IMPROVES POTOMAC

Capt. Cosby's Report on Work Already Done.

FOR DEEPER SHIP CHANNEL

Land Will Be Reclaimed for Additional Forks.

BETTER HEALTH IS ASSURED

There is Still Over $1,000,000 to Be Expended Even as the Project is Outlined.

Gen. Mackenzie, chief of engineers, today received the annual report of Capt. Spencer Cosby, the engineer officer in charge of the improvement of the Potomac river and its tributaries. Regarding the improvement of the Potomac at Washington, the report says:

"Because of the continual shoaling of the dredged channels by deposits from freshets and the considerable expenditure required for the maintenance of this improvement, it has been impossible, with the small appropriation recently made for this work, to undertake any extensive operations toward the completion of the general project. Attention is invited to the fact that of the $2,534,000 which has been appropriated for this work, $2,035,000 was appropriated in the first ten years from August, 1882, to July, 1892, and but $499,000 has been appropriated in the fourteen years since the latter date.

"It is thought that the time has arrived when, in response to the urgent popular demand for better navigation facilities and for additional park space, the appropriations for this work should be made on a scale which will insure the completion of the entire project (including the increased channel depth and heighth of fill) within a few years. A considerable appropriation is now necessary for maintenance and for the removal of freshet deposits, while it is essential for economy that an appropriation sufficient for the final dredging of the tidal reservoir and for the construction of the reservoir inlet gates be made at one time, as the tidal reservoir will be inaccessible to a dredge after the gates are built, and the construction of the gates will prevent the present rapid shoaling in the reservoir.

Channel Improvement.

"The project for the improvement of the channels at Washington does not specify the projected depth in feet, but provides that the channels shall be of sufficient depth to accommodate the deepest draft vessels that can be brought up to them. At the time of the adoption of the project the ruling depth in the Potomac river below Washington was twenty feet, and all estimates for the improvements at Washington are based upon that depth. The ruling depth in the lower Potomac has now been increased by dredging to twenty-four feet at low tide, which accordingly makes that the present projected depth for the improvement at Washington. For this increase the present estimates, however, do not make provision and no work with that depth in view will be undertaken until it is authorized by Congress. The desirability of extending the advantages of increased depth in the lower Potomac river at an early date, so that deep draft vessels may reach the navy yard and wharves at Washington, is obvious and need not be dwelt upon here. Incidental to the deposit of the additional material thus excavated from the channel there would result the great advantage of raising the surface of Potomac Park above all possibility of injury by the highest known freshets.

"The benefits to navigation from the improvements made have been marked. Vessels of much deeper draft than those formerly used are now engaged in this trade and it is understood that freight rates have been materially reduced. It is proposed to apply the available balance to redredging the Washington channel and to apply the additional appropriation recommended to dredging in the channels and tidal reservoir, to the construction of the inlet gates, to the repair of the seawall and to the maintenance of the outlet gates."

Future Projects.

Capt. Cosby states that the amount expended for the maintenance of the improvement during the past year was $8,943, and that the amount covered by uncompleted contracts July 1 last was $40,150. He estimates that it will require $703,637 to complete the existing project, and says that $400,000 can be properly expended on the project during the coming fiscal year.

A special chapter of the report is devoted to the project for the improvement of the Anacostia river. The present project for that stream was adopted June 13, 1902, and provides for the improvement of the portion of the river below the Navy Yard bridge by dredging the channel twenty feet deep for a width of 400 feet, depositing the dredged material on the adjacent flats, and surrounding the reclaimed area by an earthen embankment protected by a masonry sea wall, all at an estimated cost of $1,218,525. The amount expended on this project to June 30 last was $151,463, none of which was applied to maintenance. As a result of that expenditure a channel twenty feet deep and at least 300 feet wide has been secured from the mouth of the Anacostia river to the center of the navy yard, and about 110 acres of flats have been filled by the deposit of excavated material. The entire work is now about one-eighth completed.

Will Benefit Washington.

