LIFEBOAT EXPERT ON PROBLEMS OF THE LINERS

We Ought to Go Slow on Severe Legislation, Says Axel Welin.

COMPANIES DOING BEST

Sham Boat Drills a Great Defect in the Present System, He Considers.

Axel Welin, an associate of the Institute of Naval Architecture of London, speaking yesterday under the auspices of the American Museum of Safety at the United Engineering Societies Building, discussed the question as to whether it is possible to provide passenger steamships with sufficient lifeboat accommodation for everybody on board. Before the speaking began there was exhibited the double acting quadrant boat davits invented by Mr. Welin, with cranes for lowering life rafts; life belts, models of lifeboats equipped with the quadrant davits and other appliances for saving life at sea.

Dr. William H. Tolman, director of the American Museum of Safety, announced that Judge Elbert H. Gary had made a gift of $5,000 to be used for a collection of life saving exhibits which the Museum of Safety will install.

Inspector-General George Uhler of the Department of Commerce and Labor presided. Secretary Nagel of the Department in a letter expressing his regret at not being able to be present said:

"Interest excited by the Titanic disaster should not be permitted to subside without thorough consideration of the whole subject and this is the time for mature advice and practical demonstration. I trust that in so far as control rests with our Government the proper measures may be adopted."

Mr. Welin's device for lowering lifeboats has been adopted by many of the steamship lines and was the one in use on the Titanic. It was largely for that reason that he is in this country, having come here in case his testimony was wanted in connection with the disaster. He said that while it is easy to say that no more people should be carried than there is boat accommodation for, he believed that at present it would be unwise to formulate a sweeping rule to that effect.

"The rigid enforcement of such a rule," he said, "would in numerous cases create a tendency to stack boats on top of each other and probably in such a way as effectually to prevent their being kept in a seaworthy condition or to impede their efficient and expeditious handling. This would certainly be no improvement upon existing conditions, though it might serve well enough for advertising purposes."

Mr. Welin pointed out that a boat deck originally planned for twelve lifeboats might be quite unsuited to carry thirty-six. He said that he had in mind two Atlantic steamships now under construction which as planned have deck space "just a foot or two too narrow for double banking the boats." By reducing the width of the deckhouses a few feet, he said, space would be provided for just double the number of lifeboats. He added:

"What I think may be safely said is that the plans of any ocean steamer with three open decks might without great difficulty and also without detracting materially from the comforts of the passengers be so arranged as to provide sufficient boat accommodation for every soul on board. And while I am absolutely against what might be called 'panic legislation' in any shape or form, that, I think, might be insisted upon."

Mr. Welin said that in his opinion plans for detachable deckhouses to act as rafts and life rafts depending upon self-releasing mechanism are unpracticable. People facing death wouldn't have self-possession enough to sit down and wait until the water lifted the raft from its position. He was convinced, he said, that a properly constructed lifeboat placed under efficient launching gear is the best and safest appliance obtainable. He felt sure, too, he said, that the existing rules for the number of passengers to be allowed in a boat are the best that could be framed.

He criticised the present system for not providing for boat drills that were real tests of efficiency and said that it is "an unhappy fact that the majority of boats are rarely tried under the actual conditions in which they might at any moment be required in an emergency." In this connection the speaker described the Welin quadrant davits, which he said were successful because they were simple and easy to operate under any conditions and so encourage frequent practical boat drills. With these davits, which like small cranes swing inboard or outboard at the will of the operator, a double or triple bank of boats, or even a larger number, can be launched. Mr. Welin, however, does not believe in having more than three boats depending on their launching for one set of davits. He described the quadrant davits to be used on the Imperator, the new Hamburg-American Line giant, and told of the difficulty of lowering the boats on such a ship where the height of the boat deck above the water is "equal to the height of a six or seven story dwelling." The problem had been solved, he said, so that the launching manœuvre can be carried out in forty to fifty seconds and the boat falls returned for use on a second or third boat by means of a non-toppling block which prevents fouling, a model of which was on exhibition.

Mr. Welin said that he thought the steamship people were making a great mistake in not taking the travelling public more into their confidence in the matter of handling lifeboats. Real drills were what was needed, he said, and added:

"Supposing it was necessary to stop the ship for half an hour, what would it matter on a trip of several days duration if thereby something better was obtained than the sham drilling which now so frequently takes the place of actual practice on board our liners? How many lives might be saved in the course of a year by the establishment of such a simple rule!"

