Commerce Commission in the big rate cases until February 1 and probably later, according to an announcement made at the office of the commission to-day. The commission further announced that the railroads have again voluntarily suspended the enforcement of the proposed increased rates, pushing the effective date forward to February 1. By that time it is believed the commission will have completed its inquiry and will be in a position to make known whether it will approve the advanced charges.

The impression prevails here that the Eastern railroads have made a good case before the commission. Yesterday President McCrea of the Pennsylvania made a comprehensive statement of the financial condition of the system that he represents. To-day like statements were made by President Willard of the Baltimore and Ohio road and President Brown, appearing for the New York Central lines.

Presidents McCrea, Willard and Brown are in accord in the conclusion that the increased cost of transportation, due in part to increases in wages, warrant the railroads in imposing higher freight rates. In their testimony before the commission to-day Presidents Willard and Brown dwelt at length upon the increased cost of transportation, chiefly on account of wages. They also spoke of plans for the betterment of their lines, involving the expenditures of large sums of money.

Mr. Willard and Mr. Brown were cross-examined by counsel of shippers, who endeavored to show that the lines could be more economically managed, thereby reducing operating expenses.

President Willard said that the payroll of the Baltimore and Ohio would soon be increased $1,635,000 and that other additional disbursements would enlarge the cost of operation by $4,000,000. He testified that the gross income of the Baltimore and Ohio line this year would be $87,000,000, as compared with $77,000,000 in 1909, the increase in the net income being $2,000,000. President Willard pointed out that for every dollar paid in dividends 50 cents of surplus has gone into improvements. He thought it would be better if his road could follow a more liberal policy.

"I was told by bankers," said Mr. Willard, "that they looked upon the application of one-third of the surplus earnings to the property as about the minimum that should be used in that way. Some years ago railroad stocks, in addition to having investment value, were supposed to have speculative value. I do not mean speculative in the sense that it is frequently used, but as indicating an increased value that the stock would have. I was told that generally a man would be willing to take a chance of a loss and accept a regular dividend of 5 or 6 per cent. if he felt that the history of the company was such that there would be other distributions increasing the average returns now that speculative element has been removed."

Commissioner Lane asked Mr. Willard whether an advance of rates would add something substantial to that speculative value.

"That is the best argument for an advance in rates I have heard," replied Mr. Willard, "because you have taken away the speculative element and the only way is to substitute something for it."

Mr. Willard said he thought the Baltimore & Ohio Railroad Company should have an income sufficient to permit it to devote at least 50 cents of surplus to betterments for every dollar paid in dividends, as it had done for twelve or fifteen years. That, he said, would require $4,500,000 a year.

Commissioner Lane asked Mr. Willard whether there should not be a period of experiments to determine how conditions on the railroads would work out before an advance of rates was accorded, to which Mr. Willard replied:

"In the past railroad managers met conditions involving expenses by economies or advances of rates. In other words, they maintained their credit and they raised money on that credit. To-day the credit of the American railroads has been placed in the hands of this commission; it has been taken from the hands of the owners, and it may be possible to obtain money in the future under these conditions."

Mr. Willard said that in his opinion the tendency of freight rates will continue upward regardless of the commission. He said:

"This is a country of high prices. Wages and materials are high, and the one exception to that rule is found in railroad rates, which in this country are the lowest in the world. I think that shows that railroad rates must be fair."

Attorney Brandeis of Boston, representing shippers, questioned Mr. Willard closely as to the economy practised by railroads that might be made sufficient to take care of increased expenses. Mr. Willard said that he would leave to the Interstate Commerce Commission to determine whether the railroads were managed with an eye to sufficient economy before it should authorize the increase of rates proposed.

President Brown of the New York Central lines detailed the arbitration proceedings in connection with advances of wages on the New York Central lines and said:

"The result of this arbitration and other increases made necessary by it added approximately $3,565,000 to the payroll of the New York Central alone, all of which under one of the provisions of the agreement became effective on April 1. In addition to this there will be a further increase of approximately $125,000 per annum, which will become effective on January 1, 1911. Similar arbitration was held on the New York Central lines west of Buffalo, and on these roads the increase will amount to approximately $4,200,000, with an additional amount of $50,000 to take effect during the first half of 1911."

Speaking of improvements Mr. Brown said:

"The New York Central has now in progress improvements involving the expenditure of approximately $155,000,000. Of this amount $75,000,000 was expended prior to January 1, 1910, approximately $32,000,000 is estimated to be expended during the present calendar year, leaving approximately $38,000,000 to be provided and expended in subsequent years in order to complete these improvements.