"It is anticipated," says Capt. Cosby, "that this improvement will be of great benefit to the general government and to the city of Washington. At the Washington navy yard there has been established one of the finest gunshops in the world, and large sums have been expended in enlarging and increasing the facilities of the establishment. The improvement of the channel will render that navy yard accessible to a large number of vessels of the navy. The trade and commerce of Washington are increasing, while the wharf facilities along the Potomac front are inadequate for the present traffic and afford no room for expansion. The improvement of the Anacostia will give the needed additional wharfage facilities and will afford abundant anchorage facilities which do not now exist in this vicinity.

"The greater part of the area of the Anacostia river now consists of wide and extensive flats, which in summer and fall are covered with a dense growth of eel grass and wild rice. The large volume of sewage flowing into this stream is carried over the flats and widely disseminated at high tide, and as the tide falls much of it remains lodged in the aquatic grasses, where it ferments in the intense heat of the summer and autumn. The result of this insanitary condition is the prevalence of malarial diseases in the portion of the city and District of Columbia which border the river.

"The reclamation of Potomac flats, although not as yet entirely completed, has very largely corrected the insanitary condition along that front, and gives promise of similar results on the Anacostia.

Needs Over $1,000,000.

"Although merely incidental to the work of channel improvements, as affording the most convenient and economical means of disposing of the excavated material, this reclamation of the flats of the Anacostia below the Navy Yard bridge will also render available for park or other purposes about 400 acres of desirable land. A small amount of land, which is located channelward from the established harbor lines, is required for the improvement, and should be acquired at an early day. This land is believed to be of but insignificant value at the present time, and an estimate of its cost can be supplied from data on hand.

"The improvement already made has been a benefit to navigation, and has resulted in the diversion of considerable traffic from the Washington channel, where conditions were rapidly becoming congested. It is not known that any reduction in freight rates has resulted from the work done. It is proposed to apply the additional appropriation recommended to dredging in the channel and to the protection of the deposited material. The widening and rectification of the channel at Buzzard's point, involving the removal of a hard gravel bar projecting into the channel and the excavation of the channel to its full width opposite the navy yard, so as to render it available as a turning basin, are especially desirable at present."

Capt. Cosby estimates that it will take $1,067,062 to complete the existing project, and says that $300,000 can be profitably expended on the work during the coming fiscal year.

ICE STRINGENCY FELT

MUCH INCONVENIENCE RESULTING FROM SHORTAGE.

Manager Kimberly of the American Ice Company this afternoon stated that there was nothing new in the ice situation, except the fact that he expected an ice-laden vessel to approach the capes of the Chesapeake some time today. The wind at Cape Henry today is northwest, a breeze favorable to vessels coming down the coast. A dispatch received by Manager Kimberly at noon from the marine observer at Cape Henry was to the effect that two large four-masted schooners were approaching the capes. They were too far off for the observer to make out their names, but Mr. Kimberly is confident that one of them is the overdue schooner Kreager, with 1,800 tons of ice aboard, bound to this city. If this be true the shortage in the ice supply here should be relieved by tomorrow night and there should be no further deficiency in ice here for two weeks or more, as the big barge Kennebec will be in port before the end of the week.

The shortage in the ice supply in the city is now being felt seriously, and today many families were without their accustomed supply of ice. The only amount the American Ice Company now has is what its ice-making plants is turning out each day, and this is only about half of what is needed.

Many Turned Away.

At the 9th street wharf station of the American Ice Company this morning many persons who applied for ice were turned away, and it was stated there that only orders from large dealers with whom the company had contracts were being filled. From the wagons on the streets, which left the stations this morning only partly loaded, customers are each receiving about half their usual quantity of ice, and have to be very economical in its use in order to make it last twenty-four hours.

The dealers at the fish wharf were in deep distress this morning, as they were unable to obtain their usual daily supply of ice, and the fish they had on hand were spoiling for want of it. Fortunately but few fish are now being received at the wharf and the quantity to be iced was small.

Enough Ice for Patients.

