

U. S. PUTS MELLER ON STAND TO-DAY IN NEW HAVEN CASE

Former President of Railroad to Tell His Story in Two Instalments.

PLAN IS VIGOROUSLY FOUGHT BY DEFENCE

The Government will begin this morning the presentation of its evidence against the New Haven directors in the United States Circuit Court.

After one or two witnesses, called for the purpose of identifying minutes and other records, Charles S. Mellen, one time president of the road, now the prosecution's star witness, will take the stand for the first instalment of his testimony.

Mr. Mellen is to go on the stand twice, according to the present plans of Special Assistant Attorneys-General Batts and Swacke—the first time to testify to his knowledge of facts acquired during his first employment with the road, prior to his going west, and then the second time as to what he learned when he returned to the New Haven as president in 1903. This plan of dividing the Mellen testimony was vigorously opposed by Richard V. Lindbury, counsel for William Rockefeller, who spoke on behalf of all the lawyers on the side of the defence.

Mr. Lindbury said they wanted Mr. Mellen to tell everything he knows at one time so that cross-examination may follow at once. Judge Hunt said he would determine definitely when he hears what Mr. Mellen tells when he gets on the stand.

Walter D. Chase of Hartford, who failed to respond when his name was called among the list of witnesses yesterday, will be in court to-day, it is understood. Mr. Chase is a lawyer and, according to the prosecution, was an active agent for Edward D. Robbins, former counsel for the New Haven.

Batts Makes an Explanation. R. L. Batts, Special Assistant Attorney-General, who is in charge of Gregory's law partner in Austin, finished his opening address to the jury at 3 o'clock yesterday afternoon. He was interrupted several times because he was arguing his case, as the other side put it. He explained that he hoped that he was not unfair. He was not accused of opening a case. In fact it was the first case he had ever opened.

When he had finished the defendants did not appear to be much discouraged. Some of them made a point of showing that during his day and a half Mr. Batts had not been able to get the government would show that the New Haven combinations were harmful to the commerce of New England and, further, that he had set forth many individual combinations, consolidations, and purchases he had nowhere showed a connecting link sufficient to join a conspiracy alleged to have been begun in 1899 with events that took place twenty or twenty-five years later.

Mr. Batts was armed with his blue points when the court opened in the morning and his morning address was all detail, embellished by one or two little verbal encounters with counsel on the other side. He ran over again the same old story of the New Haven in 1899 after which he produced another point.

"Now turn to August, 1914," he said, "when the Government was making its investigation. The transportation facilities of New England now are absolutely in the grasp of this corporation, Springfield, New Haven and Providence all present similar situations and all due to what has been termed the 'Corsair agreement'."

Mr. Batts here referred to a declaration made by him on Monday that an agreement reached about the New Haven, the Boston and Maine Railroad and the New York, New Haven and New England Railroad was not quite correct, interrupted Mr. Lindbury. "The Corsair agreement was made long after the period to which you are referring," he continued.

"I am using the expression because it was used in correspondence at the time," answered Mr. Batts. "It matters little who you call it."

Billard Transaction Recalled. Mr. Batts devoted his hour's talk in the afternoon chiefly to the Grand Trunk Railroad situation, the Boston and Maine Railroad, and the Western Massachusetts of the Boston and Maine, and said that Edward D. Robbins went to Washington, and there conveyed a false impression of the situation, and purchased and that further, to quote him: "The directors of the New Haven proposed legislation in Massachusetts which would enable them to violate the Sherman law without violating the Massachusetts statute."

DANIELS ANNOUNCES HIS \$502,000,000 PROGRAMME

Asks Also for \$217,652,173 This Year, Besides the Five Years Expenditures—Wants 11,500 More Men, Ten Dreadnoughts, and Six Battle Cruisers.

Ships to Be Built and Sums Spent Yearly in New Navy Programme

WASHINGTON, Oct. 19.—The following table shows the number of vessels of the different classes to be constructed each year under Secretary Daniels's five year programme, also the amount of money to be expended on each class each year.