"The capital expenditures of the Lake Shore, now in progress, are approximately $6,000,000, of which $30,000,000 was expended prior to January 1, 1910, about $12,000,000 is to be expended during the calendar year 1910, leaving approximately $10,000,000 to complete the improvements.

"The Michigan Central has in progress expenditures of approximately $14,200,000, of which $5,200,000 was expended prior to January 1, 1910, leaving expenditures to complete the improvements amounting to about $9,000,000.

"The Pittsburg and Lake Erie has in progress expenditures amounting to approximately $9,150,000, of which $4,500,000 was expended prior to January 1, 1910, approximately $3,000,000 is to be expended in 1910, leaving to complete the improvements about $1,700,000.

"The Big Four has in progress expenditures amounting to approximately $7,300,000, of which $600,000 was expended prior to January 1, 1910, approximately $6,300,000 will be expended during 1910, leaving for completion of the improvements about $400,000.

"The figures which I have given cover only improvements which are actually in progress. In addition to these improvements the various companies are confronted with many demands involving further capital expenditures which ought to be made if the companies are to maintain their present standard of efficiency and to contribute as they should do the development of the territory which they serve.

"Mr. Brown said that as soon as the plans and details can be agreed to with the authorities of the city of New York the New York Central's entire freight line from Spuyten Duyvil to St. John's Park lying along the west side of Manhattan Island would be rebuilt, including its elevation or depression; electricity must be installed and new terminals constructed."

Concluding his statement, Mr. Brown said:

"With respect to the capital remaining to be secured for these improvements I can confidently say that the ability of the railroads to obtain it depends upon the ability of the companies to secure increases in revenues through increased freight rates commensurate with the recent increase in expenses.

"I cannot better illustrate the situation than by reference to the recent attempts of the Michigan Central Railroad to market in this country and in Europe an issue of $17,500,000 of its 4 per cent. debentures. The low bonded indebtedness of the Michigan Central and the previous stability of its earnings should have made such an issue attractive to any security market. It has been impossible, however, in this country or in Europe to secure any bids for these securities which could be considered.

"The best bid which the company has been able to obtain was one recently made of 87 for the entire issue. The acceptance of this bid would have involved a discount of over $2,250,000 on an issue of $17,500,000, and of course could not be considered. The only alternative is to borrow money on short time notes and pay 6 per cent. interest on such notes.

"I believe that this general condition will continue to exist until the revenues of the companies can be increased through an increase in rates."

TAFT'S TARIFF BOARD.

It Will Make a Statement of Progress It Has Made in Chicago on Dec. 3.

WASHINGTON, Oct. 13.—The first authoritative statement of the aims of President Taft's tariff board and of the progress it has made up to date will be presented by the members of that body at a dinner to be given by the Chicago Association of Commerce in Chicago on December 3. Homer Stillwell, president of the association, was in Washington to-day to deliver the invitation of the Chicago merchants and business men to the members of the board.

The invitation was accepted by Chairman H. C. Emery on behalf of himself and his colleagues, James B. Reynolds and Alvin H. Sanders. Mr. Emery will make the principal address, and he has asked for an hour of time in which to present his statement. His talk will outline the work undertaken so far by the board in the effort to learn the cost of production of dutiable articles abroad and at home for the purpose of affording a scientific basis for the revision of several schedules of the tariff. He will tell what difficulties have been encountered and indicate the steps that must be taken in the future to obtain full and detailed information of the kind desired.

Mr. Stillwell has just returned from Beverly, where he discussed the invitation with President Taft. The President authorized the members of the board to accept and make a full and frank statement of their understanding. At first the board was invited for a date prior to the November election, but the President objected that this might look as if the Administration were pushing the tariff board into the campaign for political purposes.

Population of Cities.

WASHINGTON, Oct. 13.—The following figures on population were given out by the Census Bureau to-day:

	1900.	1910.
Washington, N. C.	20,976	25,748
Madison, Wis.	19,164	25,531
Hamilton, Ohio	23,914	35,279
Lorraine, Ohio	16,028	28,883

The population of Owego, Tioga county, N. Y., dropped off 406 in the last decade. According to figures made public by Census Director Durand to-night, Owego's population was 5,039 in 1890, as compared with an enumeration of 4,633 this year.

