MORE MONEY PUT OUT

National Bank Circulation Increased.

BONDS DEPOSITED

FORTY-TWO INSTITUTIONS ORGANIZED IN AUGUST.

Thirty-One Have Individual Capital of Less Than $50,000—Treasury Department Expectation.

Since Secretary Shaw made his announcement that he had arranged with the national banks to increase their circulation the Treasury Department has received $4,017,000 in bonds deposited to secure circulation, and that amount of new circulation has been issued. No single bank has as yet taken out a large amount of circulation, but the banks are gradually depositing bonds. Today bonds to the amount of only $211,000 were received. It is the expectation at the Treasury Department that during the present week some of the larger national banks of New York and Chicago especially will deposit large amounts of bonds to lessen the tightening tendencies of the money market at both of those centers.

Increase in Circulation.

The great increase in national bank circulation in the last three years is shown by some figures that have been compiled in the office of the controller of the currency. On September 6, 1899, the total circulation of the national banks of the country was approximately $242,000,000. September 6 of this year the total circulation was approximately $362,000,000.

The monthly statement of the organization of national banks, just issued by the controller of the currency, shows that there were organized during the month of August forty-two national banks, with an aggregate capital stock of $1,430,000, and bonds as security for circulation of $447,050. Thirty-one of the banks authorized by the act of March 14, 1900, have individual capital of less than $50,000, aggregating $825,000, and the other eleven, authorized by the original bank act, have individual capital of $50,000 or more, aggregating $605,000.

New Banks Organized.

From March 14, 1900, to August 31, 1902, 1,141 banks with aggregate capital stock of $65,534,500 were organized. Of that number 146 associations with aggregate capital of $10,585,000 were conversions of state banks; 351 with aggregate capital of $20,335,000 reorganizations of state and private banks, and 614 with aggregate capital of $34,614,500 primary organizations.

The number of active banks has increased from 3,617 on March 14, 1900, to 4,616 on August 31, 1902; authorized capital stock from $616,308,095 to $707,774,695; bonds on deposit as security for circulation from $244,611,570 to $422,941,680, and bond-secured circulation from $216,374,795 to $319,407,586. Circulation secured by deposits of lawful money on account of insolvent and liquidating associations and by those reducing their outstanding issue has increased from $38,027,935 to $41,875,105.

The Treasury Department has approved the application to organize the City National Bank of Duluth, Minn. Capital, $500,000.

Certificates were issued today authorizing the following national banks to commence business:

The First National Bank of Minneota, Minn., capital, $30,000.

The Cherokee National Bank of Tahlequah, Indian territory, capital, $25,000.

The corporate existence of the Galva First National Bank, Galva, Ill., has been extended until close of business September 9, 1922.

MUCH INTEREST IN MINING.

Report From Consul General Gudger at at Panama.

Consul General Gudger at Panama reports to the State Department that considerable interest is being shown in mining and mining property in that country in consequence of a belief that great wealth in gold, silver, copper and coal is locked up in the surrounding hills and mountains. Some of these mines have been worked with encouraging results and a number of new companies are organizing for immediate operation. The mining decree which went into effect on the 1st of June last radically increases the expenses involved. The cost of denouncing property for mineral purposes is now about $10, whereas before such decree it cost nothing. The tax title, which formerly cost but $10, now costs $150. The annual tax for each square of alluvial claims, which was formerly $1, is now $150. With these charges, Mr. Gudger says, the cost of the smallest claim will amount to at least $250.

A great deal of dissatisfaction is expressed with the increased charges, and many persons think they will retard the development of the mines. Consul Gudger adds that the outlook for mining investments at this time is not good, owing to the unsettled condition of the country.

Movements of Naval Vessels.

The Navy Department is informed of the arrival of the Atlanta and Alexander at Montevideo. The Atlanta is attached to the South Atlantic station and the Alexander is carrying coal to the United States coaling station on the west coast of Mexico.

The flagship New York has arrived at Vladivostock, the Nashville at Messina, en her way to Gibraltar, and the torpedo flotilla at Norfolk from New York.

The Prairie Ordered to Norfolk.

An order was issued at the Navy Department today for the converted cruiser Prairie, now at Boston, to proceed to Norfolk to take part in the tests of wireless telegraphy now being conducted by a special board of naval officers, of which Commander C. H. Arnold is president. The tests will be made from the shore to the vessel in Chesapeake bay.

The Panther Ordered to League Island.

The auxiliary cruiser Panther has been ordered to the League Island navy yard for repairs.

Naval Orders.

Commander J. C. Fremont has been detached from the Cavite station and ordered to his home.

Lieutenant Commander F. S. Carter to the Monadnock.

Lieutenant A. T. Long, from the Vicksburg to home.

Surgeon J. E. Gardner from the Cavite station to the Kentucky.

Surgeon G. P. Lumsden, from the Kentucky to home.

Midshipman L. Brooks, jr., from the Vicksburg to the Kentucky.

