SPECIAL NOTICES.

WANTED—THE NAMES AND ADDRESSES OF the passengers on the east-bound Capital Traction car No. 242 about 4 o'clock p.m. August 26, 1902, when a gentleman on crutches was thrown to the street on Pa. ave. n.w. and injured. Address his attorney, D. W. GLASSIE, corner 6th and D sts. n.w. 1t*

DUSTLESS FLOOR OIL
—Saves scrubbing
—and cleaning
—60c. gal.
Hodgkin's Paint Depot, 913 7th St
au29-14d

What to Wear and How to Wear It.
See the new fall suitings and fashion plates now on exhibition here.
J. Fred Gatchel, TAILOR, 604 13th st.
au29-10d

—Bring in the old typewriter and get its full cash value—
—in exchange for
—a new
Manhattan
—Typewriter at $50.
John C. Parker, 619 7th.

Keep Warm This Winter
—by letting us put the latrobes and furnaces in first-class heating order. Expert repairing at bottom prices.
HUTCHINSON & McCARTHY, 520 10th st. au29-6d

MASONIC—A SPECIAL MEETING OF HIRAM Lodge, No. 10, F. A. A. M., will be held on FRIDAY EVENING, August 29, 1902, at 8 o'clock. Work second degree. By order W. M.
au28-2t* JAS. W. WRENN, Secretary.

WILL THE PARTIES WHO WITNESSED THE accident to an old lady at the corner of 7th and K sts. n.w., in front of Hahn's shoe store, August 25, please communicate with C. P. CASSIDY, 519 Mass. ave. n.w.? au26-4t*

LOOK OUT FOR THE NEW SIGN. WHICH NEW SIGN?
WHY R. T. WARWICK'S.
At the Riggs House, 15th and G sts. n.w.
He will be pleased to see you
NEXT MONDAY AND THEREAFTER.
au28-3t

MY OFFICES, YARDS AND DOCKS WILL BE closed all day LABOR DAY, MONDAY, September 1, 1902.
au26&29-2t J. MAURY DOVE.

BUILDERS and OWNERS
We have installed the Electrical Appliances in EVERY large apartment house in town. Let us estimate for you.
ELECTRIC FANS at LOWEST PRICES.
Nat'l Electrical Supply Co., 1417 NEW YORK AVENUE.
au28-10d

Need An Extra Closet?
We build them. Showing samples of kitchen and dining room closets here now—ready to set in place. Move them around just as you would any other piece of furniture. Sawdust in any quantity. Very reasonable.
Thos. W. Smith, —Main Office— 1st St. & ind. Ave. 'Phone East 717.
je10-3m,12

DR. WILLIAM H. HERON HAS RETURNED and resumed his practice. 1620 9th st. n.w.
au27-3t*

I NEVER DISAPPOINT.
Wedding Invitations
CORRECTLY ENGRAVED.
CORRECTLY PRINTED.
CORRECTLY PRICED.
PROMPT DELIVERY.
BYRON S. ADAMS, 512 11th street.
au19-14d

INDEX TO ADVERTISEMENTS.

ACCOUNTANTS....Page 15
AMUSEMENTS....Page 16
APARTMENTS TO LET....Page 14
ATTORNEYS....Page 15
AUCTION SALES....Page 13
BOARDING....Page 14
BOARDING ABROAD....Page 14
BUSINESS OPPORTUNITIES....Page 14
BUSINESS PROPERTY....Page 15
CITY ITEMS....Page 10
COUNTRY BOARD....Page 15
DEATHS....Page 5
DENTISTRY....Page 15
DOGS, CATS, ETC....Page 15
EDUCATIONAL....Page 15
EXCURSIONS....Page 16
FINANCIAL....Page 3
FOREIGN POSTAL SERVICE....Page 15
FOR RENT (Halls)....Page 14
FOR RENT (Houses)....Page 14
FOR RENT (Offices)....Page 14
FOR RENT (Pianos)....Page 14
FOR RENT (Rooms)....Page 14
FOR RENT (Stores)....Page 14
FOR SALE (Houses)....Page 15
FOR SALE (Lots)....Page 15
FOR SALE (Miscellaneous)....Page 15
FOR SALE (Real Estate)....Page 15
G. A. R. ENCAMPMENT....Page 15
HORSES AND VEHICLES....Page 14
LADIES' GOODS....Page 14
LEGAL NOTICES....Page 15
LOCAL MENTION....Page 10
LOST AND FOUND....Page 14
MEDICAL....Page 15
MONEY WANTED AND TO LOAN....Page 15
OCEAN TRAVEL....Page 15
OFFICIAL NOTICES....Page 15
PALMISTRY....Page 15
PERSONAL....Page 14
PIANOS AND ORGANS....Page 9
POTOMAC RIVER BOATS....Page 14
PROPOSALS....Page 15
RAILROADS....Page 16
ROOMS AND BOARD....Page 14
SEASHORE REAL ESTATE....Page 15
SPECIAL NOTICES....Page 3
STORAGE....Page 15
SUBURBAN PROPERTY....Page 15
SUMMER RESORTS....Page 15
UNDERTAKERS....Page 15
WANTED (Apartments)....Page 14
WANTED (Help)....Page 14
WANTED (Houses)....Page 14
WANTED (Miscellaneous)....Page 14
WANTED (Rooms)....Page 14
WANTED (Situations)....Page 14
WANTED (Stores)....Page 14

FAILS TO CONVINCE COURT.