Table with columns for years 1917, 1918, 1919, 1920, 1921 and rows for Dreadnoughts, Battle Cruisers, Scout Cruisers, Destroyers, Fleet submarines, Coast submarines, Gunboats, Hospital ships, Ammunition ships, Fuel oil ships, and Repair ship.

In addition, \$28,369,127 is to be expended in 1917 and \$20,149,000 in 1918 for the completion of vessels already authorized.

The five year plan calls for the following additional expenditures:

Table with columns for years 1917, 1918, 1919, 1920, 1921 and rows for Aviation, Reserve appropriations, and other categories.

The total of the five year navy programme by years is therefore as follows: Year 1917, \$95,572,127; 1918, \$110,422,750; 1919, \$96,767,800; 1920, \$95,133,087; 1921, \$104,786,780. Grand total, \$502,182,244.

WASHINGTON, Oct. 19.—The five year programme for new construction in the navy and for increased personnel which the President will submit to Congress this winter was made public to-night in detail by Secretary of the Navy Daniels.

The programme calls upon Congress to appropriate this year the sum of \$217,652,173, an increase of about \$68,000,000 over the current naval appropriation. It also asks Congress's approval of a five year plan of new construction, munitions and aviation, with a total cost of \$502,182,244.

Mr. Daniels will ask Congress to provide this year for an increase of 11,500 men for the navy, to consist of 7,500 sailors, 2,500 apprentice seamen and 1,500 marines.

Daniels's Five Year Programme. The five year programme outlined by Mr. Daniels and approved by the President provides for, in addition to continuing already authorized, the following vessels:

- Two dreadnoughts.
Ten battle cruisers.
Ten scout cruisers.
Fifty destroyers.
Fifteen fleet submarines.
Eighty-five coast submarines.
Four gunboats.
One hospital ship.
Two ammunition ships.
Two fuel oil ships.
One repair ship.

The first year programme. Of this total the plan calls for the authorization this year of the following:

- Two dreadnoughts.
Two battle cruisers.
Three scout cruisers.
Fifteen destroyers.
Five fleet submarines.
Twenty-five coast submarines.
Two gunboats.
One hospital ship.
One fuel oil ship.

The actual construction programme of each of the five years is not the same, as an effort has been made to arrange the laying down of new ships in such a way as will make the total expenditure of each year as nearly equal as possible.

Two million dollars is asked for this year for aviation and \$1,000,000 in each of the four succeeding years. For munition reserves \$8,000,000 is asked for this year, \$5,000,000 in each of the next three years, and \$2,000,000 in the fifth year.

This programme both for the present year and successive years is larger than any ever before authorized by a Congress in a single year. Mr. Daniels called attention to the fact that the sixtieth Congress in authorizing five battleships, twelve destroyers and twenty-six submarines had provided the largest programme of any one Congress. As a result of this large programme, however, the sum of \$28,369,000 is required out of the estimates for next year to complete construction already under way or authorized.

The announcement of Mr. Daniels's detailed programme is expected to be followed in a few days by the publication of the details of Mr. Garrison's recommendations as to military policy. These announcements have heretofore been withheld until the eye of the Congress session.

The announcements of this year so far in advance of the assembling of Congress are taken as an indication of the intention of the Administration to rely on the public for support, which will result in Congress accepting its recommendations for the national defence.

Statement by the Secretary.

Mr. Daniels made the following statement in connection with his announcement:

"The Bureau of Construction and Repair, owing to the increased size and production of the new battleships, estimates that each dreadnought will cost, including armor and armament, \$18,800,000. A portion of this increase may also be attributed to the greater cost of materials, which are higher than formerly and perhaps still higher, owing to the demand caused by the war in Europe.

"It may be that these prices will not be reduced. If so the Congress will not have to appropriate so much money. Then again, the demand for materials entering into the construction of vessels may continue to be as great as or greater than at present, so that the estimates will not be too high.

"The total cost of each of the other types of vessels recommended is as follows: 'Battle cruiser, \$17,500,000; scout cruiser, \$5,000,000; destroyer, \$1,360,000; fleet submarine, \$1,500,000; coast submarine, \$650,000; gunboat, \$760,000; hospital ship, \$2,450,000; fuel ship, \$1,352,250; repair ship \$2,000,000.