Midshipman H. S. Klyce, from the Kentucky to the Vicksburg.

C. McCauley, T. C. Turner and H. C. Egan have been commissioned second lieutenants in the marine corps.

Lieutenant F. B. Upham, from the Mohican to the Oregon.

Lieutenant D. S. Mahony, to the bureau of steam engineering, Navy Department.

Lieutenant A. B. Hoff, to the Naval Academy.

Lieutenant F. R. Payne, from the New York navy yard to the Topeka.

Lieutenant N. L. Jones, from the Mayflower to the Naval Academy.

Lieutenant Charles L. Poor, from a course of instruction at the Newport War College to the Mayflower.

Lieutenant Jos. L. Jayne, to the bureau of equipment, Navy Department.

Gunner G. Ford, from the Columbia to the Supply.

J. T. Swift has been warranted a gunner.

Assistant Paymaster C. S. Baker has been ordered to settle accounts at Annapolis and then to proceed to his home and wait orders.

SAVED FROM PAUPER'S GRAVE.

Spanish War Veterans Bury Edward Farrell at Arlington.

The remains of Edward G. Farrell, who served as a member of the 18th United States Infantry in Cuba during the war with Spain, and since in the Philippine Islands, were prevented from going to potter's field, and were given a soldier's burial at Arlington this forenoon by the prompt action on the part of Commander Fred. S. Hodgson of the District of Columbia Corps of Spanish War Veterans. Major Hodgson was informed by the morgue master that an honorably discharged soldier of the war with Spain was in the morgue, and would probably be buried at public expense in potter's field. The major promptly detailed Mustering Officer I. N. Dolph and Lieutenant Albert Nolan of Harden Command to take charge of the body and arrange for a military funeral at the expense of the District corps.

Arrangements were quickly perfected, a casket provided and wrapped in the flag under which he had fought, the body of the dead soldier was deposited in a grave at Arlington. The funeral service of the army was read by Chaplain Pierce, United States army, the recently elected chaplain of the District Corps, Spanish War Veterans, while Bugler Frank Manville of John Jacob Astor Command sounded taps over the grave. There are several veterans of the 18th Regular Infantry at the Soldiers' Home, and these attended the funeral.

The deceased was a native of Oxford, Mass., and recently died of consumption in one of the city hospitals. Efforts to locate his relatives or friends were unavailing, and he was finally sent to the morgue under the heading "Unclaimed dead."

NOT OFFICALLY REPORTED.

Alleged Killing of Americans in Portuguese East Africa.

In a mail report to the Department of State Minister Loomis, at Lisbon, says that the Portuguese government has received no official report of the alleged killing of a couple of American missionaries at a place called Bihe Boru, in Portuguese East Africa, which figured in the press dispatches some time ago. Consequently Mr. Loomis rather discredits the story, although he intimates that an investigation will be made.

Minister Loomis also reports that the minister for the colonies says that he has no information which points to the belief that any missionaries had been massacred. News from the seat of the uprising is slow in coming and is generally lacking in details, but from the news received there seems to be no reason for the friends of American missionaries in the Portuguese colonies of Africa to feel unduly alarmed as to their safety.

Several letters received by Mr. Loomis would seem to indicate that the sensational newspaper reports to the effect that American and other missionaries had been killed by natives in the recent uprising near Biho, Baru and other points in the African colonial possessions had been the cause of much uneasiness.

WANTED—A CATERER.

The Treasury Department Restaurant Has Closed.

Once more the Treasury Department restaurant—"the pie garden of finance"—has closed its doors.

The calamity has struck dismay to the stomach of the Secretary and the assistant secretaries of the treasury, as well as to the thousands of clerks who were wont to take the "lift" to the upper floor of the nation's money warehouse every day at noon to buy pie.

The lack of food on the top floor of the treasury building has also broken up a sentimental and time-honored custom—the gathering of the Secretary with his assistants at noon over a "spread" brought from the upper floor and placed in one of the magnificent offices overlooking the southern grass plat. For an hour or more grave questions of finance and lighter questions of politics would be discussed, until the inner man was refreshed and the atmosphere made fragrant with cordiality.

But, notwithstanding the money center in which this essential eating establishment was located, it has "gone broke." Its doors are closed, and there is a sign on the Secretary's desk, ready for posting, that any reliable caterer who will guarantee the quality of his viands can secure free rent and unlimited patrons, all backed by the wealth of the Treasury Department, if he will but proceed at once to build the kitchen fire in the Treasury Department restaurant.

GEN. WILLIAMSON DEAD.

His Body to Be Brought Here for Interment.

The body of Gen. James Alexander Williamson, who died Sunday at Jamestown, R. I., in the seventy-fourth year of his age, will be brought to this city tomorrow. Funeral services will be held at the Church of the Ascension tomorrow afternoon at 3 o'clock.