Joseph Gibson, Colored, Fined $25 for Theft of Wine.

After telling what Judge Mills decided was an unreasonable story in the Police Court this morning Joseph Gibson, colored, was given a sentence of three months in jail, an additional sentence of two months in default of a fine of $25, on a charge of larceny.

Gibson was employed as a porter at the restaurant of Frederick Albrecht, 217 Pennsylvania avenue southeast. Tuesday evening last, about 11 o'clock, Mr. Albrecht noticed a suspicious noise in the cellar of his restaurant, and while he was investigating a colored man came up on the inside and left the place and walked down Pennsylvania avenue. When Mr. Albrecht came outside the man was nearly a square away. Mounted Policeman Lawton, who was in the vicinity at the time, was notified and he gave chase and overtook the man, who proved to be Gibson, at the corner of 1st and B streets southeast.

In his arms he had several bottles, and the officer, suspecting that something was wrong, requested him to return to his place of employment, which he said he would do. On the way back he turned on the officer and struck him on the shoulder with a bottle of wine, after which he threw the bottles, of which there were several, to the ground, breaking them. Policemen Brown and Ryne arrived on the scene and assisted Lawton in taking Gibson back to Albrecht's, where, after an investigation, it was found the wine closet in the cellar had been forced open and one bottle of white wine, three quart bottles of champagne and a pint of whisky, all valued at $14.70, had been taken.

Gibson declared to Judge Mills that he did not take the liquor from his employer's place, but that it belonged to him, and had been in his possession since last May, when he came to Washington from New York.

Delegate to Coffee Conference.

Thomas R. Dawley, jr., of New York has been appointed by the Secretary of State as a delegate on behalf of the United States to the International Coffee Conference which will be held in New York in October.

Branch Office, 14th and Welling Place.

Advertisements are received at The Star's branch office, Epply's pharmacy, corner 14th street and Welling place, at regular rates. No charge for messenger.

ELECTRIC ROADS

OVER 50,000 CARS PROPELLED BY MOST MODERN POWER.

In Nine Years Number of Horse Cars Reduced From 22,000 to 1,400—Use of Cables Also Decreasing.

The rapidity with which the electric system has supplanted horse and cable power is shown by the summary of statistics bearing on that subject just issued from the census bureau. In 1890 the street railway companies of the United States in operation numbered 789, of which 144 were electric. At that time there were 2,895 electric cars in use out of $32,505 of all kinds, and 1,262 miles of track out of 8,123. By 1899 the number of cable cars had declined from 5,089 in 1890 to 4,250, and horse cars from 22,408 to 1,489; but in the meantime electric cars had increased to the number of 50,658 and the number of miles of track to 17,969. The stimulus given the industry is further brought out by the fact that whereas in 1890 the total capital and funded debt for all roads appears to have reached $363,150,000, in 1900 the total for 871 street railway systems, chiefly electric, was $1,023,819,987 capital stock and $777,862,571 funded debt, making a total of slightly over $1,800,000,000, or just five times the figures of ten years before. On this vast capitalization the returns from the operation would indicate a net earning capacity of from 4 to 5 per cent.

The saving introduced by the adoption of electricity is indicated sufficiently by the annual report of the Metropolitan Street Railway Company of New York for the census year ending June 30, 1900. This system employs the most expensive method of electrical operation known, the trolley running in a slot under the car. It appears from the Metropolitan figures that the cost of operating with the cable per car mile was 17.76 cents; with the horse, 18.98 cents; and with the electric motor 13.16 cents. Corresponding figures were obtainable generally, and indicate a notable advance over the census date of 1890, when both cable and steam showed a lower percentage of operating expenses to earnings than did the crude young science of electricity. At that time, however, as was pointed out, the electric roads had for the most part just begun operation.

In the earlier days, such as those of 1890, a car with a pair of small motors of fifteen horse power each was well equipped, but the average per motor in 1900 is apparently over forty horse power. There was a notable extension of rural and elevated railway work, calling for heavier motors and frequently involving the putting of four motors under each car, one on each axle. Not included in this report are 158 electric locomotives, valued at $288,071, nearly all for mining purposes.

NAPHTHA LIGHTING.