5,296 Trials by Court-Martial in the Army in the Last Fiscal Year.

WASHINGTON, Oct. 13.—There were 5,296 trials by court-martial in the army during the fiscal year ended June 30 last, according to the annual report of Brig.-Gen. George B. Davis, Judge Advocate-General. This was a decrease of 374 as compared with the preceding year. Absence without leave, desertion and drunkenness were among the principal causes of the trials.

Two Prospective Naval Constructors.

WASHINGTON, Oct. 13.—Ensigns E. B. Norton, on duty on board the gunboat Paducah, and A. W. Carmichael, on board the cruiser Montgomery, have been ordered by the Navy Department to Boston to take a course of instruction at the Massachusetts Institute of Technology preparatory to appointment to the corps of naval constructors.

Yellow Fever in Venezuela.

WASHINGTON, Oct. 13.—Yellow fever has started at Porto Cabello, Venezuela, according to a despatch received at the State Department to-day from Herbert R. Wright, American Consul there.

Army and Navy Orders.

WASHINGTON, Oct. 13.—These army orders were issued to-day:

Major George L. Scott, retired, with his consent is assigned to active duty at Fort Sill, Oklahoma, to take charge of the Apache prisoners of war at that post, relieving First Lieut. George A. Porter, Eighth Cavalry, who will proceed to San Francisco in time to join his regiment at that place and sail with it on the transport leaving San Francisco for the Philippine Islands on or about December 5, 1910.

Capt. Ernest A. Greenough, Paymaster, from Seattle, Wash., to his proper station at Denver, Col.

Major George W. Goode, Eleventh Cavalry, to Walter Reed General Hospital, Washington, D. C.

The following changes in the stations and duties of officers of the subsistence department are ordered: Capt. David B. Case, assistant to the purchasing commissary, Chicago, to duty temporarily as chief commissary of that department, relieving Capt. Jack Hayes, who will proceed at the proper time to Atlanta, Ga., relieving Capt. Louis M. Nuttman.

Capt. Tillman Campbell, from Fort Riley, Kan., to Philippines division.

Capt. Luiz Wahl, from Philippines division to San Francisco.

Capt. John H. Hughes, Fourth Infantry, detailed in the subsistence department, to take effect December 15, 1910, to Chicago.

The following assignments to regiments of officers recently promoted are ordered: Capt. Charles H. Boyer, to Eighth Cavalry; First Lieut. Francis A. Ruggles, to Third Cavalry; First Lieut. Henry T. Bull, to Ninth Cavalry.

The resignation of First Lieut. Dayton C. Wegrin, Medical Reserve Corps, of his commission in that corps, has been accepted by the President, to take effect November 1.

The retirement of Major Charles C. Jamieson, ordnance department, is announced.

These navy orders were issued:

Ensign E. B. Norton, from the Paducah to Massachusetts Institute of Technology, Boston, for instruction.

Ensign A. W. Carmichael, from the Montgomery to Massachusetts Institute of Technology, Boston, for instruction.

Paymaster H. A. Wise, Jr., to the Franklin, navy yard, Norfolk, Va.

Paymaster J. A. B. Smith, Jr., to the Lancaster, navy yard, Philadelphia.

Passed Assistant Paymaster K. C. McIntosh, from the Lancaster to settle accounts and wait orders.

Assistant Paymaster J. C. Hilton, from pay office of the Franklin, settle accounts and wait orders.

WILSON AT ATLANTIC CITY

TALKS TO RESORT PEOPLE ON STATE AND LOCAL AFFAIRS.

Big Crowd Turns Out to Hear the Princeton Man—Talks of Chances of Getting Reform From the Men Behind the Candidate Who Is Opposing Him.

ATLANTIC CITY, N. J., Oct. 13.—"Plain Woodrow Wilson," said the man in the frock coat to the 2,000 persons in the theatre on Steeplechase Pier to-night. There was a thud in each of the three words and when Mr. Wilson rose to his feet and the frock coated man sat down the theatreful went wild for a moment—only for a moment, but you could hear the racket a mile away on the Boardwalk outside.

Men started to their feet with whoops. Hats flew in the air. Other men shouted from their seats. James Martine, on the platform, called for three cheers, which were blended in the general roar. Back of all sounded a steady clapping of hands that lasted after all these yells had died away. It was a surprise in a place where two or three hundred have for years meant to the Democrats a big meeting.