While the ordinary type of lifeboat is preferred by seamen Mr. Welin said that some form of collapsible is made necessary by the present problem of stowing an increased number of boats. He said that Capt. A. P. Lundin of this city has recently contructed a new boat of this type which seems to be a satisfactory solution of the problem. These boats consist of a decked hull with the sides extending above the deck some fifteen inches and protected by fenders of balsa wood. Folding boards of a substantial construction are hinged to the tip edge of the sides and may be raised in a second, automatically locking themselves in an upright position. Such boats, Mr. Welin said, may be stowed on each other without risk of damage. In conclusion Mr. Welin said:

"I wish to say that we have already received from a large number of ship owners on both sides of the Atlantic conclusive proof not only of their readiness to accept without demur any reasonable legislation that may be decided upon but that they are even anxious to anticipate any demands for further safety measures. The haphazard way of treating questions of this kind which was the rule until quite recently is more and more giving way to a systematic and more or less scientific study of the subject. Boat decks are being planned with a view to carrying a full complement of lifeboats and the matter of expense has in many cases already become a minor consideration. It is now not a question of saving money, but human life."

FEARED DAVITS WOULD BREAK.

Why Titanic Boat Was Not Full—Bulkhead Doors Opened.

Special Cable Despatch to THE SUN.

LONDON, May 9.—Fear that the davits would break and drop the women and children into the ocean was given by seaman Alfred Sheers to-day as the reason for having only forty persons in his life boat when he left the Titanic. At to-day's session of the Board of Trade commission of inquiry the testimony was in the main a repetition of the evidence developed by the Senate investigation in America.

The day was spent in examining the crew. Sheers said his boat was not full and had there been enough sailors in it some of the drowning passengers might have been picked up.

Sheers testified that he and the other seaman at the oars attempted to go to the rescue of some of the unfortunates struggling in the water, but the women in the boat, fearing that they might capsize pleaded with them until they turned again and rowed away from the wreck.

Thomas Dillon declared that although the water-tight bulkhead doors were closed immediately after the steamship struck, four of them were later opened in order that the engineers might get to the pumps. He did not know whether or not these doors were later closed but felt certain that they were not.

Attorneys for the firemen's union tried to develop whether the opening of these doors was not really responsible for the sinking of the Titanic, but failed to get a responsive answer.

Charles Hendrickson, one of the men who manned lifeboat No. 1, which was not more than half filled, was asked why he did not go to the rescue of some of the passengers whom he said he had seen swimming in the water. He declared Sir Cosmo Duff-Gordon and his wife objected because it would be dangerous.

"You mean to tell us," demanded Lord Mersey, "that because two passengers objected, you did not go to the rescue?"

"That's right," was the reply.

Hendrickson said that Sir Cosmo Duff-Gordon gave each man of the crew in the boat £5, or $25.

Titanic Lighthouse Fund.

J. P. Morgan & Co. have announced additional contributions to the Titanic memorial lighthouse fund of the Seamen's Institute among which are

Mrs. M. Orme Wilson	$100
Mrs. R. T. Auchmuty	100
Mrs. Edmund L. Baylies	50
Mrs. Frederic Nathan	25
Mrs. Charles S. Smith	25
Mrs. Sarah M. Sage	25
Mrs. William C. Osborn	25
Mrs. William N. Kremer	25
Mrs. Peter Chubb	25
Mrs. Henry Sellman	25
Mrs. Morris K. Jesup	25
Mrs. E. D. Adams	25

The total of the fund is now $2,024.

Will of Titanic Victim.

The will of Alexander Oscar Holverson, one of the Titanic victims, was filed for probate yesterday and disposes of a personal estate of over $10,000. The will was executed in 1910 and leaves the entire estate to the testator's wife, who survived him. She is Mrs. Mary Olive Holverson of 468 West 146th street.

SUES D. & H. FOR $500,000.

H. P. Hood & Sons Allege Discrimination in Milk Rates.

BOSTON, May 9.—H. P. Hood & Sons, milk contractors, have filed two suits in the Superior Court here against the Delaware and Hudson Railroad. In each suit damages of $250,000 are asked for alleged discriminarion in rates for the transportation of milk and breach of contract.

In one suit the Hoods claim that the Delaware and Hudson has been guilty of breaches of duty since 1905 and discriminated against them in many ways in the collection of milk along a route from Eagle Bridge, N. Y., to Castleton, Vt.

The other action is for alleged breach of an agreement made by the plaintiffs and defendants in 1904 for the development of the milk supply and traffic between Eagle Bridge and Poultney, Vt.

DISORDER IN NEWARK STRIKE.

Diggers and Laborers Union Charges $1 for Permission to Work.

One man was stabbed and four others were attacked while at work in Newark yesterday by members of the Diggers and Laborers Protective Union of Essex county, who are on strike. The police reserves of the First, Second and Fourth precincts were kept busy watching the strikers and the reserves in all the precincts of the city were held in readiness for trouble.