Statement Made by the District Electrical Engineer.

W. C. Allen, the electrical engineer, has submitted a statement to the District Commissioners relative to naphtha lighting in the District during the present fiscal year. He says the District has now in service in the streets 1,163 naphtha lanterns, which were purchased from the Pennsylvania Globe Gas Light Company in July, 1899, at $1.50 each. These lanterns had been in service at the time of their purchase by the District on an average of three years, and have been used continuously since then. In addition to these lanterns there are now being supplied by the American Development Company, under their contract for the last fiscal year, 500 additional lanterns.

The specifications for naphtha street lighting for the present fiscal year require that all lanterns for that service shall be furnished by the contractor. "I would recommend, therefore," says the electrical engineer, "that such of the 1,163 lanterns in service as may be found to be in good condition be removed from the posts as soon as the new contractor enters into his contract and be stored in the property yards; that those found to be unfit for service be condemned and turned over to the property clerk for sale. I would also recommend that the 500 lanterns to be furnished by the American Development Company be also placed in the store room and kept for emergency purposes.

"This would mean that the new naphtha contractor for the present fiscal year would be required to furnish approximately 1,200 lanterns for the present service and for such extensions as the Commissioners may order during the year. As mentioned in former recommendations of mine to the Commissioners, I am strongly of the opinion that the contractor should furnish and own all the lanterns, tanks, burners and other appliances, except the posts, to be used for naphtha lighting. I am conviced that a more satisfactory and cheaper service will be secured to the District thereby."

CHARGED WITH ASSAULT.

Youth Accused of Striking Man Who is 100 Years Old.

Policemen Draeger and Stahl of the eighth precinct arrested Edward Middleton, colored, twenty-three years old, this forenoon and locked him up to answer a charge of assault. It is alleged that he and James Hughes, who is said to be about one hundred years old, are patients at Freedmen's Hospital. This morning they were seated on the porch in front of the ward in which they were under treatment, when they became involved in a dispute, and the colored man struck Hughes on his head with a bench.

The affair caused some excitement about the hospital grounds on account of the age of the victim. It was feared that Hughes would die, but when the surgeons examined him they found he had sustained no fracture, although there was a possibility that he had received internal injuries. Middleton left the hospital and the police went in search of him. He returned to the hospital later in the day and was arrested.

EXPLOSION ON THE HOLLAND.

Investigating Board Fails to Ascertain Cause.

The naval board appointed to investigate the explosion aboard the submarine boat Holland, July 30, in which one man was injured, has made its report. The board failed to ascertain the exact cause of the explosion as between gasoline or gases evolved from the storage battery, but is of opinion that the preponderance of evidence points very strongly toward an explosion of the battery gases. The conclusion of the board is as follows:

"In view of the lack of definite information on this subject, the board is convinced that it should be further investigated by experiments, especially with reference to the composition of gases given off by storage batteries, the conditions under which these gases are given off, and their explosive or non-explosive character. It is suggested that these experiments could profitably be conducted with cells in various stages of deterioration.

"The board recommends that the Holland be thoroughly overhauled, as regards the structure of the gasoline and battery tank, and that the ventilating system of the ship, particularly of the battery tank, be improved."

Mr. Clagett Not at Fault.

William H. Taylor, twelve years old, of 737 5th street southeast, and Albert L. Smith, six years of age, of 741 5th street southeast, while coasting down the street in a small wagon near the corner of 4th and I streets southeast about noon yesterday collided with a buggy driven by Thos. B. Clagett. Both of the boys were thrown out, and it was thought that Smith had been seriously injured. He was conveyed to Providence Hospital, where it developed that he had only been slightly bruised. He was able to go home after being treated by the physicians. Taylor was unhurt. Mr. Clagett was required to put up $5 collateral at the fifth precinct police station for his appearance in the Police Court today to answer to a charge of colliding. When the matter was brought to the attention of the prosecuting attorney he decided that Mr. Clagett was not at fault and nolle prossed the charge. The collateral was returned.

PARTLY CLOUDY TONIGHT.

Moderate Temperature Predicted for Tomorrow.

Forecast till 8 p.m. Saturday—For the District of Columbia, Delaware, Maryland and Virginia, partly cloudy, with moderate temperature tonight and Saturday; light to fresh easterly winds.

Weather conditions and general forecast: An extensive area of high barometric pressure covers the lake regions, the Ohio valley and the Atlantic coast states. The barometer is also high on the north Pacific coast and thence over the northern Rocky mountain region. The barometer is low in the British Northwest Territory and over the middle Missouri valley.

Heavy rains have fallen in the Gulf states east of the Mississippi river and in South Carolina and Georgia, and local rains occurred Thursday in the interior of the middle Atlantic states and in the middle Rocky mountain districts and in the Red River of the North valley.