Mr. Wilson smiled happily and then his face grew serious. He was plainly touched at the greeting as he was touched last night at a county dinner where in speaking he choked for a moment and his eyes filled with tears. And after the hubbub was over he gave the Atlantic City and county men and women a speech straight and sincere. He spoke to them of their local troubles, of the doubled gas rate, of the second trolley fares. He told them that Vivian M. Lewis, his opponent for the Governorship, was an excellent man with whom he had no differing issues.

Therefore the personal element could not enter into this New Jersey campaign. It then becomes a question, Mr. Wilson said, of the Republican leaders who stand beside Mr. Lewis. He did not attack these heads of the Republican machine. He named not one of them. Nor did the audience at any time seem to require names. Mr. Wilson suggested only that they ask Walter Edge, an Atlantic City Republican, Speaker of the New Jersey Assembly, if the Republican leaders were any more likely to give them the reforms they need with Mr. Lewis than hitherto.

Starting with local issues Mr. Wilson said that the folks of Atlantic City wanted to know why if they had two gas companies each charging 50 cents a thousand and one bought the other the price of gas should become $1 a thousand. A properly empowered Public Service Commission would soon find out and publish the reasons why if it allowed those reasons to have weight.

"Why can't you go to the neighboring towns for five cents?" said Mr. Wilson.

"Pennsylvania Railroad bought the trolley!" yelled a man in the back seat.

"There's a distinct allegation," concurred Mr. Wilson. "If you had the right sort of Public Service Commission you could test its truth."

"The same group of men are in charge of the Republican party. They make the same promises. You'd better ask if these promises are really going to be kept now. You might ask Mr. Edge. I do not say that he is responsible in any degree for the party's non-performance, but he is a member of its organization and will be able to tell you why.

"What has happened to corrupt practices bills? Everywhere you have turned you found nobody but organization men in authority; you found nobody who could be got to act. If a self-governing people wants to change its affairs why doesn't it change them?"

"Going to change them now," retorted a man in the right row.

"I tell you this is a campaign to break up the Republican machine in this State," rejoined Mr. Wilson.

There was some brisk cheering then.

"Let's set about conducting government not by private arrangement but by public discussion," he added.

The Princeton man told of a mule on a Mississippi River boat that ate the destination tag about its neck. A negro deckhand came in great perturbation to the captain and said:

"Cap'n, dat mule done ate whar it gwine to."

"That's the trouble with the Republican machine," said Mr. Wilson, making it clear that he meant the machine and not the voters. "It has swallowed where it is going to. The Republican machine has been chewing its tag."

Mr. Wilson reminded the audience how nothing had been brought to pass of late at Trenton without the consent of the Republican State committee. "From this time on," he declared, "audiences such as this are going to meet from time to time as committees of the whole to discuss and settle public questions, the corporate problem, the great inland waterway we all want to see, the drainage of the coast lands, the problem of water supply and water power and many others."

Then because he had been stirred by the greeting given him the Princeton man launched into a fifteen minute discussion of America, her purposes and the common type of mind that stamps a man a man. Immigration, he suggested, and the assimilative task it brings would be solved by this typical American way of looking at fundamental things which the sons of immigrants have from their birth. The function of America in the world, he thinks, will be to shape and give trend to all the world's thinking, to instil into the whole world the American way of looking at things.

The candidate traversed that portion of his speech last night at the Monomonock Inn, near Caldwell, in which he said that "mind is a monarch that reigns but does not govern, and passions rule us to-day, even though we humbug ourselves into a belief that reason sways us."

"What we have to do," said Mr. Wilson, slightly altering his words of last night, "is to muster the splendid, handsome passions into a working majority in New Jersey."

With a smile Mr. Wilson went on to say that there never was a time when the professional politicians were guessing so wildly as now, and added as an afterthought that one might almost define a free country as one where the politicians were perpetually kept guessing.

In closing Mr. Wilson said: "Do you want good government, free government? You must then make up your minds which of two sets of men is most likely to strive to give it to you."

A thoroughgoing tour of the Boardwalk to-day disclosed a Wilson sentiment not at all compatible with Atlantic county's majority of 1,400 for Gov. Fort or her more normal Republican surplus of 4,000. The shopkeepers seemed generally to dislike Fort and Roosevelt. They insisted that Roosevelt was scaring business and putting the whole country into a panicky frame of mind.

To-morrow Mr. Wilson motors to Toms River and will make his first speech in Ocean county.