General Williamson was born in Kentucky, sixty-four years ago. He was brevetted general for gallantry, for which Congress also voted him a medal of honor. He was United States commissioner of lands under President Grant, and was president of the Atlantic and Pacific railroad until it was absorbed by the Santa Fe road, when he became its counsel. He leaves a widow and four daughters.

Appointed to Police Force.

The following persons were appointed by Major Sylvester this afternoon as privates of class 1 of the police force: A. R. Hester, William Carlin, William F. White, Thadeus Davis and Samuel I. Weber. Two of the number are original appointments, while the remainder will succeed members of the force who have been retired recently.

A Three Weeks' Cruise.

Dr. Wm. G. Schafhirt has just returned from a cruise of three weeks on his power yacht Teddie. His party, including Mr. Thomas Rice, Mr. Roy Dawson and Mr. Allen Wolf, visited the principal places of interest on the lower river. During the period mentioned there were few storms, and no accidents marred the trip. The party reports a delightful time. Dr. Schafhirt is a member of the Capital Yacht Club and an enthusiastic yachtsman.

No Use in Trying.

Margaret Wilson, who was released from custody yesterday on her personal bonds upon her promise to leave the city, appeared before Judge Bundy this morning on a charge of being drunk and disorderly. Margaret said there was no use in her trying to straighten up or keep out of jail, so the court sentenced her to the farm for a term of six months.

Disposed of by Will.

By the terms of the will of Susan R. Clokey, dated the 28th of last month and filed today for probate, the testatrix bequeathed to her sister, Emma J. Reed, house 442 Massachusetts avenue and all personal property, and to her nieces, Elizabeth A. Clokey and Julia F. Clokey, as joint tenants, house 2200 12th street. Chas. C. Clokey, a nephew, is named as executor.

Game at Detroit Postponed.

DETROIT, September 9.—Detroit-St. Louis American League game postponed on account of wet grounds and cold weather. Two games tomorrow.

PHILADELPHIA, September 9.—Philadelphia against Baltimore, game postponed; rain.

Farmer Finds Pot of Gold.

NEW ORLEANS, September 9.—John Moore, a farmer living near Hermansville, Clayborn county, Miss., while demolishing an ancient dwelling on his farm, has found a jug containing nearly $4,000 in gold pieces. The money is thought to have been hidden during the civil war.

WAS DUE TO ACCIDENT

JURY'S VERDICT REGARDING DEATH OF MAJ. O'DRISCOLL.

The Railroad Company Exonerated From Blame—Testimony of the Witnesses.

The inquest to inquire into the death of Major Daniel O'Driscoll, who was instantly killed at 12:35 yesterday afternoon by being struck by an incoming train while crossing the tracks of the Baltimore and Ohio Railroad, at Lamond station, near Takoma Park, began this afternoon at 2:30 o'clock.

The inquiry was conducted by Coroner Nevitt at the morgue.

The body of Major O'Driscoll was brought to Washington last night. It is in a horribly mangled condition, the head being crushed to such an extent that it was impossible to recognize the features of the dead man.

The coroner's jury consisted of William H. Sleeper, James W. McKee, B. F. Craycroft, G. T. Casper, T. S. Donaldson and Alex. Betze.

The first witness called was a colored man, Moses Day, who stated that he lievs at Lamond's. Witness told the jury that he knew Major O'Driscoll, and about 12:30 o'clock yesterday afternoon he saw him driving along the road in a buggy. He said he was about 200 feet from the scene of the accident.

Day stated that he heard the whistle of the oncoming train, and saw Major O'Driscoll look out of the buggy at the side. Witness stated that Major O'Driscoll's horse was jogging along at an easy gait at the time, and that when the major saw the train approaching he took out his whip and cut the horse sharply in an effort to get across the track in front of the train.

Day also said the electric crossing bells were ringing as the unfortunate man drove upon the track.

Coroner Nevitt asked the witness if Major O'Driscoll had time to stop and prevent the accident after he heard the whistle and was answered in the affirmative.

Near the Fatal Spot.

Claude Harris, another colored man, was the next witness. He stated that he had been talking with Major O'Driscoll about three minutes before he was killed, and at a short distance from the scene of the accident. Witness said the curtains on the buggy were half way down. He stated he did not see the accident.

The next witness, Mr. Clyde C. Lamond, testified that he did not see the collision, but he heard the whistle of the locomotive. "Shortly afterward," said the witness, "I heard a noise similar to an explosion, and the colored man, Day, shouted:

"There's a man killed."

"I went to the scene and found the body lying upon the tracks. I pulled the coat from over the man't head and discovered that it was Major O'Driscoll.

Officer Charles Speer said he was at Takoma Park at the time of the accident, and that he was informed that Mr. Lamond, the preceding witness, had been killed at Lamond station. The officer said when he arrived upon the scene of the accident Major O'Driscoll's body had been removed from the tracks and was lying alongside the railroad.

The witness said he informed police headquarters of the accident before he left Takoma Park.

The Trainmen Testify.