The temperature has fallen decidedly in the northwest, and minimum temperatures of 32 degrees were reported this morning in the region north of Montana.

Local rains will continue tonight and Saturday in the south Atlantic and east gulf states and fair weather will prevail from the lower lake region over the middle and north Atlantic states.

The temperature will be low for the season in the middle western and northwestern districts and frost is likely to occur tonight in the middle and northern Rocky mountain and plateau districts.

Along the Atlantic coast fresh easterly winds will prevail. On the gulf coast the winds will be fresh from southeast to south. Fresh east to southeast winds will prevail on the lower lakes.

Steamers departing today for European ports will have fresh east to northeast winds, becoming variable, and fair weather to the Grand Banks.

The following heavy precipitation (in inches) has been reported during the past twenty-four hours: Savannah, 1.82; Meridian, 1.18; San Juan, Porto Rico, 1.04. Mississippi—Hazlehurst, 1.50; Natchez, 1.74; Kosciusko, 1.52; Lake, 3.20; Yazoo City, 2.80; Jackson, 3.00. Louisiana—Melville, 1.90. Georgia—Newman, 1.70.

Records for Twenty-Four Hours.

The following were the readings of the thermometer and barometer at the weather bureau for the twenty-four hours beginning at 2 p. m. yesterday:

Thermometer—August 28, 4 p. m., 81; 8 p. m., 73; 12 midnight, 62. August 29, 4 a. m., 59; 8 a. m., 66; noon, 79; 2 p. m., 80. Maximum, 82 at 1:30 p. m. August 29; minimum 57 at 5 a. m., August 29.

Barometer—August 28, 4 p. m., 30.09; 8 p. m., 30.15; 12 midnight, 30.27. August 29, 4 a. m., 30.18; 8 a. m., 30.23; noon, 30.23; 2 p. m., 30.18.

Maximum Temperatures.

The following is the maximum temperature in the twenty-four hours ending at 8 a.m. today in the cities indicated, as reported to the weather bureau:

Eastport, Me	72	Chicago, Ill	72
Boston, Mass	68	Des Moines, Iowa	80
New York, N. Y	78	Omaha, Neb	80
Philadelphia, Pa	82	Salt Lake City	84
Atlantic City, N. J	76	Denver, Col	86
Washington, D. C	84	El Paso, Tex	90
Lynchburg, Va	84	Yuma, Ariz	102
Jacksonville, Fla	88	Spokane, Wash	68
Mobile, Ala	84	Portland, Ore	70
New Orleans, La	90	Carson City, Nev	80
Galveston, Tex	88	San Francisco, Cal	66
Chattanooga, Tenn	74	Los Angeles, Cal	78
Buffalo, N. Y	76	San Diego, Cal	72

Condition of the Water.

Temperature and condition of the water at 8 a.m.: Great Falls—Temperature, 79; condition, 36. Dalecarlia reservoir—Temperature, 77; condition at north connection, 36; condition at south connection, 36. Georgetown distributing reservoir—Temperature, 77; condition at influent gatehouse, 36; condition at effluent gatehouse, 36. Washington city reservoir—Temperature, 77; condition at influent, 36; condition at effluent, 36.

Tide Table.

Today—Low tide, 10:48 a.m. and 11:07 p.m.; high tide, 3:56 a.m. and 4:32 p.m.

Tomorrow—Low tide, 11:46 a.m.; high tide, 5:04 a.m. and 5:40 p.m.

The Sun and Moon.

Today—Sun rises, 5:24 a.m.; sun sets, 6:38 p.m.

Moon rises 2:29 a.m. tomorrow.

Tomorrow—Sun rises, 5:25 a.m.

The City Lights.

The city lights and naphtha lamps all lighted by thirty minutes after sunset; extinguishing begun one hour before sunrise. All arc and incandescent lamps lighted fifteen minutes after sunset and extinguished forty-five minutes before sunrise.

MANUFACTURE OF ORDNANCE.

Plant to Be Erected With Large Capacity—Company Officers.

The directors and stockholders of the Ball Bearing Rifle Company, a District of Columbia corporation, held a meeting late yesterday afternoon. The company proposes to build a large plant capable of turning out guns from the smallest caliber up to those of ten inches, and also other heavy ordnance material. Several propositions relative to a site for the plant from parties at Alexandria, Laurel and other near-by points were considered by the company.

It is stated that capitalists from New York, Chicago and Baltimore, besides several in this city, are behind the project, and several army and navy officers of high rank are said to be interested in the company.

The officers of the company are Major Edward Willoughby Anderson, president; Capt. Orlan Clyde Cullen, vice president; Capt. William Broun, secretary; George M. Anderson, treasurer, and Col. West Steever, general counsel.

OIL FUEL TEST.

Unofficial Advices State Satisfactory Trial of Steamer.