Mrs. Martin's Counsel Again Asks for Lunacy Proceedings.

Affidavits insisting that Mrs. Caroline B. Martin, mother of Ocey W. M. Snead, the East Orange bathtub victim, is insane were presented to Judge Ten Eyck in Newark yesterday by Adrian Riker, her counsel, in renewing his application in lunacy proceedings. The court reserved decision. The affidavits were sworn to by Dr. Harry A. Cotton, superintendent of the New Jersey State Hospital for the insane at Trenton, and Dr. Walter S. Washington of Newark.

Movements of Naval Vessels.

WASHINGTON, Oct. 13.—Arrived: Supply boat Celtic at Boston and cruiser Washington at Rio de Janeiro.

Sailed: Submarine boats Grayling, Bonita, Narwhal, Salmon, Snapper, Stingray and Tarpon, gunboat Castine and training ship Severn, from Atlantic Highlands, N. J., for Norfolk.

SEVEN FISHERMEN LOST.

The Schooner St. Pairaise Sinks Off St. Pierre, Miquelon.

ST. PIERRE, Miquelon, Oct. 13.—The lives of seven men were lost on Tuesday night through the sinking of the fishing schooner St. Pairaise, about twenty-five miles from here. Thirteen others of the crew managed to get into dories and after rowing for thirty-six hours reached here to-day with a report of the wreck. The captain of the schooner was among those lost.

The St. Pairaise, which is owned in Granville, France, was bound for this port from the Grand Banks. When about twenty-five miles off St. Pierre, on Tuesday night, she struck some floating wreckage. A large hole was torn in the vessel, and she sank quickly. The thirteen men who escaped in dories could see no sign of their comrades after the vessel went down.

The St. Pairaise was built at Essex, Mass., in 1885, and was formerly the Bessie M. Wells.

LITTLE HAZING AT WEST POINT.

Col. Scott Reports That Discipline Was Generally Satisfactory.

WASHINGTON, Oct. 13.—Discipline at the United States Military Academy has been generally satisfactory during the last fiscal year, according to the annual report of Col. Hugh L. Scott, U. S. A., former superintendent of the Academy.

"A very few cases only of hazing have been developed," he said. "Those mentioned in the last annual report of the superintendent brought about a change in the law of Congress on this subject, and the regulations made thereunder make the penalty in most cases less severe. The former severity of punishment under the law was such as to make it difficult to carry out the punishment in case of conviction and efforts were made to return cadets who had been formerly dismissed to the Academy by special laws; but these laws failed of enactment. The constant uncertainty of result, however, kept affairs in a continual turmoil, and had the enactment succeeded would have dealt a severe blow to the discipline. The present encampment has been most tranquil, and no case of hazing or other unusual breach of discipline has so far been reported.

"The Military Academy has long suffered," the report continued, "for the want of an adequate target range. Three years ago a board of officers was detailed to search for a practical range, and a report was made by it that such a range could be found; but the board made a recommendation to straighten the tracks of the West Shore Railroad near the present range. Negotiations were held with the railroad officers with the object of getting them to straighten the tracks for the benefit of the railroad, as is being constantly done by other roads. The railroad authorities stated that it would cost $106,019.50; to straighten the tracks, and a proposal was made for the Government to pay one-half of this expense plus an additional sum of $30,000, the cost of filling in the space between the tracks and the range, a total expense of $122,009.75 to the Government. This proposal was rejected."

Discussing athletics Col. Scott's report says:

"Satisfactory results have been obtained by cadets engaging in the various athletic contests during the last year, and but for the sad death of Cadet Eugene A. Byrne, first class, the season would have been a brilliant one in athletics for West Point. Out of respect to the memory of this cadet the annual army and navy football game was cancelled. The annual baseball game, which resulted in a victory for the cadets, was held in Annapolis at the usual time.

"The reorganization of the athletic association on June 17, 1908, has proved of great value; expenses have been so curtailed that there are funds on hand for a year in advance. Records are now kept so that mistakes are not repeated, and the superintendent, while not interfering with the smaller details, is able to keep control of the policy for which he is responsible, as he is for every other part of the military academy. Athletics are running smoothly and to the satisfaction of officers and cadets.

"Great success has been obtained in competitions since the reorganization and the athletic situation is as bright as it has ever been since athletic contests were inaugurated here. West Point has done what has been in its power to bring about a reorganization in the rules of football to make it a less dangerous game, and these rules are now being worked out and will, it is hoped, prevent the repetition of such a sad occurrence as resulted in the death of Cadet Byrne."