John Morris of Baltimore, Md., the engineer of the locomotive, No. 1313, which caused the death, stated that he blew his whistle at a point where the street car line goes under the railroad.

He said he did not see the buggy nor the horse until it was too late to stop his train. He said the train was late, probably between thirty and thirty-five minutes.

He was asked whether he was trying to make up time, to which he answered that he wasn't running any faster there than at any other place.

The fireman of the engine, J. R. Sutch, who also lives at Baltimore, testified that he did not see the horse and buggy until after the crash.

He declared that the engineer blew the whistle at the signal post, which is located at the point where the street railway goes under the railroad.

The witness corroborated the statement of the engineer in regard to the train being about thirty minutes late, and said that they were not making up time.

The last witness called was Deputy Coroner Glazebrook, who stated that he performed the autopsy over the remains and found the skull split open and other injuries about the body.

Death was caused by the crushing of the skull and brain.

The case was at this point submitted to the jury.

The Verdict.

At 3:20 o'clock the jury returned a verdict to the effect that Major O'Driscoll's death was due to accident and exonerating the railroad company.

A Horrible Scene.

The scene of the killing of Maj. Daniel O'Driscoll at Lamond's station yesterday was a horrible one. The buggy in which the unfortunate man had been riding was almost completely demolished, and parts of it had been carried by the fast-flying express to a point 100 feet south of the crossing where the accident had occurred. Two of the wheels of the vehicle were all of it that remained intact. The buggy was lying upon a slight embankment a few feet from the northbound track. The curtains and leather portion of the vehicle were torn into shreds.

Lying on the opposite side of the railway track bed was the dead body of the horse which a second before was attached to the buggy. Its body was almost severed in twain, and was lying about fifty feet from the crossing. The tracks, roadbed and the ground on each side for considerable distance were covered with blood. The tall post of the railroad crossing danger signal, which stands in a prominent position, where the road crosses the tracks of the Baltimore and Ohio, was covered with the blood of the horse. Pieces of the wrecked vehicle were visible for hundreds of feet in every direction. A lamp post which is used for lighting this crossing during the dark hours was snapped off when the animal came in contact with it and was dragged from its resting place several feet and imbedded in the embankment. The glass and other portions of the lamp were strewn over the tracks and along the roadside. Like the danger post, it was covered with a coating of blood.

The crossing where the accident took place is comparatively open, not being obstructed to any great extent by trees or shrubbery. On the right side of the tracks a short distance beyond the crossing is a large clump of trees. On the opposite side is a small station for the convenience of passengers, but this, it is claimed, does not obstruct the view from the road. This road at this point winds its way up a steep slope after leaving the tracks to a point high above the waiting station. The embankments on the opposite side of the two points mentioned are but a few feet in height, and an approaching train, it is demonstrated, could easily be seen.

Killed at Curve Crossing.

A few feet beyond the station the tracks of the railroad curve, and it was where the road leading to Washington crosses the curve that Major O'Driscoll was struck. A warning sign is displayed to good advantage at the crossing, and, in addition, electric bells announce approaching trains half a mile away either side of the grade crossing. The bells continue to ring until the train has passed. A "whistle post" stands erect about 300 yards north of the crossing, and the engineers of the trains are required to announce their approach by blasts of the whistle. The bells were in good working order yesterday, it is stated, and the engineer of the express sounded his whistle when approaching the crossing.

According to a statement of an eyewitness, made to a Star reporter yesterday, Major O'Driscoll was driving along at a trot, and as he neared the tracks looked out from the side of his buggy, and then whipped up his horse, in an endeavor to get across before the train reached him. The road over which he had just driven runs parallel to the railroad tracks from Takoma Park and crosses the track at Lamond's station. The witness, George Day, who is employed at the terra cotta works of C. C. Lamond, said he was standing near the door of the grinding house and noticed the vehicle approaching the crossing, at the same time hearing the rumbling noise of the train. He waited to see if the occupant of the vehicle was going to stop, but he only looked out of his buggy, he said, and then whipped up the horse. All of the curtains on the buggy were down at the time of the accident, which, it is believed, prevented his hearing the approaching train.

Another man who was well acquainted with Major O'Driscoll said the latter used the road nearly all of the time going to and from Washington. He was not looking in the direction when the accident occurred, but heard the train strike the vehicle. The momentum of the train was so great that it was not brought to a standstill for fully half a mile down the road.

The train which struck Major O'Driscoll is known as the first section of train No. 2, St. Louis express. The train was due at Takoma at 12:57 and was over half an hour behind time. The engineer threw on the brakes as soon as the vehicle was struck.

Mr. George Everhart, general supervisor of the Metropolitan Branch of the Baltimore and Ohio, was a passenger on the train, and in company with Engineer John Norris, Conductor Clive Keith and several passengers, he returned to the scene of the accident. Mr. Everhart took charge of the body and awaited the arrival of Officer Charles Speer of Takoma Park, who was summoned immediately. Station Agent Carroll Hayden at Takoma Park telegraphed word of the accident to the railroad offices in this city.