The men are striking for pay at the rate of 25 cents an hour and a ten hour workday. According to officers of the organization the union has 2,200 members. The union is trying to get all the men in that line of work to join the strike whether or not they are getting the pay demanded. The union is also selling to workmen cards that read, "Received $1 for permission to go to work." Any workman holding this card and ordered to quit work may continue upon presenting it.

A gang of about 200 men left the headquarters of the union in Bedford street yesterday morning and called the men off several jobs. Police Captain Vogel of the Fourth precinct station learned of the move and sent six patrolmen in plain clothes, two mounted officers and two bicycle policemen to follow them. The crowd broke up when rain began to fall.

Another scouting party met with resistance in Branch Brook Park, where William Fuchs of 677 North Seventh street and Antonio Binkea were cutting grass. Nicolas Fiore of 40 Garside street ordered them to quit and Fuchs refused. Fiore is alleged to have drawn a knife and in the mixup Fuchs was cut on the right thumb. Fiore was arrested and arraigned in the Second precinct police court on a charge of atrocious assault and battery and was held in $500 bail for the Grand Jury.

Four employees of the Public Service Corporation were working in a trench in Seventh avenue near D'Auria street, which is near the Second precinct station. A crowd of strikers tried to intimidate them and when the men refused to stop working the trouble makers started to pull them out of the hole. The police were called out and for a time it looked as though there would be trouble. The strikers gave way, however, and the employees returned to the trench.

Sutton Divorce Suit Called Off.

The suit for divorce brought against Francis M. Sutton of the exporting firm of Francis M. Sutton & Co. of 17 Battery place, Manhattan, by Mrs. Louise S. Sutton of 189 Bainbridge street, Brooklyn, has been discontinued. The formal order was signed yesterday by Justice Blackmar in the Supreme Court. The Suttons were married in 1893 and have three children, one of whom is a student at Princeton. Since they separated recently the husband has been making his home at the Crescent Athletic Club. It was intimated yesterday that the discontinuance means a reconciliation.

HOW WALL STREET GOT ITS NEWS OF TITANIC

Editor Tells Senate Committee Sources of Information Sent on Ticker.

DID NOT AFFECT STOCKS

Chairman Smith Tries to Show That False Reports Held Up Prices.

WASHINGTON, May 9.—L. M. Farrell of Dow, Jones & Co., associate editor of the *Wall Street Journal*, was a witness before the select committee of the Senate investigating the Titanic disaster to-day. Chairman Smith called Mr. Farrell to elicit from him, if possible, the source of the information sent out by the ticker service of the Wall Street firm the day after the Titanic disaster.

Farrell, who testified he was "managing news editor" of the *Wall Street Journal*, read each telegram sent out as a bulletin on April 15 and explained the source of the information. He denied that Dow, Jones & Co. were shareholders in the Marconi, Western Union, Postal or Lloyds.

Senator Smith inquired especially concerning a Dow-Jones bulletin sent at 3:01 P. M., on April 15, in which Vice-President Franklin of the International Mercantile Marine Company said that he had made arrangements for transporting 700 Titanic passengers from Halifax to Boston. Chairman Smith sought to show that this was evidence that Mr. Franklin knew at the time that only 700 in all had been saved from the Titanic.

The witness was asked what effect the Dow, Jones & Co. bulletins had on International Mercantile Marine stock. He replied that the stock held its own on Monday, April 15, but went off the following day about three points on information of the loss of the vessel and such a large percentage of passengers and crew.

Senator Smith observed that it proved exactly what he had inferred, that false information sent out on Monday had bolstered up the stock, which dropped as soon as the real information became known.

The witness expressed the opinion that the bulletins did not affect the stock.

Mr. Farrell submitted a statement in which he said:

Reports published by Dow, Jones & Co. on Monday, April 15, regarding the Titanic disaster came chiefly from three sources: the office of the White Star Line, the Laffan News Bureau and the Boston News Bureau. At 8 A. M. on that day, on interviewing representatives of the White Star Line in their New York office, a reporter received information which was summarized on the Dow, Jones & Co. news tickers as follows:

"Officers of the White Star Line stated at 8 o'clock this morning that passengers on the Titanic were being taken off in boats and that there was no danger of loss of life. The Baltic and the Virginian, they stated, were standing by to assist in the rescue."

On account of a misconstruction of the expression "standing by" this item may have given rise to subsequent erroneous reports. To the lay mind "standing by" conveyed the meaning that the vessels were in the immediate vicinity, holding themselves in readiness to render aid. The expression used in its nautical sense meant response to direction, or the setting a course toward, rather than being in the immediate presence of the Titanic.