VAUDEVILLE GAMBLERS FINED.

Five Artists Pinched While Enjoying a Private Game in Atlanta.

ATLANTA, Oct. 13.—While a quintet of well known artists were carefully considering the value of their hands in a quiet game at their boarding house at 3 o'clock this morning, their interest in the game being considerably enhanced by bottles of beer, four policemen broke into the house and placed them all under arrest on the charge of gaming.

In the party which took the ride to the police station in the automobile patrol wagon were Thomas Mahoney, monologist, and his wife; C. R. Jeter and G. H. Rogers, skaters; H. T. Robinson and W. C. Gordon.

It was agreed that Mrs. Mahoney was not playing, so the case against her was dismissed, but the cases against the five men were tried before Recorder Broyles and they were bound over to the City Criminal Court under $100 bond. Then they were rushed to the City Court and pleaded guilty to gaming and were fined $50 each.

WORK ON PANAMA CANAL.

2,687,088 Cubic Yards Excavated in the Month of September.

WASHINGTON, Oct. 13.—The Washington office of the Isthmian Canal Commission to-day received a cablegram from the chief engineer on the isthmus giving the total amount of excavation on the Panama Canal for the month of September, 1910, at 2,687,088 cubic yards, place measurement, against 2,813,462 cubic yards in the previous month.

There were twenty-five working days in September against twenty-seven in August, and the rainfall in September was 12.63 inches, against 11.61 inches in the previous month. The average daily output in September was 107,484 cubic yards, against 104,202 cubic yards in August.

The amount of concrete laid during September was 149,977 cubic yards, against 146,553 cubic yards in August, and 697,495 cubic yards of fill were placed in dams during the month of September, against 652,511 cubic yards in the previous month.

Col. Paul St. C. Murphy, Marine Corps, Placed on the Retired List.

WASHINGTON, Oct. 13.—Col. Paul St. Claire Murphy, U. S. M. C., formerly in command of the marine detachment at the League Island Navy Yard at Philadelphia, has been placed on the retired list on his own application after more than thirty-seven years active service. Col. Murphy was the senior Colonel. His retirement promoted Lieut.-Col. George Barnett, U. S. M. C., to the rank of Colonel. Col. Barnett was formerly in command of the legation guard at Pekin. He recently returned to this country, however, and succeeded Col. Murphy in command of the marine guard at the League Island Navy Yard.

Best & Co.

Fifth Ave. @ 35th St.

We will be closed Saturday, October 15th, owing to our removal to our New Store

Fifth Ave. @ 35th St.

Ailsa Paige

A Romance of the Civil War

By

ROBT. W. CHAMBERS

For sale at all bookshops today. Bound in green cloth with gold title. Eight full-page illustrations. A wrapper in colors and gold. This book is the most fascinating, most fully rounded novel that Mr. Chambers has yet given us. Throughout the exciting story of the preparation for and the fighting in the Civil War runs the influence of a strong, passionate love, paramount in the lives of a wondrous woman and a vigorous man.

"'Ailsa Paige' is an enthralling and wonderfully well wrought story of human lives. Mr. Chambers has triumphed again as a novelist of unusual versatility, whose books furnish the best kind of entertainment. In 'Ailsa Paige' the moving and absorbing drama is lightened by passages of wit and humor which are always in place and the apt and appropriate expression of the moment. The book is in a fair way to be the 'best seller' of the many 'best sellers' that Mr. Chambers has written."—*The Press*, Philadelphia.

C. H. BROOKS NABBED AGAIN

ALLEGED TO HAVE MISUSED THE MAILS TO LURE INVESTORS.

Was Pardoned by President Roosevelt Because of Aid He Gave in Convicting Senator Burton—Authorities Are Also Seeking the Rev. Norman Plass.

BOSTON, Oct. 13.—Federal officers raided the mahogany furnished offices of the Redeemable Investment Company, covering the entire sixth floor of the Lawrence Building, opposite the post office, this afternoon, seized the books, papers and all the cash in sight and arrested Charles H. Brooks, manager and a director of the company.

The raid was upon a warrant which charges the company with using the mails to defraud.

Brooks is the man who was pardoned by President Roosevelt about five years ago because he furnished valuable information for the Federal Government at the trial of Senator Burton. He had been tried, found guilty and sentenced to eighteen months in jail at St. Louis six years ago for his connection with land frauds and the Rialto Investment Company of that city.