Had a Beautiful Home.

Major O'Driscoll resided on Sligo avenue, on the outskirts of Takoma Park, where he had a beautiful home. His wife survives him. Mrs. O'Driscoll was immediately notified by friends at Takoma Park of the death of her husband.

Major O'Driscoll was well known in Takoma Park, where he had a large circle of friends. He was always interested in the welfare of the suburb and only recently appeared before the town council of Takoma Park, Md., relative to the proposed improvement of that section bordering along the Sligo stream. He was popular among his business associates and among all with whom he came in contact. Major O'Driscoll was a very fluent talker and gained considerable prominence as a politician by his speeches throughout the state.

Funeral services will be held over the remains tomorrow afternoon about 4 o'clock at Congregational Church, 10th and G streets northwest, under the direction of Decatur Lodge, No. 9, Knights of Pythias, of which the deceased was a member. It is not definitely known whether or not the members of the local Grand Army organizations will participate in the obsequies. Rev. S. M. Newman, pastor of the church, and Rev. Dr. Van Ness of the Takoma Presbyterian Church will have charge. The interment will be made in Arlington cemetery.

TWO SAILORS DROWNED.

Steam Barge Houghten Sinks at Dock in Detroit.

DETROIT, September 9.—The steam barge H. Houghten, owned in this city, sank at her dock at the foot of Dubois street early today. Two of the crew were drowned in their berths. Their names:

Wm. Daniel, aged sixteen, no home.

Edward Close, aged eighteen, Harbor Beach, Mich.

The Houghten arrived last night from Kelley's Island in Lake Erie with a load of crushed stone. It is thought that the cargo of crushed stone absorbed so much water during the heavy rain last night that the weight of the water caused the vessel to careen and finally tip and sink.

The Houghten is owned by Capt. Degg and Henry Houghten of this city. Capt. Degg was aboard the barge last night, but managed to scramble ashore before she sank.

BANQUET TO GOV. TAFT.

Given by the Federal Party in Manila Yesterday.

MANILA, September 9.—The federal party gave a banquet to Governor Taft yesterday, during which the native speakers complimented the governor, expressed faith in and affection for him and promised to support his administration.

In responding Judge Taft denied that the federal party was a creation of the Philippine commission, and complimented the party on its organization and common sense and on its service in shaping public opinion.

He said it was proposed that the legislative assembly should contribute to the political education of the people and furnish means for determining the future of the country. The governor added that the people were in a deplorable condition, and that it would take two or three years' attention to agriculture to restore prosperity. He advised all Filipinos to unite in the work and to refrain from agitation.

SOUTH CAROLINA PRIMARIES.

State Officers and United States Senator Voted For.

COLUMBIA, S. C., September 9.—Democrats of South Carolina today will, in the second primary, finally determine upon their candidates for United States senator, governor and other state officers. The first primary was held two weeks ago and the candidates for each office who polled the two highest votes were rendered eligible to today's contest. The two aspirants for United States senator who will be voted on today are Representative Asbury C. Latimer and former Governor John Gary Evans. In the first primary Latimer secured a lead of about 4,000 votes over Evans, but with the elimination of the other four candidates the chances of Evans and Latimer are regarded about even.

The two candidates for governor are Capt. Duncan C. Heyward and Representative W. Jasper Talbert. Capt. Heyward was far in the lead in the first primary, and his selection today is looked upon as almost certain. In the city of Charleston great interest centers in the candidacy of George F. von Kolnitz for state senator. He is bitterly opposed by United States Senator Tillman, who charges that Von Kolnitz supported McKinley in 1896. Von Kolnitz led by a large plurality in the first primary. His opponent today is John P. Grace, who is regarded as the Tillman candidate.

CONVENTION OF THE B. OF L. F.

Business Session Opened Sharp Contest for Leading Office.

CHATTANOOGA, Tenn., September 9.—The business session of the convention of the Brotherhood of Locomotive Firemen opened this morning. The grand officers predict the convention will be in session from ten days to two weeks. Yesterday Grand Master Sargent, lately appointed commissioner of immigration, tendered his resignation. This will be acted on today. There will be a lively contest for the grand mastership.

Buffalo, Milwaukee and St. Louis are bidding for the nineteenth convention.

HUMAN BODIES FOUND.

Chicago Undertaker Suspected of Illegal Burials in His Yard.

CHICAGO, September 9.—The discovery of three human bodies at 2709 and 2711 State street has started an investigation of the premises by the police, the coroner and the city health department.

One of the bodies was that of an adult, and the authorities are prepared to believe either that murder was committed or that it is simply of an illegal burial. It was found at 2711 State street. The other two bodies were those of babies. They were found in a wooden box, covered with sawdust, in the undertaking establishment of Charles Johnson, 2709 State street. The undertaker declares there was but one body in the box, and he produced a burial permit for it. William McKisserk, a plumber, who made the discovery, asserts there were two bodies.