Although the official report of Lieutenant Winchell, who was detailed to accompany the oil burning steamer Maripoosa on her recent trip from San Francisco to the Society Islands and return for the purpose of making a comprehensive report upon every feature of the oil burning devices used by that steamer, has not yet reached the Navy Department. Unofficial data have arrived which are considered very satisfactory to those interested in the question of liquid fuel. The run from San Francisco to Tahiti is 3,438 knots. It was made by the Maripoosa at the rate of 13.12 knots per hour, the whole run lasting eleven days, during which a little over 400 tons of oil were consumed. The number of pounds of oil per knot used on the run was 260.9, which is equivalent to 8.58 knots per ton of oil. It required 1.55 pounds of oil per hour to develop one horse power. This is considered quite satisfactory, as under ordinary seagoing conditions it requires between two and a half and three pounds of coal to develop one horse power.

COMMERCE OF CANADA.

Dominion's Trade With Great Britain on the Increase.

A steady growth in Canada's business with great Britain is shown by a statement prepared by the customs department of the dominion, and referred to in a report made public at the State Department from Commercial Agent Johnson at Stanbridge, dated August 14. The statement shows an increase in traffic during the last fiscal year over that during 1901 with all the principal countries. The total imports for consumption in the last fiscal year amounted to $202,791,595, as against $181,237,988 in 1901. The principal source of imports for consumption was the United States, which was far in the lead in this respect, with a total of $120,800,956.

The exports of Canadian produce amounted to $196,019,763 during the last fiscal year, as against $177,443,439 in 1901. Of this trade the United States took $71,196,505 worth, with the rest of the countries far in the rear, with the exception of Great Britain, which took $100,348,245 worth.

Impressed.

From the Chicago News.

Kaiser—"Was the American impressed when you told him I allowed only forty-five minutes for dinner?"

Secretary—"Yes; he said he couldn't see why you wasted so much valuable time on something that was over in ten minutes at home."

THE SATURDAY STAR.

Some of the Many Interesting Features in Tomorrow's Big Paper.

The literary features of The Saturday Star this week will be well up to the high standard which The Star always maintains.

Here are a few of the more noteworthy features of tomorrow's big paper:

MUNICIPAL OWNERSHIP (Illustrated).
Frank Carpenter writes about some of the big English cities that own street cars, gas works, electric light plants, markets and telephone systems.

AT THOMPSON'S POINT (Illustrated).
Quaint farm where the President is to be entertained by the Secretary of the Treasury. It's altogether an unusual place.

ANGEL OF PIETY FLAT.
A delightful tale of mining life, depicting the trials and expedients necessarily adopted by a band of rough but devoted men who determine to protect an innocent and trusting young girl from knowledge of her brother's disgraceful death. Her charming wilfulness leads up to a stirring climax in which Dan Cupid holds the winning card.

GOWNS FOR HOUSE WEAR (Illustrated).
The wisdom of making them instead of street gowns at this season. Some good models for the home dressmaker.

THOROUGHBREDS (Illustrated).
The seventh installment of W. A. Fraser's great novel that is so full of interest and excitement.

PARIS FASHIONS (Illustrated).
What women are wearing at this season in town and country, described by The Star's special correspondent.

NATION'S WAR SONGS.
Patriotic odes and tributes to old glory. Music that brings back memory of the civil war.

A NEW PROFESSION.
Forestry offers a great field for young men. A scientific problem awaiting an answer by owners of wood lands.

THE CAMERA FIENDS.
They are the terror of prominent New York men and women. How Pierpont Morgan was outwitted. Rich women of Gotham afflicted with horsiness.

WHITE-SKINNED INDIANS.
A mystery that has at last been solved by the government bureau of ethnology.

AUTOMOBILE RACING.
Shutting off the highways across a whole country. Sterling Heilig writes of the hostility that is shown by the peasantry of Belgium. The great Ardennes cup race.

THE COURTS.

Equity Court No. 1—Justice Anderson.

Blois agt. Blois; testimony before R. Boswell, examiner, ordered taken. Donaldson agt. Donaldson; rule on defendant returnable September 3 granted. Payne agt. Payne; testimony before Lemuel Fugitt, examiner, ordered taken. Carter agt. Carter; do. before Albert Harper, examiner, taken. Terrell agt. Terrell; rule on complainant returnable September 5 granted. Diggs agt. Rauscher; restraining order returnable September 2 granted.

Circuit Court No. 1—Justice Anderson.

Beavans agt. Ruppert; flat on sci. fa. United States use West agt. Hitchcock; time for filing copy to answer of respondent extended to September 20.

Probate Court—Justice Anderson.

Estate of Marianne A. B. Kennedy; account passed. Estate of Georgiana M. Klingle; do. In re Roscoe Johnson; order to file amended petition. Estate of Wm. H. Summers; will partly proved. Estate of Alma L. Wood; order authorizing employment of counsel. In re Nellie Sullivan; petition for authority to sell real estate. Estate of Harriet Addison; petition for letters of administration filed and guardian ad litem appointed. In re Roscoe Johnson; amended petition for sale of real estate filed.