The deputy marshals wanted to get the Rev. Norman Plass, president of the Redeemable Investment Company, when they raided the office, but were disappointed, and efforts are being made tonight to find him.

The concern is a "holding" company with a million shares of stock, of which the par value value is $10. There are several thousand stockholders scattered about the country. Besides Plass the officers are: Vice-presidents, J. Austin Pharaoh of Worcester, George A. Blauvelt and William H. Bryan of New York; secretary, George B. Graff of Boston, and treasurer, J. I. Traphagen of Boston. Other directors besides those named above are Harry W. Davis of Wilmington, Del.; W. E. Hathaway of New Bedford and Addison H. Hazeltine of Montclair, N. J.

Lots of literature was put out by the company and some of it contains the alleged indorsements of President Plass by prominent people, among them being Secretary of the Interior Ballinger, Associate Justice Brewer of the United States Supreme Court, Senator Curtis of Kansas, the cashiers of several banks and many Boston ministers.

The Ballinger indorsement as printed reads:

"I have known Mr. Norman Plass for many years as a gentleman of high character and integrity. He possesses a high degree of energy and ability in anything he undertakes. He is worthy of confidence and respect, and has had experience in the West in the investigation of timber lands. I am sure he would not knowingly represent any matter untruthfully or unfairly in business connection."

Plass was president of Washburn College of Topeka, Kan., from 1902 to 1908. He is a graduate of Williams College and Yale Divinity School, held pastorates in several cities and in 1897 was State Superintendent of the Rhode Island Anti-Saloon League.

The Redeemable Investment Company was organized three years ago. It represented that the companies which it promoted were only those properties of which it was owner or had control. A "redemption fund" was said to be on deposit here for the purpose of taking back at the price paid, plus 6 per cent. interest, any stock that a purchaser desired to get rid of. The company claimed to control thousands of acres of wheat lands in the Canadian Northwest, hundreds of millions of feet of lumber in British Columbia, the Santo Domingo ranch and mines in Mexico and the Okanogan Development Company of Washington.

The Federal authorities say that two classes of stock were issued, that called "Class A" going to the officers of the company, while the public was allowed to buy "Class B."

Complaint was made to the Federal authorities this morning and a warrant was issued. When Brooks was arrested he said that if given time the company would make good all demands of dissatisfied stockholders. He was released on bail.

ARRESTED FOR HORSE THIEVES.

Three New Yorkers Held for the Grand Jury in Sullivan County.

MONTICELLO, N. Y., Oct. 13.—Sam Wolf, I. Goldstein and Benny Redney were arrested and to-day held to await the action of the Grand Jury by Justice Niven of Monticello, charged with wholesale horse stealing. They are all residents of New York city, but have been summering near Monticello. Between fifteen and twenty turnouts have been stolen in this section during the last few weeks of which no trace could be found, and all of these thefts are charged to these men.

When three horses disappeared in one night recently the horse owners became thoroughly alarmed and a search was begun. Every road was guarded, with the result that two men were seen driving one horse and leading another near Ellenville at 4 o'clock Wednesday morning. The horses were captured and proved to be the ones stolen, but the thieves escaped. Suspicion pointed to Wolf, Goldstein and Redney, and they were arrested as they alighted from a train at Fallsburg.

These men are thought to be old offenders and members of an organized gang which have been operating in Sullivan and adjoining counties along the Hudson River and in New York city.

$63 FOR A CANADIAN COPPER.

Other Prices at the Sale of E. Gilbert's Collection.

In the early 1700s in Sweden during a time when silver became too scarce to coin they issued large plate money of copper. Pieces issued during the reigns of Frederick I. and Charles XII. brought $10 and $12 apiece at the sale of E. Gilbert's collection of coins and curios in Thomas L. Elder's auction room at 32 East Twenty-third street yesterday afternoon.

A gold coin of Alexander the Great bearing the head of Pallas was sold for $17. An American cent of the wreath variety issued in 1793 of an even dark olive color brought $80, while another cent of 1809 brought $65. Jackson cents, or hard times tokens issued during the great bank panic of 1837-41, numbering about fifty pieces were sold for $180. Another United States hard times token of 12½ cents value brought $20.

W. W. Wilson, a banker from Montreal, came all the way from his city to purchase a rare Canadian copper coin, a Bank of England penny, nearly uncirculated. He paid $63 for it. The total realized on sales yesterday, the last day of the sale, was $3,600.