On account of the suspicion which the finding of the bodies has aroused a thorough examination of the premises will be made today to discover by excavating whatever other remains have been buried there. There are surface indications which lead Coroner Trager and the health authorities to suspect that the back yards of the two places may be found to contain the graves of other persons.

Six hundred and thirty-eight blind men and women receive annually from the city of New York $50 each.

GENERAL MILES' TRIP

EXPECTED TO RETURN ABOUT THE MIDDLE OF JANUARY.

Arrangements Completed for His Tour of Inspection of Military Posts in the Philippines.

Lieut. Gen. Miles, commanding the army, has returned from a brief visit to New York, and today presided over a meeting of the army board of ordnance and fortifications, which is giving final consideration to its annual report to Congress. Gen. Miles has practically completed arrangements for his tour of inspection of the principal military posts in the Philippine Islands. He will leave this city Thursday afternoon at 3:30 o'clock, and make a short stop at Chicago, and possibly at other important points on the way to Portland, Ore., from which city he will proceed leisurely down the coast of California in order to inspect the recent extensive improvements in the coast defense system on the Pacific. He may go as far south as San Diego. His movements will be timed so as to enable him to take passage for Manila on the transport Thomas, which is scheduled to leave San Francisco about the 30th instant.

In addition to Gen. Miles, the party will consist of Mrs. Miles, Col. M. P. Maus, aide-de-camp, and Mrs. Maus, and a stenographer and a messenger from the army headquarters. Col. H. H. Whitney will probably join the party later on and accompany it back to the United States.

To Be Gone Over Three Months.

The itinerary of the trip has not been finally arranged. It has been decided, however, that Gen. Miles will spend about a month visiting the principal military posts in the Philippines, and that he will return home by one of the eastern routes, most probably through Europe by way of the Suez canal, thus circumnavigating the globe. It is estimated that the entire trip will consume at least three and a half months, and that the party will return to this city about the middle of January.

The visit of Gen. Miles to the Philippines is simply for the purpose of making an ordinary inspection of military conditions, such as he makes at regular intervals in the military departments in the United States, and has no more significance than would a similar visit to the department of the east or to any other of the geographical departments in this country. In the order issued by the Secretary of War approving Gen. Miles' application for authority to inspect that portion of the army serving in the Philippines he was instructed to inspect the condition of the army and "to give particular attention to its instruction, discipline and to supplies of all kinds."

Gen. Miles has nearly completed the preparation of his annual report upon the operations of the army during the past year and expects to put on the finishing touches during his trip across this country in order to be able to forward it to the Secretary of War before his departure from San Francisco.

HENRY W. GRADY MISSING.

Nothing Has Been Seen of Him Since Last Friday.

Special Dispatch to The Evening Star.

PORTSMOUTH, Va., September 9.—Young Henry W. Grady of Atlanta, son of the great southern editor and orator, has disappeared. He arrived in Norfolk last Friday and stopped at the Monticello Hotel. He was accompanied by his wife, a prominent society woman of Atlanta. That afternoon Mr. Grady came to Portsmouth to secure his transportation home from the Seaboard Air Line railway.

Since he left his young wife at the Norfolk hotel he has never been seen. She returned to Atlanta Sunday night. Now a vigorous search is being made for the young man. There is no evidence that he ever reached Portsmouth. Certainly he never got to the railway offices.

TRAGEDY ON YACHT.

Revealed by Confession of a Conscience-Stricken Woman.

CHICAGO, September 9.—A dispatch to the Tribune from New Orleans says:

"A woman's conscience has compelled her to reveal the mystery in the death of Earl C. Lukens, manager of the New Orleans branch of an eastern correspondence school. Lukens was believed to have been accidentally drowned on the evening of August 31.

"On that evening a party boarded the yacht Indian for a sail down the river. On the yacht's return it was announced that Lukens had accidentally fallen overboard and drowned. His body was recovered two days later.

"Mrs. Kate Jarreau, the young wife of a traveling man, has confessed to Coroner Richard that she pushed Lukens overboard.

"Mrs. Jarreau said that she had been bantered by Lukens and had warned him that if he kept on she would throw him overboard. He had continued and she made good her threat.

"Mrs. Jarreau went on to say that she had wished to tell the truth about the affair on the night of the drowning, but had been prevented by Hans Reig, a member of the party, who had warned everybody that in justice to her good name they should all stick to the accident theory.

"Mrs. Jarreau is held by the police as a witness.

"After she told her story a search was made for Reig and it was discovered that he had left the city."

Mrs. Rumley a Centenarian.

NEW ALBANY, Ind., September 9.—Mrs. Sarah Rumley, mother of the late Walter Q. Gresham, Secretary of State under President Cleveland, celebrated the 100th anniversary of her birth at her home near Lanesville, eleven miles west of New Albany. Despite her great age, Mrs. Rumley is still vigorous. Of the eight children but two survive, Col. Wm. Gresham, St. Paul, Minn., and Miss Meade Gresham, who lives with her mother.