Inquiry at several of the large hospitals this afternoon failed to disclose an instance of any want of ice today. All the hospitals were receiving plenty of ice for their patients' use and no inconvenience was reported, except by the Casualty Hospital, where the supply yesterday was not delivered until about noon.

Most of the milk dealers and others who have to depend upon ice to keep their goods fresh anticipated the condition that now exists, and last week, when ice was comparatively plentiful, they filled their refrigerators with all they would hold. The consequence is they are all right for the next day or two, but a further delay in the arrival of the ice-laden vessels would mean serious loss to them.

There is every probability that the local shortage will be relieved within the next forty-eight hours, but the relief will only be temporary, unless ice is brought here from the Maine fields in much larger quantities than it has been brought up to this time. In past years it was not at all uncommon to see big schooners unloading at the 9th and 10th street wharves, on the Eastern branch and at Georgetown at one time, with vessels lying in the harbor waiting to go to the ice docks to unload. But this pleasing sight has not been vouchsafed to the people of Washington this summer.

INCREASE OF TYPHOID

FIVE PERSONS IN ONE FAMILY STRICKEN WITH DISEASE.

In the development of typhoid fever in the city, which seems to grow more serious from day to day, probably no one family has suffered more severely than that of C. B. Pierce of 2900 P street northwest. Late last week four children in the family were taken sick, and such a serious phase did the disease assume in each case that three trained nurses were summoned to assist the mother in caring for the patients. Infection, probably coming from the common source, claimed still another victim in the household circle today, when Mrs. Pierce was stricken, and this renewed manifestation of the malady was so alarming that Mr. Pierce sent his four well children to a downtown hotel, there to stay until it is assured that further immediate danger of contracting the disease is past. Even in this stricken household the effects of the ice famine have been felt, and on at least one occasion money could not persuade the iceman on the route to leave the extra supply which was so urgently needed.

Throughout the District typhoid has continued its onward march this week, twenty new cases having been reported since Saturday, and of this number fourteen were chronicled in the twenty-four hours of yesterday. This increases the number of cases reported since January 1 to 332.

NO DECISION REACHED.

Question of School Superintendency Still in Abeyance.

The committee to recommend a superintendent for the public schools of this city again met today in the board room of the Second National Bank, where the hospitality of the bank was thrown open to them. Messrs. Everman, Cox and Cook were all there. They got together at 10 o'clock, and, without a recess, continued in session until after 2 o'clock. During that time Supervising Principal Clark, who has been prominently mentioned for the superintendency, was with them, and was asked many questions.

At the conclusion of the session the committee stated that they had come to no conclusion and that there was nothing to say concerning their progress that could be given out. They adjourned to meet again tomorrow at the same time and place.

WILL MEET NEXT MONDAY.

First Session of Chesapeake and Delaware Canal Commissioners.

Gen. Felix Agnus, chairman of the Chesapeake and Delaware canal commission, was in this city today and had conferences with Acting Secretary Oliver and Gen. Mackenzie, chief of engineers, in regard to the organization and work of the commission. As a result, Gen. Agnus announced that he would call the first meeting of the commission for next Monday in Baltimore. The commission consists of Gen. Felix Agnus of Maryland, Maj. Clement A. F. Flagler, Corps of Engineers, U.S.A., and Lieut. Frank T. Chambers, U.S.N.

Under the act of Congress this commission will investigate and report to Congress the cost of the acquirement of the Chesapeake and Delaware canal by the government, with a view to the construction of a free ship canal across the peninsula of Delaware.

SHIELDED FROM SUN.

Welcome Clouds Overspread the Sky—No Rain in Sight.

Nature's umbrella in the form of soft gray clouds overspread the skies today and warded off the rays of the midsummer sun. Added to this a gentle north wind prevailed, making weather conditions here as pleasant as those at any of the northern or seaside pleasure resorts.

Prof. Garriott of the weather bureau, in speaking to a Star reporter this afternoon, gave the agreeable information that the present pleasant conditions will probably continue until the latter part of the week. He does not expect a rise in the temperature until about Friday or Saturday. As he expressed it, "There is no hot weather in sight yet." In the meantime the skies will be more or less cloudy. The professor also said there was no rain in immediate prospect.