JEWELRY FOUND ON PRISONER.

Police Say He Confessed Stealing It From Hospital Patient.

Henry Wheeler was arrested in Newark yesterday for loitering and the police say he confessed that jewelry found in his possession did not belong to him. He said, according to the police, that he was employed as an orderly in the Williamsburg Hospital in Brooklyn and that the jewelry and $50 were given to him by a patient to put in the office of the hospital for safe keeping.

Wheeler is alleged to have declared that he spent the money and in fear of being arrested ran away. The prisoner is held for the New York authorities. The jewelry he had consisted of a diamond ring, a diamond bracelet, a gold and silver chain, a gold watch and a nickel plated watch. He had $17 of the $50.

Capt. Carroll of the detective bureau got into telephone communication with the hospital and learned that only one earring had been given to Wheeler. From a description furnished them by Carroll the hospital officials said that none of the jewelry was missing from there.

Killed by Electric Engine.

WHITE PLAINS, Oct. 13.—Edward M. Hogan of White Plains was killed late last night at North White Plains by being struck by a motor engine. He had been employed on the Harlem railroad for twenty-two years and was a rear brakeman on the night freight between North White Plains and Melrose Junction.

TO PUNISH ANNAPOLIS HAZERS.

Not Thought Likely That Accused Midshipmen Will Be Dismissed.

ANNAPOLIS, Md., Oct. 13.—The fact that fourth class men who had their faces to the wall could not identify positively the upper class men who had given them orders nearly caused those upper class men to go free of the charge of hazing under which they had rested since an officer of discipline rushed into a room on Saturday night and found a number of plebes evidently receiving admonitions from first class men, four of whom were captured.

All of the under class men testified that they had been ordered to face the wall and could not say who it was who gave them the subsequent orders and asked them many questions about their private affairs.

However, the first class men had to explain why they were in the room and what the plebes saw in the walls that fastened their gaze to it. They were inclined to contend that they were trying to improve the military carriage of the newcomers, and teach them the true inwardness of the naval service, but the members of the board were inclined to think that they were ill taught when they kept their backs to their teachers.

There was no evidence of any violence, abuse or physical hazing, and the opinion is general that the offenders will be punished severely, but allowed to continue in the service. The midshipmen implicated are Jonathan W. Anderson, Tennessee; Howard Bode and Jenifer Garnett, Virginia, and William H. O'Brien, Jr., Indiana.

FOR A WORLD HUMANE LEAGUE.

President of International Humane Conference Urges Its Formation.

WASHINGTON, Oct. 13.—An international federation of humane societies was advocated to-day by President W. O. Stillman, president of the International Humane Conference, now in session here.

"I believe," he said, "that the time has come when there should be an international federation of anti-cruelty societies in order to promote uniformity in humane legislation throughout the world and to cause humane methods and procedures.

"It is desirable also," added Dr. Stillman, "that there should be international cooperation in the publishing of humane literature and in the extension of anti-cruelty organizations into every nation. The world is ripe for such a movement. I am sure that the hearts of my hearers will respond cordially to the suggestions. I would suggest that steps be taken during this conference to arrange for the formation of such an international humane league."

NURSE ACCUSED OF THEFT.

Held on Charge of Stealing $2,000 Worth of Jewelry Where She Was Employed.

Miss Genevieve Marie McDonald, 20 years old, a nurse, when arraigned yesterday before Magistrate Nash in the Gates avenue court, Brooklyn, waived examination and was held for the Grand Jury.

Miss McDonald is accused of having stolen $2,000 worth of jewelry and some money while employed in May last, by Mrs. George B. Goodwin of 1070 Bushwick avenue, to nurse her sick daughter. She disappeared simultaneously with the jewelry and money and the detectives finally located her in the Massachusetts State asylum, where she had got a place as nurse. She was brought back to Brooklyn on Wednesday.

BANK IN CANADA ROBBED.

Burglars Use Dynamite and Get $6,000 in St. Pacome, Quebec.

OTTAWA, Ont., Oct. 13.—The branch of the Banque Nationale at St. Pacome, Kamouraska county, Quebec, was entered by burglars last night in the absence of the guardian. The safe was forced open by dynamite and nearly $6,000 secured.

There is no trace of the thieves. Only one resident of the place, Mr. Lizotte, heard the explosion, but did not know anything of the robbery until this morning. The building was badly wrecked.