TITANIC SURVIVOR'S STORY.

Isaac Frauenthal Relates Experience to Luzerne County Society.

Isaac C. Frauenthal told of his escape from the Titanic before fifty members of the Luzerne County Pennsylvania Society at the Hotel Cumberland last night, following the fourth luncheon of the society's second year.

"The only reason my brother Dr. Henry W. Frauenthal and I got on a boat," he said, "was because no one else wanted to; they thought the unsinkable ship safer than the water and the cold." He told about a young Williams man and his father caught on deck A when the water began to reach them. Astor was just beside them.

"'Better jump for it,' said the father, and Astor who was just beside them, called out: 'Good luck!'" The son survived and told Mr. Frauenthal about his struggle to get into a collapsible boat, on the side of which twenty-five men were hanging.

"When the boy of eighteen just got there," said Mr. Frauenthal, some one yelled: 'Push him off.' The boat was sinking; it could only stand seventeen along the side; they began pushing men down. 'You've earned it,' a man said to him and threw off a gray haired man next him. He saw him sink and could just hang on himself, he told me after, with no feeling at all in his legs.

"Yes, we could have got back to those in the water, but there were a thousand of them and the people didn't want to; it would have meant sinking."

SUICIDE ENDS FAMILY.

Sons Die, Mother Drowns Herself and Shock Kills Father.

HARTFORD, Conn., May 9.—The body of a woman found in the Connecticut River at Hockanum yesterday was identified to-day as that of Mrs. Charles H. Davenport, 67 years old, of South Hadley Falls, Mass., the wife of a wealthy paper manufacturer.

She is believed to have committed suicide on the morning of December 20, 1911, by throwing herself into the river after grieving over the deaths of her two sons a year ago. Her husband was greatly shocked by her disappearance and prosecuted search for her with vigor. About a month ago he died of nervous exhaustion.

The identification of Mrs. Davenport's body was made by Dr. H. W. Lamb, a dentist of Holyoke, by work done on the woman's teeth by him.

The body was mutilated, many bones had been broken, there was a gash in the right temple, and many cuts on the limbs. Medical Examiner W. W. Knight said tha the broken bones and cuts were undoubtedly caused by floating ice, and that the body might have been hit by boats plying the river.

TO WELCOME GERMAN FLEET.

Ex-Mayor Low to Head the Committee of Citizens.

The citizens' committee appointed by Mayor Gaynor to arrange for the reception and entertainment of the officers and men of the German squadron which will shortly visit this harbor met yesterday in the City Hall to organize. Mayor Gaynor opened the meeting, and remarked that he had suggested that Herman Ridder should be named as the chairman of the committee, but that Mr Ridder had been unable to accept the place. Mr. Ridder then suggested that ex-Mayor Seth Low should be named, and the proposal was adopted unanimously.

E. H. Hall was elected secretary, and the chairman was authorized to appoint an executive committee to prepare the details of the reception.

JOHN HYSLOP 78 TO-DAY.

Yachtsman Has Officiated in Many International Cup Races.

John Hyslop, the veteran yachtsman, is to-day celebrating his 78th birthday at his home in Riverview Terrace. Mr. Hyslop is one of the best known yachtsmen on both sides of the Atlantic and will receive many congratulatory telegrams. He is still as ardent a yachtsman as ever, and his yawl, Tern, is now fitting out.

Mr. Hyslop was for many years the measurer of the New York and other clubs. He had that job for the New York Yacht Club from 1887 till 1902, and in that period issued measurement certificates to many hundred yachts and officiated in five international races for the America's cup. First in 1887 he measured the Volunteer and the Thistle. The Thistle was the first British yacht built especially to win the coveted trophy. Then the two Valkyries passed under his tape. The American yachts in those years were the Vigilant and the Defender. The Valkyrie-Defender year was an unpleasant one in the history of cup racing, as it resulted in charges being made by Lord Dunraven against C. Oliver Iselin and those on the Defender, and Mr. Hyslop's testimony at the investigation was very important. Then came the Shamrocks and the first two were measured by Mr. Hyslop, the defending yacht each time being the Columbia.

For many years Mr. Hyslop has been identified with the Seawanhaka-Corinthian Yacht Club, and he has made a study of measurement rules and the speed of yachts. He framed the Seawanhaka rule which governed the measurement of all racing yachts for many years, and when designers were able to defeat the objects of that rule he framed another which was tried until the present rule was adopted.