REAL ESTATE TRANSFERS.

Addition to Congress Heights—Henry C. Longnecker et ux. to Martha A. Kidwell, lot 12, block 4; $250.

Eleventh street southeast between E and G streets—Philip A. Butler et ux. to Chas. R. McKenney, part lots 17 and 18, square 973; $10.

Barry Farm—Mary Jane Waters to James A. Stewart, part lot 13, section 8; $10.

Trinidad—John J. Curran et ux. to John Matt, lot 76, block 2; $10.

Tenth street northwest between V and W streets—Howard Boyd to Thomas W. Stubblefield, lot 12, square 358; $10.

Sixteenth street northwest between S and T streets—Louise N. Reynolds to Maria L. Johnston, lot 93, square 191; $10.

Twining City—Peter G. Sauer et ux. to John Brauman, lots 40 and 41, block 4; $10.

University Park—Giles F. Hellprin et ux. to Amanda V. Exner, lot 36, block 42; $10.

Seventeenth street northwest between K and L streets—Robert A. Dore et ux. to William F. Downey, lot 10, square 184; $10.

Seventh and A streets southeast—Mary E. Farber to John N. Williams, part original lot 1, square 869; $10.

Seventh street southeast between B and C streets—Jonas B. Middleton et al. to Giorgio Peduto, lot 6, square 900; $10.

First Addition to American University Park—John D. Croissant et al., trustees, to James L. Tait, lots 39 to 42, block 32; $4,500.

MILITIA WILL PARTICIPATE.

New York Will Send Men to Joint Maneuvers.

At the last moment a portion of the New York Naval Militia has decided to take part in the joint army and navy maneuvers. Eight officers and 110 men from the New York Militia will be placed aboard the Supply, a tank steamer under the command of Commander Sewell, and will join Admiral Higginson's fleet on Saturday. This will bring up the total number of naval militia aboard Admiral Higginson's ships to something over 1,400. The other militiamen are from the states of Connecticut, Rhode Island and Massachusetts.

Marriage Licenses.

Marriage licenses have been issued to the following:

White—John G. Maier and Katie Hanley; John H. Posey and Amanda Estep; John F. Day and Mabel M. Nicholson; William E. Olivet and Harriet Foulke; William Thornton of St. Louis, Mo., and Ellen E. Gould of this city.

Colored—Walter Holland and Carrie Thompson; William F. Ruffin and Adele Snowden; John H. Snowden and Laura Scott; Harrison Robinson and Josephine Ashton; James H. Grant and Lillie McKeever.

Deaths in the District.

The following deaths were reported at the health office during the twenty-four hours ending at noon today: Henrietta Rock, 73 years; Benjamin Bradley, 71 years; Anna Wilson, 70 years; Isaac Hawkins, 67 years; Mary E. Fox, 65 years; George A. Sherry, 51 years; Frederick W. Waterholter, 45 years; John Lyman, 38 years; Richard J. Collins, 36 years; Francis M. Jenkins, 31 years; Frances Brown, 31 years; John Anderson, 26 years; Mattie Butler, 20 years; Sophia Turner, 15 years; Mary Louisa Murphy, 13 years; Raphael L. Kelly, 11 years; Leonardo Giordeno, 6 years; John Robinson, 9 months; Blanche Payne, 7 months; Lloyd Davis, 1 month; Bessie Carter, 1 month; Edward Snipes, 6 days; infant of John and Mary Jordan, 1 day.

RUSSIAN SHIPBUILDING

GOVERNMENT TO ISSUE BOUNTIES TO ENCOURAGE IT.

Loans Upon Long Time Without Interest to Be Made — Commercial Agent Greener's Report.

The Russian empire is going to issue bounties to stimulate her shipbuilding. The State Department made public today an interesting report from Commercial Agent Greener at Vladivostock, dated July 6, giving in detail the plans by which the empire hopes to induce shipowners to build vessels in Russia, rather than to have them built abroad, and to increase the purchases of Russian ships built of Russian material. The government loans are to be in the shape of mortgages on the completed vessel at 50 per cent of the actual cost, without interest, for a period not exceeding twenty years, in equal yearly payments. The cost is to be ascertained by estimating the expense of building ships in Russia according to certain regulations. The amount of the bounty will depend upon the difference between the cost of building ships in Russia and building ships abroad.

Condition of Loans.

The loans are to be issued to seagoing steamships under three conditions: Plans and specifications of ships must be presented to the minister of finance; the steamers must rank in the highest class, according to the British Lloyd's regulations, and the average speed of boats over 1,000 tons register must not be less than ten knots on six hours' trial, and of under 1,000 tons, not less than eight knots at Lloyd's lower load line.