Similar cool and pleasant conditions are reported to the weather bureau from nearly all parts of the country.

TO THE PACIFIC SQUADRON.

Admiral Swinburne Will Relieve Admiral Goodrich.

Rear Admiral W. T. Swinburne, who has just been promoted, has been detached from duty in this city as a member of the general board and the joint army and navy board and ordered to duty as commander-in-chief of the Pacific squadron, hoisting his flag on the cruiser Chicago, relieving Rear Admiral C. F. Goodrich, who is ordered to his home and placed on waiting orders.

The Pacific squadron, which has been cruising in north Pacific waters, is now on its way to southern California, where it will await the arrival of its new flagship, the Charleston, now on its way around South America with Secretary Root and party on board.

NEW OFFICE BUILDING

THOMAS J. WALSH'S PLANS FOR G STREET SITE.

The two old buildings on G street between 13th and 14th streets, adjoining Epiphany Church on the west, are being torn down. Thomas J. Walsh has decided to build another fine office building on the property. Because of labor troubles, it is stated, Mr. Walsh has been in doubt about what to do with the property since he purchased it several months ago. Conditions are such now, however, that he has finally decided, as stated, to build another handsome building on the site.

There will be room sufficient for only two large stores facing G street and one of these will be ocupied by Mr. Bell, the photographer. The removal of the photographer to the new locality shows the drift of business. Mr. Bell has been located on the avenue for many years and was considered a fixture there.

At the office of T. A. Wickersham, Mr. Walsh's agent in the Colorado building, it was stated that the new building would be finished at an early day. Mr. Wickersham, however, is away from the city and will not return until next Monday. No accurate description of the new structure could be obtained.

Real estate men prophesy a great future for the block in question—in fact, some of them go so far as to say that it is only a question of time when G street from 15th to 7th will be a second F street.

Epiphany Church, which adjoins Mr. Walsh's property, will eventually be sold, they say, and the property, which includes a very large and valuable lot, be used for business purposes.

"A major part of the congregation," one real estate man said, "live in the northwest now, and I don't believe it will be long before the church will change its location. Other cities have had to move their churches, and I do not see why it cannot be done here."

The work of tearing down the old structures on Mr. Walsh's new property will be completed in a day or two and the foundation for the new building will be laid in the course of the next thirty days.

NARROW ESCAPE REPORTED.

Boat Containing Four Men Said to Have Capsized.

It is reported that Messrs. W. T. Sorrell, W. Keefe, J. O'Neil and A. Williams of this city had a narrow escape from drowning near Chesapeake Beach Sunday last. They had, according to the report, secured a small boat at the Beach and had rowed some distance away from the pier, when the craft was overturned. Mr. Keefe, according to the story, was picked up by a passing boat, and the others, after an ineffectual effort to right the overturned boat, abandoned it, and succeeded in swimming ashore.

COUNCILMAN DEAD.

Other News of Fredericksburg and Vicinity.

Special Dispatch to The Star.

FREDERICKSBURG, Va., July 24.—W. L. Watson, a member of the city council, died at his home in this city this morning of typhoid fever, aged thirty-nine years. His wife, two children, his father and one sister survive him.

Mr. J. O. Billingsley, merchant and saw mill owner of Jersey, King George county, had the misfortune one day last week to have his clothes caught in the carriage of a saw he was working, winding him around the wheel and badly tearing the flesh from one of his arms and crushing the bone.

John Marshall of Spotsylvania county, who was adjudged insane and committed to the Western State Asylum at Staunton, Va., about two months ago, was so seriously injured by another inmate of that institution that he died.

Colton Walker, residing on "Aldin" farm, about six miles from this city, was severely injured by a bull pawing him Friday morning.

Mrs. Mary E. Johnson, sixty-five years of age, died last week at her home, "Rose Hill" farm, Lancaster county.

Wharton Grove campmeeting, held annually in the northern neck of Virginia, near Weems, has been postponed from the 27th instant to August 24.