Mr. Hyslop was a passenger on October 14, 1898, on the ill fated steamship Mohegan, which was lost on the Manacles off the coast of England. More than 100 passengers were lost in that wreck, and Mr. Hyslop was rescued after having spent many hours in the rigging high up on a mast which stood above the water. At that time he was mentioned as being one of the lost.

HGH SCHOOL FOR RALLIES.

Jersey City Board of Education Opens It to Taft and Roosevelt.

At a special meeting of the Jersey City Board of Education yesterday afternoon requests were granted for the use of the High School auditorium for a political meeting on the evening of May 22, at which President Taft will speak, and for a meeting on the following night, when Col. Roosevelt will give the other side of the argument.

George L. Record, leader of the progressive Republican faction in Hudson county, who asked for the use of the school building on behalf of the Roosevelt State League of New Jersey, backed up his request with a little speech.

"The science of politics," said Mr. Record, "is much more important to the people than the science of education."

"But isn't it establishing a precedent to permit the holding of political meetings in a school building?" asked Commissioner Robert M. Brennan.

"They are matters of public education," continued Mr. Record. "I don't know of anything more vital to the public than the discussion between President Taft and Col. Roosevelt. It is of as much importance as the little red schoolhouse."

Patrick Flannery, vice-president of the board, asked how it would be possible to establish the dividing line between political meetings of magnitude and the minimum kind.

Mr. Record replied that he didn't see why any political party should not be allowed to hold meetings in a school building when it wanted to.

"The question," said Mr. Flannery, "is whether the time is ripe to throw open our public schools to political parties."

"These political meetings are apt to degenerate into personalities," said Mr. Brennan.

"What if they do?" asked Mr. Record.

"The High School is not the place for them," replied Mr. Brennan.

President George G. Tennant said he believed a better class of people would attend political meetings in school buildings than in a hall at the back of a saloon. Commissioner Joseph E. Bernstein and Oliver R. Blanchard, M. D., also favored the idea of permitting the public to use its own buildings for such meetings as had been suggested.

The High School committee recommended that permission be granted for the Taft and Roosevelt meetings, and the report was adopted by a unanimous vote. Messrs. Flannery and Brennan didn't vote when the ayes were called. Miss Cornelia Bradford, the lone woman member, was one of the first to say "Aye."

President Tennant said the actual cost of lighting, heating and cleaning the High School for a meeting at night would be $23.62. The campaign committees will pay the bill and will also guarantee to make good all damage that is done.

LOSSING SALE BEGINS.

Commission to Decide if Virginia Owns the Questioned Documents.

The sale of the Lossing library opened yesterday afternoon in the Anderson Galleries, the total for the first session being $4,536. On account of the claim of the State of Virginia to certain documents, fifty-two articles were omitted in yesterday's sale. In regard to these omissions Major Emery S. Turner of the galleries issued the following statement:

The Governor of the State of Virginia has made a claim that about a hundred letters of this collection were originally and still are the property of the State of Virginia. In confirmation of this claim it would appear from internal evidence offorded by the letters that they must at one time have formed a part of the official files of the State of Virginia. The representatives of the Lossing estate have therefore agreed to withdraw the letters from this sale and submit the question of ownership to a commission who will investigate the matter and render their decision at an early date.

It is probable that some of the letters now withdrawn will return to the ownership of the Lossing estate and will be included in one of its later sales. All others which are found to be the property of the State of Virginia will be at once returned to the proper authorities.

This adjustment has been reached without the smallest controversy or difference of opinion.

Deaconesses Set Apart for Life.

The commencement of the New York School for Deaconesses, located on the grounds of the Cathedral of St. John, took place yesterday in the hall of the school, and was followed by a service in the Cathedral, when four deaconesses were set apart for life service. The warden, Dr. Milo H. Gates, presided at the commencement, and Bishop Burch gave the benediction. Those who were set apart as deaconesses were Miss E. W. Chappell, Miss C. Louise Schodts, Mrs. William H. Butts and Miss Jannette Bliss Gillespie.

Charlie the Hermit Housed Again.

Charlie the Hermit, who was evicted from his hut on the beach between Edgemere and Arverne, Queens, day before yesterday because he refused to sign a lease for the place, spent the night that followed walking up and down the beach.

Yesterday morning he went back to the spot on which his shack has stood for more than thirty years and while he was there two Italians who worked on the city dumps at Arverne came along and offered to share their shanty with him. He accepted.

SOUGHT A PASS FROM RAILROAD HE ATTACKED

Letters of Llewellyn, Rough Rider, Are Put in Evidence.

SUIT OVER MINING CLAIMS

Letters Also Describe Roosevelt Man's Activities Along Other Lines.