To enable the shipowners to repay the loans, two measures are proposed: First, the loans will be on long time—twenty years—without interest; second, the government will bear part of the expense of insurance. To facilitate the export of Russian goods by steamers built in Russia, it is proposed to allow a rebate of half the expense for Russian coal used on all steamers carrying less than three-fourths of a full cargo on export and one-half of a cargo on import.

Drafts on Treasury.

It has been estimated that the drafts on the Russian treasury by the above outlined plan to foster home shipbuilding will not be as large as they would be by payment of direct navigation and shipbuilding premiums.

The bounty regulations were discussed at length, says Mr. Greener, by the council of mercantile marine affairs. That body decided to first publish the entire project in the Russian press, for remarks, criticisms and suggestions from the interests involved. Meanwhile to supplement the plan the proper parties have set about registering all Russian merchant ships, and compiling a comparative statement of methods of navigation in Russia and abroad.

MOODY FIRES TORPEDOES.

How a Flotilla of the Little Boats Can Fight.

The Navy Department has made public an extract from the report of Lieut. Chandler, U. S. N., commanding the torpedo flotilla, of the firing of his vessels during the time they were inspected by the Secretary of the Navy. The report is made to the Secretary of the Navy and is dated August 15. It is as follows:

"Forming an exact column, the flotilla steamed north until abreast of the firing ground in Coddington Cove, when the Decatur turned and headed for the target in the Cove. This target consists of three platforms supported on casks, about seventy-five feet long in all, outside of which, one at each end, are two yellow flags, representing the two turrets of the 500 foot battle ship. Outside of these again are two red flags representing the ends of the same ships.

"Steaming bows on for the float, when 1,000 yards away, the Secretary passed the firing key on the bridge, and simultaneously discharged the two torpedoes, one on each side. They curved as set, and one went immediately under the center of the float, while the other passed inside the right hand yellow flag.

"While the Decatur was firing the rest of the flotilla continued to the northward, countermarched, and returned close to the Decatur, about 500 yards from the target. The boats passed the target at from seventeen to twenty knots, and each one fired two torpedoes simultaneously from her port broadside, as her tubes bore, firing while close to the Decatur. Of the twelve torpedoes fired by them, one from the Stockton, hung by the tail from the tube, with the head in the water, and finally wrenched the tail off, but not before it had been secured. Of the other eleven, all but one passed inside the yellow flags, and that one passed just outside of the yellow flag.

"All these torpedoes had gyroscopes in operation, except one of the pair from the Biddle, and that one hit the target also, and one of the casks, composing it, having to be cut open to get the torpedo out, it having broached just as it arrived under the floats.

"I believe that the results reported above have never been exceeded before, and I know of no rcord equal to them. It is seen that out of fourteen torpedoes prepared, but one failed to run. Out of the thirteen that did run, twelve hit between the turrets of the battle ship target, and the other one under one of the turrets. Fully three-quarters of the shot would have struck directly under the engine rooms. All boats except the Decatur were at high speed when they fired, and she was only slowed so as not to overrun the target. Speed would have made no difference in her shots, owing to the presence of the cap mark tube cyroscope. In considering the results, the haste with which we got ready for the performance, should not be overlooked.

"After the practice and leaving boats behind, to pick up the torpedoes, all of which were reported uninjured, the flotilla formed column at full speed. It had been my intention to proceed to sea, for tactical work, but I found that the visitors seemed inclined to prefer a spin in the bay, which was accordingly taken in column at full speed."

COMMENDED BY HIGGINSON.

Torpedo Boat Commanders Get Credit in Search Problem.

Lieut. Lloyd H. Chandler, who commands the torpedo boat flotilla, and Lieuts. Rufus Z. Johnston, jr., and Stanford E. Moses, commanding, respectively, the torpedo boats Biddle and Bagley, have been specially commended for their services in the naval search problem. Rear Admiral Higginson has addressed a letter to the Secretary of the Navy lauding the work of the officers named, in which he says:

"Sir: The maneuvers in connection with the search problem having closed, I desire to express my appreciation of the services rendered by the torpedo boat flotilla under the command of Lieut. L. H. Chandler, U. S. N. I am glad to say that not a single vessel of the flotilla has broken down, and as regards the Bagley and the Biddle, under the command of Lieuts. Moses and Johnston, respectively, they have performed most efficient service, having come under my personal observation, being attached to the main squadron at the base.

"I wish to respectfully call the department's attention to the success achieved by Lieut. Chandler in getting these torpedo boats into such efficient condition."

Health Department Cases.

A representative from the health department complained in the Police Court today against John F. Burch, 3401 O street; Charles H. Berkley, 1005 M street northwest; Adolph H. Corder, 606 9th street northwest, and M. J. Whelan, 257 3d street southwest, because they had sold and exhibited for sale at their respective stores butter not up to the standard required by law. Each forfeited $5 collateral.