Increase for Ordnance Also. "In addition to the \$8,000,000 to increase the reserve of munitions I have recommended in the regular appropriations an increase of \$1,178,980 for ordnance, in which I have included \$480,000 for torpedo defence nets for battleships, and I have recommended also an increase of \$286,000 for the purchase of the storage of guns and munitions. The reserve on hand now fully occupies the present storage facilities and it has been found necessary to have this increased space for storage to take care of the additional munitions which I have recommended.

"I have in prospect the larger utilization of the older class of battleships for the naval militia organizations of the States on the seacoast. I have also recommended an increase in the appropriation for the Naval Militia as a whole of \$60,737. The naval militia has made great strides this year, and it is the policy of the Department to do everything in its power to increase the efficiency of the officers and men there enrolled, which would make an excellent reserve in time of need.

"In order to provide a sufficient number of men to man the large number of ships of the navy which will be commissioned in the near future I have recommended an increase one year of 7,500 sailors, 2,500 apprentice seamen and 1,500 marines, or 11,500 men in all. This number, it is estimated, will enable us to keep in full commission all battleships under 15 years of age, all destroyers and submarines under 12 years of age, one-half the number of cruisers, all the gunboats and the necessary auxiliaries for the fleet, as well as to provide adequate reserve complements for the remaining vessels of military value and for the shore stations, all of which accord with recommendations of the general board.

By the great majority enlisted men must, as apprentice seamen, pass through the naval training stations, where they are taught the rudiments of education and undergo preliminary training, lasting from four to six months, to prepare them for duty aboard ship. It has become necessary, therefore, owing to the larger number of men in the service, to increase the number of apprentice seamen in order to provide the flow of new men required to fill vacancies in the ranks as they occur.

SAYS 'TRUST' BARRED HARRY LAUDER HERE

Manager Alleges It Kept Him From Appearing in the Mormon Temple.

SUIT ON FOR \$300,000

Harry Lauder, the Scotch comedian, was unable on his first trip to this country to get into a regular vaudeville theatre and had to content himself with halls, armories and other places, according to William C. Morris.

Morris told his story yesterday as a witness before Judge Learned Hand in the Federal District Court in the Sherman law damage suit brought by Clifford C. Fletcher against the so-called vaudeville trust. Lauder's inability to get an engagement was due, he said, to the fact that he had been here under the management of an independent agency.

In Detroit and Seattle, Morris said, he had to hire armories for Lauder. In Salt Lake City he got the promise of the use of the Mormon Temple, but at the last moment one of the trust agents persuaded the elders that the show was objectionable because there was a woman impersonator in it.

Morris declared that he brought Lauder to America eight times and in spite of the trust opposition made \$50,000 or more out of each tour. Morris is now the booking manager for the Hammerstein Amusement Company. He was called by the plaintiff in the present suit to corroborate the charge that the trust has done everything possible to ruin independent booking agents and theatres.

Fletcher booked foreign acts for theatres in this country. On the ground that his business was ruined by the trust he asks \$300,000 damages from the United Booking Office of America, the Central Vaudeville Promotion Company, the H. B. Marshall Company, L. A. Paul Keith, Frederick F. Proctor, Edward F. Albee, John F. J. Murdoch, Morris Meyerfeld, J. and Martin Beck.

Morris testified that this alleged combination forced him to build up a chain of theatres in this city and elsewhere in order to get engagements for his performers. Then, he said, he did their best to take his headlamps away. Two or three who mysteriously disappeared after he had advertised them extensively were Valeska Suratt and Annette Kellerman.

Morris told with apparent pride of outwitting the opposition by renting one of their own theatres for Harry Lauder. By the great majority enlisted men must, as apprentice seamen, pass through the naval training stations, where they are taught the rudiments of education and undergo preliminary training, lasting from four to six months, to prepare them for duty aboard ship.

When he permitted himself to be drawn into a plan to increase the number of ships through which he was to have sold his Western theatre interests for \$235,000, Morris said, his fight against the trust had broken him financially.