Major William H. H. Llewellyn, who was an officer in Col. Roosevelt's regiment of Rough Riders and was subsequently appointed United States District Attorney for New Mexico by President Roosevelt, an office which he resigned in November, 1907, tells in letters which were submitted to Supreme Court Justice Blanchard yesterday of efforts to get a pass from the Sante Fé railroad in 1906 for Col. William J. Hartley, a business associate, although he was prosecuting the Sante Fé for rebating at that time. The letters also describe Major Llewellyn's activity in staking out mining and irrigation claims in behalf of himself and associates while United States Attorney.

The letters were submitted to the court by Col. Hartley, who is a promoter and member of the New York Athletic Club, on a motion to vacate the service of papers in a suit on a note for $10,000 for his share of the expenses of mining promotions in New Mexico, in which he was interested with Major Llewellyn and Harry A. Poth, the Philadelphia brewer. The suit against Hartley is brought by Poth, who obtained an attachment on the ground that Hartley is not a resident of New York. The defendant contended that the papers were not served on him, but were left with the doorkeeper at the New York Athletic Club, and he insisted that this was sufficient reason to stay the Sheriff from levying upon his property. The court decided that Col. Hartley had made his application too late and vacated the stay of execution.

In his answer to the suit Col. Hartley says that on Feb. 9, 1906, he and Poth entered into an agreement with Major Llewellyn by which they were to mine gold in Pot Hole, in the Las Animas mining district of New Mexico, and under the agreement District Attorney Llewellyn was to have 50 per cent. of any profits, Poth 30 per cent. and Col. Hartley 20 per cent. The last named alleges the Major Llewellyn and Poth extracted $200,000 in gold and other values out of the property and that Poth retained all his share. He accordingly puts in a counterclaim for $30,000.

Col. Hartley submits the letters from Major Llewellyn to prove that the latter recognized his interest in the venture in New Mexico, but several of the letters mention Major Llewellyn's unsuccessful efforts to get a pass for Col. Hartley from Chicago to New Mexico. One letter, written on Feb. 25, 1906, said that he had made an application for a pass, but had not received it. A few days later Major Llewellyn wrote:

I have never succeeded in getting a pass for you and I cannot press it too far on account of the position I am holding. I spoke to a personal friend of mine connected with the Santa Fé for your pass, but I cannot be put in the position of asking for one as an official request of the United States Attorney.

On June 13 of that year Major Llewellyn wrote:

After seeing you I returned to Las Vegas and drew the indictments which the Grand Jury returned against the Santa Fé and the Colorado Fuel and Iron for rebating in shipments of coal and coke. The Santa Fé has so far declined to issue a pass. I presume the rate bill will cut out the passes entirely.

Major Llewellyn wrote in the same letter that he had decided to organize an irrigation scheme for his partners, and said:

It is impossible to handle the water at the Pot Hole. I am preparing articles of incorporation to take the water out of the Percha River for irrigation purposes. As soon as I get the company in shape I may come to Philadelphia with the photographs of the entire cañon and the water and the land to be irrigated and try to place some of the stock there and issue bonds to secure the money necessary to complete the dam. You see our eighty acres cover the actual site of the dam and we can turn same in to the company for a good price.

On September 25, 1907, about a month before he resigned as District Attorney, Major Llewellyn wrote that he had been at Hillsboro, the site of the dam, with the Surveyor-General of New Mexico, who was his son, Kergan Llewellyn, also a Rough Rider. Major Llewellyn wrote:

I have located additional ground, placing you and Mr. Poth in as locators. This is with the understanding that you deed it to the company as soon as the articles are filed. We are going to put in a cement dam and handle it from the proper standpoint, and I have no fear of the result.

Major Llewellyn wrote on March 26, 1910, that he was trying to dispose of all the property held by him and his associates at Rio Percha, and had entered into a contract to deliver all the company's stock and 800 acres of placer ground. He sent Col. Hartley a blank power of attorney and said he would account to the latter if he signed the power of attorney. Major Llewellyn wrote: "I have been preserving it, but I am tired of the same and want to sell and get my money out of it, or at least what Mr. Poth put in."

Major Llewellyn and his son both resigned their offices after it was reported to the Department of Justice by Ormsby McHarg, special agent of the Department of Justice, that District Attorney Llewellyn did not cooperate with him in the investigation and prosecution of alleged land frauds. The charges against Llewellyn aroused the ire of Gov. Curry of New Mexico, a close griend of Col. Roosevelt and also a Rough Rider.

CORNELL PRIZES AWARDED.

Woodford Prize Goes to Allen Colcord of Brooklyn.

ITHACA, N. Y., May 9.—Three literary prizes and one speaking prize have been awarded to students of Cornell University.