Annie Keefe, 215 Virginia avenue southwest, forfeited $5 because a certain amount of milk sold at her store recently failed to come up to the required chemical test made by the health department.

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OYSTER SEASON OPENS.

Tongers Will Begin Operations Monday—The Outlook.

The oyster season opens Monday next, and at hundreds of points along the Potomac, in the York, Rappahannock and James rivers, in Chesapeake bay and down in Tangier and Pocomoke sounds the oystermen are ready to begin work with the first showing of dawn Monday. Under the oyster laws of Maryland and Virginia the oysters can be taken only with tongs, the use of the dredge or drag not being allowed until October 15, and until that time the oyster season cannot be said to be in full swing.

While all kinds of boats are used in tonging for oysters, the favorite craft seems to be a type of "deadrise-nancy." This boat is cheap of construction, is very staunch, is a splendid sailor and has almost entirely displaced the once popular Chesapeake canoe. The deadrise is an importation to the Chesapeake, making its first appearance about ten years ago. Its good points were at once seen by the oystermen and its popularity was assured.

Oyster taking is not an easy task. The oysterman leaves his home at the first sign of dawn, and rows or sails to the oyster beds. All day long he manipulates a pair of tongs, with long handles. Sometimes he finds a particularly good spot and his tongs will bring up oysters each time they are raised to the surface, but more often he has more stones and shells than oysters to reward him for his day's work.

After the catch is culled out the oysters are sold to the run boats and come to the market here. Few, if any, of the captains of the run boats catch the oysters they bring to market.

From Maryland Point to the mouth of the Potomac and in all the creeks emptying into it, the tongers will go to work Monday, and early next week the first vessels laden with oysters will arrive here.

The opinions of those who have been long in the oyster business vary as to the outlook. Many claim that the heavy freshets of the early spring killed many of the small oysters, and that they have not been replaced to any great extent during the summer. Reports from the lower river seem to confirm this statement, as only in a few favored localities are oysters to be found in any numbers.

Unfavorable reports come from the oyster beds in the upper part of Chesapeake bay and over on the eastern shore of Maryland, but in Tangier sound and the eastren shore of Virginia the prospects are very bright. The oysters there are fat and have made splendid growth since last season.

In consequence of the cool weather the dealers are looking for a busy year from the start, and if oysters are caught in any numbers, the coming season should be a profitable one.

AFFAIRS IN GEORGETOWN.

General and Personal Items From the West End.

Joel Craven, seventy-seven years old, the janitor of the Jackson public school, on U street, was taken suddenly ill yesterday afternoon while at work at that institution. He was found by Policeman Lyddane of the seventh precinct station, who had him taken to his home, 3217 P street, in the patrol of the Georgetown station.

All arrangements for the fishing trip of the Georgetown Rod and Gun Club have been made. The members who will participate have decided that Seneca, Md., will be about the best place and that the trip will be made in the club's houseboat within a few days.

The Christian Endeavor Society of the West Street Presbyterian Church has completed the work on its 1902-1903 topic book, which will be made public next Sunday. The officers of the society are: President, Miss Sue Lacy; vice president, Mr. Lucien Swindells; secretary, Mr. William Alexander; treasurer, Mr. Lawrence Poling.

Mr. James K. Probey of 32d street is ill in a hospital at Atlantic City, N. J.

Mr. Arthur Wells of 30th street is confined to his home with remittent fever.

GRAND DUKE IN NEW YORK.

Russian Nobleman Has No Definite Program of Travel.

The New York World of today says: The Grand Duke Boris Vladimirovitch of Russia, cousin to the czar, who is making a tour of the world with his suite, arrived from Buffalo last night and went to the Waldorf-Astoria. One of the first things he did was to deny that he drank from a chorus girl's slipper in Chicago.

"It's not true," he declared. "I don't see why it was written. It's a shame to report such untruthful things about a man."

The grand duke will stay as long as he likes and go wherever he pleases. Beyond that he has no program.

The czar's cousin is a handsome young fellow, with a smooth face, except for a mustache, a sturdy figure and a fine pair of shoulders. He is said to be an athlete.

FIREMAN INJURED.

In Attempting to Reach His Engine He Sprained His Ankle.

An alarm of fire was turned in from box 419 about 11 o'clock this morning because of fire in houses 608 and 610 Delaware avenue southwest, caused by the explosion of a gasoline stove. Frederick Lattimore occupies one house, while Jennie Weeks is the occupant of the other premises. Private George S. Boyd of No. 8 engine company met with an accident because of his hurry to respond to the call and became disabled. At the time the alarm sounded he was in the stable loft in rear of the engine house assisting in the unloading of feed. Thinking the quickest way to reach the engine before it left