The funeral of the late Benjamin Currell occurred this afternoon from the Methodist Church. The services were conducted by Rev. J. H. Light, the pastor, assisted by Rev. R. Aubrey Williams of the Baptist Church, and Myrtle Lodge of Odd Fellows.

Condition of Public Printer.

It is the expectation of the officials of the government printing office that Mr. Charles A. Stillings, the public printer, will be able to visit the big printery one day this week and give directions in certain pending matters. Mr. Fred Collins, his private secretary, said this afternoon that he was improving rapidly and would soon be able to go out after an enforced confinement to his home of several weeks, due to an injured leg.

An investigation of the case of Assistant Foreman of the Bindery W. A. Miller, who was recently suspended by Acting Foreman Ashion, will, it is said, be one of the first matters the public printer will take up for action.

Escaped From Reform School.

All police precinct stations have been notified to look out for three boys who yesterday escaped from the reform school. The fugitives, all of whom are colored, are William Hawkins of 200 K street southeast, Walter O'Neil of Fenton place and Jesse Ridman, whose address is not known. The boys were given some liberty and escaped before the guards realized what they were doing.

Sea Going Tugs for the Navy.

Orders have been issued at the Navy Department for the construction of the two seagoing naval tugs authorized by act of Congress two years ago, but which have never been built owing to the pressure of other and more important work on the construction corps. One of these tugs is to be built at the Portsmouth (N. H.) Navy Yard, and the other at the Norfolk (Va.) yard. The appropriation allows $175,000 for the construction of these tugs. In design they will be very similar to the naval tug Potomac, but rather larger and more modern.

IS REDUCED TO A WORKING BASIS

Progress of Movement for a Greater Washington.

NAMES ADDED TO ROLLS

Several Committees Appointed by Board of Directors.

MANY ENCOURAGING LETTERS

Plans for Big Industrial Parade Next October—Views of a Local Grocer.

The committees appointed at a meeting of the board of directors of the Jobbers and Shippers' Association held late yesterday afternoon are getting down to business today, and the movement for a Greater Washington is being reduced to a working basis. In addition to the other committees, one was appointed to co-operate with a like body of local Spanish War Veterans for the purpose of arranging for a big industrial parade in this city next October. New members are being added to the rolls of the association and encouraging letters are being received by Secretary Howe.

One of the first of the committees of the Jobbers and Shippers' Association, appointed yesterday afternoon to get busy today was that on freight. Mr. Monroe Luchs, vice president and manager of the Washington Tobacco Company, who is giving much time and attention to the movement for a Greater Washington, had an important conference with Mr. Charles E. Howe, secretary of the association, this forenoon, in regard to the prospective work of his committee.

Mr. Luchs said it was his purpose to send at once to the members of the committee on freight requesting information as to what day will be most convenient for a meeting of the committee. The meeting will probably be held within the next few days. It is proposed to call to the attention of the railroads entering this city individual cases of excessive freight charges and also of delay. It is further proposed to procure from the roads a statement as to freight charges and facilities here, so that when the committee meets it will have something tangible to consider.

"What we want now," Mr. Howe said, "is results, and we propose to get them."

A communication was received by Mr. Howe today from Mr. D. A. Smith, general manager of the District of Columbia Paper Manufacturing Company, at K and Potomac streets, West Washington. The writer says he favors the expansion of the business concerns already here before any particular effort is made to have a number of smaller establishments enter this field.

Patronizing Home Industries.

Mr. Smith observes that the sample of Potomac linen-finish bond paper on which the letter to Mr. Howe was written was made in this city and at his factory. He adds that the paper company he represents is selling paper in every state of the Union, in addition to having a good foreign trade. He concludes with the admonition that local dealers should patronize home manufactories.

The committee of the Jobbers and Shippers' Association appointed yesterday afternoon to co-operate with a like committee of United Spanish War Veterans, with the view of considering the advisability of arranging for a big industrial parade here next October, at the time of the national encampment of the Spanish War Veterans, consists of:

Messrs. B. F. Graves of the Havenner Baking Company, B. B. Earnshaw, grocer, and E. J. Kelly of the Semmes-Kelly Company.