The Barnes Shakespeare prize has been won by Miss Florence Carpenter of Ithaca. It consists of a $50 gold medal and the income from a fund given in 1887 by Mrs. Alfred Smith Barnes.

The Corson Browning prize has been awarded to Harry M. Blank of Brooklyn, a junior in arts. It consists of a $50 gold medal.

The Corson French gold medal has been awarded to Bleecker Marquette of Schenectady, a sophomore in the College of Arts and Sciences.

The Woodford prize of $100, the highest speaking prize in the gift of the university and the most treasured, was won by Allen Husted Colcord of Brooklyn, a senior in the College of Arts and Sciences.

SEVEN LOST FROM LAUNCH.

Chicago Fishing Party's Boat Overturned by Squall.

CHICAGO, May 9.—The overturning of a launch on Fox Lake by a sharp wind blast last night brought death to seven members of a fishing party. The only body recovered is that of Mrs. Mabel Hansen. The other passengers on the launch were Michael K. Lumder, Lewis Truschme, John Hoefer and an unidentified man, all of Chicago, and George Russel and James Hune of Ingleside, Ill.

The boat was owned and sailed by Hune, who was assisted by Russel.

About 8 o'clock the party, having finished dinner at the Lippincott Hotel, boarded the launch Summer Seas and headed for the Bay View Hotel, where they were to spend the evening. A squall overturned the boat.

BIBLE SOCIETY MEETS

And Hears It Made a New Record in Distribution in 1911.

The annual meeting of the American Bible Society was held in the Bible House yesterday afternoon. James Wood, the new president, was in the chair. The society, one of the two great Bible distributing societies in the world, issued 459,479 more volumes last year than in 1910, its total for 1911 reaching 3,691,201 volumes.

It was reported that owing to changes in the far East there are now demands for Bibles from there. It is expected that the Panama Canal will change conditions in South and Central America. In Mexico a period of unrest has interfered with Bible distribution, but a copy, known as the Centennial Gospels, continues in considerable demand. Since the society was formed, ninety-five years ago, 94,219,105 volumes have been printed and distributed.

The receipts of the society last year were $691,347, of which $224,000 came from legacies and $228,000 from sales of Bibles.

Fine weather may turn out a fairy story!

While fine Spring suits are always fine.

Ours must be or "your money back."

Of course fine quality isn't in it if the fit isn't fine.

Likewise a fine fit is out of it if the patterns are off.

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NEW YORK'S LEADING THEATRES.

KNICKERBOCKER. B'way & 38th St. Evs. 8 sharp. Mats. To-morrow & Wed. 2. OTIS SKINNER in An Arabian Night KISMET

HUDSON 44th St., near B'way. Evs. 8:25. Mats. To-morrow & Wed. 2:20. Whiteside IN THE Typhoon

LYCEUM 45th St. Evs. 8:20. Mats. To-m'r., Tues. & Thurs. 2:10. 25c to $1.50. MARVELOUS MOTION PICTURES Paul J. Rainey's African Hunt

HARRIS West 42d Street. Evs. 8:20. Last Mat. To-morrow 2:20. Last 2 Nights. THE TALKER

PARK 59th St., B'way, Col. Circle. Evs. 8:10. Matinees To-morrow & Wed. 2:10. The Quaker Girl With CLIFTON CRAWFORD

NEW AMSTERDAM 42d St. nr B'way. Evs. 8:10. Mats. To-mor. & Wed. 2:10. The DE KOVEN OPERA COMPANY in THE NATION'S LIGHT OPERA Robin Hood. GREAT CAST OF GRAND OPERA STARS.

ZIEGFELD MOULIN ROUGE Formerly New York Theatre. SMOKING. MAT. TOMORROW 400 Seats $1.00. "A WINSOME WIDOW"

LIBERTY 42d St., near B'way. Evs. 8:15. Matinees To-morrow & Wed. 2:15. HENRY MILLER in THE RAINBOW By A. E. THOMAS

GAIETY Broadway, 46th St. Evs. 8:20. Matinees To-m'r'w & Wed. at 2:20. Another Cohan & Harris success. "FLEET AND FUNNY." OFFICER 666 With George Nash & Wallace Eddinger

GLOBE B'way & 46th. Evs. 8:15. Mats. To-m'r'w & Wed. 2:15. THE ROSE MAID "Has caught on like its sister, 'The Spring Maid.'" World.

LAST NIGHTS. THE GARDEN OF ALLAH Century Thea., 62d st. & 8th av. Phone 8800 Col. Evs. 8:15. Sat. 2:10. 50c to $2. Wed. Mat. 25c to $1.50.