Patrick McHugh Released.

DUBLIN, September 9.—Patrick A. McHugh, member of parliament for the north division of Leitrim, was released from Sligo jail today at the expiration of his sentence of three months' imprisonment for contempt of court. He was accorded a great reception, in which the mayor, the town councillors and 2,000 nationalists took part. The streets of Sligo were decorated with flags in Mr. McHugh's honor.

Haytian Ports Closed.

HAMBURG, September 9.—According to information received from the Haytian consulate here the provisional government of Hayti has closed the ports of Gonaives, Saint Marie and Port de Paix to foreign ships in consequence of the disturbed condition of the island. The provisional president, Boisrond Canal, has issued instructions that bills of lading, manifests, etc., for these ports be not issued for the present.

Vengeance on Husband Beaters.

From the Kansas City Journal.

Little do we know of the suffering and heartache that is hidden behind pride in many a family. Once in a while in the divorce courts we are given a glimpse of these things. At Coffeyville, for example, J. H. Cain has filed suit for divorce, alleging cruelty against his spouse. In his petition he tells of how his wife used to become enraged and swear at him and then strike him with her brutal fists. Patiently he bore with these bursts of temper, hoping against hope that she would do better in the future, but the outbreaks became more frequent, the blows fell oftener with greater fierceness, his tears and patience grew less effective, and at last he fled in terror and took refuge in the home of his parents. Petitions like that of Mr. Cain are calculated to steel the heart against all feelings of mercy. We may talk of the law taking its course, but it seems at times as though nothing but summary mob vengeance will meet the case of these husband beaters who are all too plentiful.

BIG TROLLEY LINE DEAL.

Reported Sale of Three New Jersey Properties to Goulds.

TRENTON, N. J., September 9.—It is reported here on good authority that Samuel Thomas and Edwin Gould have purchased the North Jersey Street Railway Company, the Jersey City, Hoboken and Paterson Traction Company and the Central New Jersey Traction Company, and that the management of the three roads will be consolidated.

INQUEST OVER WM. CRAIG.

Investigation by the Coroner Conducted Behind Closed Doors.

PITTSFIELD, Mass., September 9.—The inquest into the death of William Craig, the secret service agent who was killed here last Wednesday in the collision between an electric car and the carriage containing President Roosevelt, was begun today. As a large number of witnesses are to be examined it is expected the inquiry will occupy more than a week. The proceedings are being conducted in private. President Roosevelt and Secretary Cortelyou will not be called upon to give evidence.

It is understood that Governor Crane may give testimony. The governor has requested the state board of railroad commissioners to make a thorough investigation of the accident. Special Justice Chas. L. Hibbard is conducting the inquiry.

IN MEMORY OF McKINLEY.

Services to Be Held Throughout Ohio Next Sunday.

COLUMBUS, Ohio, September 9.—Governor Nash issued the following proclamation to the people of Ohio today:

"Next Sunday, September 14, will be the first anniversary of the death of President McKinley. Many churches of all denominations throughout the country have voluntarily started a movement to hold a memorial service at their regular place of worship in remembrance of the late President. I desire to call attention to this fact, and to express the earnest wish that the people of Ohio join in this movement, making it worthy of the splendid life and work of the late President."

CASE DISMISSED.

Defendant's Story Impresses the Court and Secures Release.

George Lewis, who stated that he came to this city yesterday on an excursion from Madison, Va., was arraigned before Judge Bundy in Police Court this morning on a charge of carrying concealed weapons. The policeman who made the arrest said he found Lewis on the street yesterday afternoon in an intoxicated condition and when the wind lifted the tails of the man's coat the officer said he noticed the handle of a revolver sticking out of the hip pocket of his trousers.

Lewis told the court that he came here with a party of friends and imbibed a little too freely, and as a result he lost his money and became separated from his companions. He stated that he was taking the revolver to a pawnshop to raise money enough to tide him over for a day or so. Judge Bundy seemed impressed with the truth of the man's story, and the case against him was dismissed.

Building Permits Issued.

Building permits were issued today as follows:

Kennedy & Davis, eight three-story and cellar brick dwellings, 1116 to 1130 Columbia road northwest, Columbia Heights; cost, $50,000.

Thos. M. Haislip, six two-story and cellar brick dwellings, 52 to 62 Seaton street northwest, Bloomingdale; cost, $18,000.

Brooke & Harry, one two-story private brick stable, rear of 719 20th street northwest; cost, $800.

Ministers Want Strike Stopped.

CHICAGO, September 9.—Congregational ministers of Chicago at a meeting last night declared themselves in favor of stopping the coal strike. Resolutions appealing to both parties in the strike "to seek of themselves to bring the struggle to an amicable and speedy close, otherwise to submit their differences to a competent board of arbitration," were passed.

Compliment to American Firemen.