The trial will go on this morning.

WHITE RATS IN WAR COUNCIL

Mountford Outlines Campaign Against Vandeville Agents.

Harry Mountford addressed a special meeting of the White Rats Actors Union last night after the theatre hour and outlined a plan to increase the membership of the organization looking toward a revival of the old campaign against the vaudeville agents and managers to force a square dealing of the actors.

The White Rats will come out strongly against the cuts made in vaudeville salaries which have been a feature of the present season, especially in the smaller theatres. They also intend to wage a vigorous war against the practice of cancelling acts without notice, thereby throwing large numbers out of work without redress. This is technically called "split weeks." Whether it will be necessary to call a strike of their members has not been decided, but it is a possibility.

Mr. Mountford met with an enthusiastic reception by White Rats, the tenor of the meeting indicating that the 2,000 members of the club will support him in any reforms which he may set in motion. Other speakers were Frank Pooley, President of the club, Fred Nible, Julie McCre and George E. Delmore.

V. S. Aide Bid to Drill His Army

PHILADELPHIA, Oct. 19.—A J. Drexel Bidle was notified by the War Department today that his request was granted for six first sergeants of the regular army to drill his citizen army in which is included his Bible class.

CHOOSE 4% AND SAFETY

The expense and loss of time often attached to making investments reduce materially their earning capacity. If you are holding your money in the hope of getting a higher rate later on we advise you to invest it now at current rates. A possible higher rate to be obtained will not compensate you for the interest which you will lose by waiting.

Our tax exempt guaranteed first mortgage certificates yield 4% income clear, and, what is also important, you can invest without expense any amount at any time. No interest has ever lost a dollar.

BOND MORTGAGE GUARANTEE CAPITAL & SURPLUS, \$10,000,000 170 B'way, N. Y. 175 Nassau St., N.Y. 280 Fulton St., Jamaica.

GIRL DRIVES ALONE ACROSS CONTINENT

Anita King, Movie Actress, Covers 5,231 Miles, Attains Record for a Woman.

Anita King, whose name and face are known to thousands of those who follow the moving pictures, arrived in town yesterday, having completed an automobile trip across the continent, driving every bit of the way herself. If such things are matters of record, because there seems not to have been any other woman who has the feat of driving a car across the continent all by herself.

Miss King is what may be described as a "split of a girl." The odometer measured 5,231 miles from the time she left the Pacific coast with greetings from the Mayors of San Francisco and Los Angeles to be given to Mayor Mitchell. The messages were duly delivered yesterday.

She drove through Wyoming, Utah, Nebraska and then on to Chicago. She circled around through New York State before driving to Ashbury Park and to Philadelphia. That last named place is where she came from to New York.

Miss King, in spite of being on the road from September 1 to yesterday, had no marks of fatigue or strain. She explained that by saying she kept her face covered with grease paint all the time. "I was determined I wouldn't come into New York with a red nose," she said, faintly enough.

Four Patrolmen Committed.

Patrolman James W. Ward, who arrested the player of an orderly in the Police Hospital a few days after the crime was committed, was committed for his work in a general order by Police Commissioner Woods yesterday. Other patrolmen who received departmental recognition were Patrolmen Benedict Macuire, Patrolman Joseph J. Cunningham and Patrolman George F. Bishop.

STRIKING FILM SHOW AT KNICKERBOCKER

Scenes Depict Relentless Vengeance Taken in the Far East.

THRILLS IN SABLE LORCHA

D. W. Griffith has given striking proof once more of his superior skill in the making of picture plays in "The Sable Lorcha," which is the first of the three pieces shown on the film at the Knickerbocker Theatre this week. Horace Hazeltine is named as the author of the scenario, which depicts the relentlessness of Oriental vengeance. One man is persecuted through a score of years for a crime committed in China by his brother. There is all the mystery of the Orient about the scene, even when they are transplanted to the pseudo China of the San Francisco abode of these Celestial immigrants.