WALLACK'S B'way & 30th St. Evs. 8:20. Mats. Wed. & Sat. 2:20. To-night 277th Time ARLISS in DISRAELI

ASTOR B'way, 45th. Evs. 8:15. Mats. Wed. & Sat. 2:15. Wed. Mat. 50c-$1.50. FOURTH BIG MONTH. The Greyhound

GEO. M. COHAN THEATRE, B'way, 43d St. Evs. 8:15. Mat. Tom'w 2:15. "A SWINGING, RINGING 'PICTURE.'" BLANCHE RING IN THE WALL STREET GIRL. A New Musical Comedy with Harry Gilfoil.

GRAND 23d St. & 8th Av. Geo. COHAN "45 Minutes From B'way." Next Mon., BLACK PATTI Musical Comedy.

AMUSEMENTS.

HIPPODROME 6th Av., 43-44th. D'ly Mts. 2. Best Seats $1. Evs. 8. LAST 16 TIMES

LYRIC 42d St., West of B'way. Evs. 8:15. Matinee Tomorrow 2:15. STAR REVIVAL OF PATIENCE

Maxine Elliott's Th., 39, nr. B'y. Evs. 8:30. Last 3 Times. Mr. Charles Hawtrey in "Dear Old Charlie." Mat. Tom'w. Reg. MON. MAY 13. Cecil B. De Mille announces THE MARRIAGE-NOT New Comedy by Joseph Noel. Seats Now on Sale.

CASINO Broadway & 39th St. Evs. 8:15. Matinee Tomorrow 2:15. JAS. T. POWERS in a new musical play "Two Little Brides." Most Fascinating of All Musical Successes.

William Collier's COMEDY, 41st, E. of B'way. Evs. 8:15. BUNTY PULLS THE STRINGS Matinee Tomorrow, 2:15.

MANHATTAN STOCK CO. 10c, 20c, 30c. Opera House. Mats. Daily. FORTUNE HUNTER. Nxt. Wk., Paid in Full.

AERO SHOW NEW GRAND CENTRAL PALACE Now Open—10 A.M. to 11 P.M.

COLUMBIA Burlesque. Mat. To-day. 15c, 25c, 50c. B'way & 47th. Evs. & Sat. Mat. 25c. to $1. Smoking.

MURRAY HILL. Mat. Today. Smoking. Ev. 8:15. THE PASSING PARADE.

AMUSEMENTS.

DALY'S, B'way & 30th. Ev. 8:15. Mat. Tom'w 2:15. FOR THREE WEEKS ONLY. Special Star Production of THE EXPLORER By W. Somerset Maugham. In cast: Lewis Waller, Constance Collier, Charles Cherry, Grace Lane.

WINTER GARDEN B'way & 50th St. Tel. 411 Columbus. Mat. Tomorrow, 50c, 75c & best Seats $1.00. New Spring Edition of WHIRL OF SOCIETY. SUNDAY NIGHT BIG CONCERT.

PLAYHOUSE 48th, E. of B'way. Evenings 8:10. Th. 262B Bryant. Matinees To-m'w, Wed. & Thurs., 2:10. BOUGHT AND PAID FOR

39TH ST. Thea., 39th, nr. B'way. Evs. 8:15. A BUTTERFLY on the WHEEL Mat. Tomor'w 2:15.

BROADWAY Thea., B'way & 41st St. Evs. 8:15. Last Matinee Tomorrow 2:15. Reserved Seats, 75c., $1, $1.50. Best Seats $2. Last 3 Times. WEBER & FIELDS Jubilee Co. of 100 in "Hokey Pokey" and "Bunty Pulls the Strings." Reg. ABORN ENGLISH GRAND OPERA CO. NEXT MON. in "HANSEL and GRETEL." (Seats now) Daily Mats. 2:30. 25c.-$1. Evs. 8:30. 25c to 1.50

COLONIAL Daily Mat. 25c. BIG ANNIVERSARY 12 ALL STAR ACTS

ALHAMBRA Daily Mat. 25c. Sam Mann & Co., Mrs. Gene Hughes & Co., The Courtiers, Ed Hayes & Co.

GARDEN THEATRE, 27 St. Mad. Av. 2:00 & 8:30. "Caught by Kinemacolor."

DURBAR Society Folk At Play. Suffragette Parade.

5th AVE. B'way 28th St. Daily Mat. 25-50c. NORA BAYES & JACK NORWORTH. John P. Wade & Co., etc.

HAMMERSTEIN'S. VALESKA SURATT, RALPH HERZ, Tom Edwards, Cook & Lorenz, Clark & Bergman, Bison City 4 and others.