KANSAS CITY, September 9.—George C. Hale, former fire chief of Kansas City, has been invited by the secretary of the British Fire Brigade Union to go to London next May to assist in reorganizing the English fire-fighting service. He will consider the proposal. Mr. Hale is president of the National Firemen's Association.

Washington Stock Exchange.

Sales—Regular call, 12 o'clock noon—Capital Traction, 20 at 125½, 20 at 125¾, 10 at 125¾. Washington Loan and Trust, 10 at 220, 5 at 220, 10 at 219. Columbia Title Ins., 27 at 4⅝. Washington Gas, 20 at 74½. Mergenthaler Linotype, 5 at 189½, 10 at 189¼, 10 at 188¾, 10 at 188¾, 10 at 188½, 10 at 188⅝. American Graphophone Com., 20 at 5, 50 at 5, 100 at 5, 30 at 5, 100 at 5. After call—Washington Gas, 25 at 74¾. Mergenthaler Linotype, 10 at 188¾, 10 at 188½, 10 at 188½, 10 at 188½, 10 at 188½, 10 at 188½, 10 at 188⅝.

Railroad Bonds—Capital Traction 4s, 108 bid. Metropolitan 5s, 119¾ bid, 119¾ asked. Metropolitan Cert. Indebt. 5s, A, 107 bid, 109 asked. Metropolitan Cert. Indebt. 5s, B, 107 bid, 109 asked. Columbia 6s, 123 bid. Columbia 5s, 108 bid, 111 asked. The Washington Railway and Electric Co. 4s, 83 bid, 86 asked.

Miscellaneous Bonds—Washington Gas Co. 6s, series A, 110 bid. Washington Gas Co. 6s, series B, 110 bid. U. S. Electric Light Deb. Imp. 6s, 106 bid. U. S. Electric Light Cert. Ind. 6s, 106 bid. Chesapeake and Potomac Telephone 5s, 102½ bid, 105 asked. American Security and Trust 4s, 100 bid. Washington Market Co. 1st 6s, 108½ bid. Masonic Hall Association 5s, 104 bid. American Graphophone Deb. 5s, 94½ bid.

Safe Deposit and Trust Stocks—National Safe Deposit and Trust, 170 bid. Washington Loan and Trust, 218 bid, 225 asked. American Security and Trust, 218 bid, 230 asked. Washington Safe Deposit, 56 bid. Union Trust and Storage, 105¾ bid. Washington Savings Bank, 100 bid, 110 asked.

Railroad Stocks—Capital Traction Co., 125½ bid, 125¾ asked. The Washington Railway and Electric Co. Pref., 57 asked. The Washington Railway and Electric Co. Com., 18 bid.

National Bank Stocks—Bank of Washington, 375 bid. Metropolitan, 700 bid. Central, 280 bid. Farmers and Mechanics', 230 bid. Second, 170 bid. Citizens', 180 bid, 182½ asked. Columbia, 190 bid. Capital, 150 bid. West End, 138 bid. Traders', 130 bid, 135 asked. Lincoln, 120 bid, 135 asked. Riggs, 225 bid, 275 asked.

Insurance Stocks—Firemen's, 25 bid, 30 asked. Franklin, 49½ bid. Metropolitan, 75 bid, 90 asked. Corcoran, 72 bid. Potomac, 62 bid. Arlington, 30 bid, 31½ asked. German American, 265 bid. National Union, 7⅝ bid, 9 asked. Columbia, 11¼ bid, 12 asked. Riggs, 8 bid, 8¾ asked. People's, 6 bid, 7 asked. Commercial, 3 bid. Colonial, 82½ bid, 100 asked.

Title Insurance Stocks—Real Estate Title, 88 bid, 91 asked. Columbia Title, 4½ bid, 5 asked. Washington Title, 2 bid, 4 asked.

Telephone and Graphophone Stocks—Chesapeake and Potomac Telephone, 45 bid, 46¼ asked. American Graphophone Com., 5 bid, 5¼ asked. American Graphophone Pref., 8½ bid, 10 asked.

Gas Stocks—Washington Gas, 74 bid, 74⅞ asked. Georgetown Gas, 74 bid.

Type Machine Stocks—Mergenthaler Linotype, 188⅝ bid, 188¾ asked. Lanston Monotype, 12⅛ bid, 12⅝ asked.

Miscellaneous Stocks—Greene Con. Copper Co., 28 bid, 29 asked. Washington Market, 16 bid. Norfolk and Washington Steamboat, 180 bid.

Government Bonds.

	Bid.	Asked.
2 per cents, registered	108¼	109¼
2 per cents, coupon	108¾	109¼
3 per cents, registered, 1908-1928	106¾	107¾
3 per cents, coupon, 1908-1928	106¾	107¾
4 per cents, registered, 1907	109¾	109¾
4 per cents, coupon, 1907	110¾	110¾
4 per cents, registered, 1925	137	...
4 per cents, coupon, 1925	137	...
5 per cents, registered, 1904	105	106
5 per cents, coupon, 1904	105	106
District of