The scenes are always picturesque even when a single Chinese happens to supply the only exotic note and the police of San Francisco are putting him through the third degree. The native actor who played this part was about the most impressive of all the mimes on the screen. Tully Marshall was sickle enough as the white villain, but his wickedness was obviously an assumption for the sake of the camera. The little Chinaman was as impersonal and naive as if he had never heard of a picture play.

The photographic quality of Mr. Griffith's work was as remarkable as ever, and that is of greater interest to the professional observer than any thrill can be. But there is a real thrill in "The Sable Lorcha." One of the persecutions of the wrong brother after he has been brought more dead than alive out of a coffin is to carry him into a cellar, where a false friend promises him safety. He has no sooner dropped exhausted into a chair than a clamp springs out of the floor and he is fast to the ground. In this dark cellar the man is drowned. His fate is witnessed by the audience as the water from an open faucet pours and pours into the room. He has almost drowned, to the delight of his enemies watching him with exultation from the room above, when the police arrive. Thomas Jefferson sets both brothers graphically and then the camera laughs at the regular stage in the climax, which brings the brothers together, one of them on his bier.

Thomas Ince shows a film of Western life, "The Disciple," with W. H. Hart posing eloquently as a species of sky pilot. There is none of the subtlety of "The Sable Lorcha" here, although the scenes are not without effect.

Between the two screen plays there is the Keystone "Her Painted Hero," one of the slapstick, ju-jitsu, knock-down type. This is a far from the best of the kind and drag out pieces which are the output of this studio. Hale Hamilton is supposed to be the hero, although he appeared only rarely and had little to do more than smile in the obligatory and comprehensive manner of the obese. The real work was done by the indolent members of the permanent company. But there was a fatal lack of correspondence between the efforts of the actors and the response of the audience. There was scarcely a ripple of laughter even when it seemed as if the actors in the play must have broken every bone in their bodies.

The addition of an occasional actor from a Broadway theatre to the cast of these Keystone comedies does not in the least change their quality. They are the same old violent physical struggles to get a laugh out of the public. The programme at the Knickerbocker Theatre would be much improved by a change in the arrangement of the pictures. The Keystone fares should be shown at the beginning or the end of the programme. They are so different in quality that they should not interfere with the enjoyment of the other work there. Come relief may be too violent. When James P. Cressy wrote "The Chorus Lady" it was published as a short story in a magazine. Later he made it a sketch for vaudeville. Then it was expanded into a long play. Now it is on the screen. That must be its final apparition, since that is the fate of all good, and for that matter all bad, plays.

This week at the Strand the play is interesting to the public. Then there is music and other pictures are shown.

HARRIMAN NATIONAL BANK THE FOURTH AMERICAN INDUSTRY The Harriman National Bank is not anticipating early arrival of the automobile millenium when everybody shall have a machine, but if progress toward it continues at the current rate the automobile will at no distant date be as common as the telephone and regarded as equally indispensable.

VOTE \$5,000 TO GET ROFRANO. Aldermen Authorize Comptroller to Issue Special Bonds. The Board of Aldermen authorized Comptroller Frederick yesterday to issue \$5,000 in special revenue bonds for information leading to the arrest of Michael A. Rofrano, the former Deputy Street-Cleaning Commissioner, who has been indicted for murder.

Chalmers Six 40 \$1350 Seven Passengers Great Touring Weather And A Great Touring Car. The car for your Fall touring is here ready to start on a trip tomorrow. While there is a shortage of good touring cars, Chalmers foresight in increasing production enables us to deliver immediately. This 1916 model will still be an up-to-the-minute car next Spring. Buy now and avoid the usual Spring delivery delays. You want power, roominess, easy-riding, deep upholstery, and every new detail in your car—you get them all in the Chalmers Six-40 at only \$1350.

White Town Car The White Town Car holds an unique place among American Motor Cars of the higher grade. It is the only model made in this country which essentially reproduces the Coupe de Ville, the Town Car of Europe, with a body and chassis designed especially for town service. It has a short wheel base, light weight, special spring suspension and the non-stallable motor so desirable in maneuvering through congested traffic. The body is of the smartest custom design, arranged for two or four passengers enclosed and two servants exposed. THE WHITE COMPANY Broadway at Sixty-second Street, New York.