Major Fred. S. Hodgson, chairman of the national encampment committee of the United Spanish War Veterans, appeared before the board of directors yesterday afternoon and explained the prospective parade. When he had concluded his remarks the committee was appointed.

In addition to considering the parade proposition, the committee will also co-operate with the veterans in their efforts to secure from the railroad companies a half-rate fare for those coming to the encampment.

It is understood that the board of directors of the Jobbers' and Shippers' Association will hold its next meeting about August 6.

Among the new members added to the association today were Mr. James L. Owens, grain broker; Mr. J. L. Atkins, Washington Loan and Trust building, and Mr. Charles Rauscher.

Mr. Rauscher wrote to President Bell: "I feel sincerely that the establishment of such an association will be of lasting benefit to all the business men and to the national capital."

Standing Committees.

The standing committees appointed at the meeting of the board yesterday are as follows:

Freight committee—Charles D. Semmes of the Semmes-Kelly Co., E. H. Droop of E. F. Droop & Sons, B. B. Earnshaw of B. B. Earnshaw & Bro., E. B. Adams of the E. B. Adams Company, B. S. Graves of the Havenner Baking Company, B. W. Guy of Guy, Curran & Co., F. P. May of F. P. May & Co., R. P. Andrews of the R. P. Andrews Paper Company, F. E. Graham of the Armour Packing Company, W. S. Hoge of the Hoge & McDowell Co., T. J. Mayer of William Galt & Bro., Lee L. Herrell of the L. L. Herrell Co., W. S. Corby of Corby Brothers, Colin H. Livingstone of the American National Bank, J. B. Kendall, James L. Owens, Monroe Luchs, vice president of the Washington Tobacco Company; E. J. Kelley of the Semmes-Kelley Co., James Stoddard of the Cook & Stoddard Co.

Publicity committee—Honorary members: Thomas C. Noyes, The Star; John R. McLean, the Post; Edgar D. Shaw, the Times. Active members: Monroe Luchs, treasurer of the association; Charles E. Howe, secretary of the association; J. L. Tucker of The Star; Edwin Ryan of the Times; Woodworth Clum of the Post; H. C. C. Stiles of the Maurice Joyce Engraving Company; F. M. Finley of F. H. Finley & Sons; Eugene M. Tilden of Lamb & Tilden.

Finance committee—Charles J. Bell, president of the American Security and Trust Company; Milton E. Ailes, vice president of Riggs National Bank; B. F. Saul, president of the Home Savings Bank.

The policy of the freight committee, as outlined last evening, will be the attainment of the aims and purposes of the association in an amicable manner. From time to time there have appeared independent interviews condemnatory of the railroads and their methods, but it may be said with positiveness that the freight committee believes more can be accomplished by a clear exposition of present conditions and a friendly request that they be bettered.

The publicity will begin at once making plans for a gigantic campaign of advertising. The purpose of the committee will be to let the country know all about the Greater Washington boom, and to preach through every legitimate channel the advantages of dealing with local shippers and jobbers. The plans will be worked out carefully, so as to insure success from the start.

Views of a Grocer.

Mr. George L. Gardiner, junior member of the firm of Richards & Gardiner, groceries, wines and liquors, 1408 14th street, has sent to The Star his views on the Greater Washington movement. Mr. Gardiner says:

"Not having noticed that many of our 14th street merchants have voiced this grand and commendable move to make Washington a greater city, I wish to state that I think each citizen of the city owes it to himself, owes it to the city, to put his shoulder to the wheel and keep rolling a ball now started, keep rolling persistently and substantially, expecting and courageously encountering such obstacles as are bound to arise, to that end where it will show returns tenfold, as it is bound to do if the proper methods are pursued. Surrounded by all the natural advantages as have been admirably set forth by our able press, for which the leaders of this move are truly indebted, it is now only up to our able-bodied, able-minded citizens, of which Washington is fortunate to possess many, to develop these natural advantages, turn our liabilities into assets, our vacant and barren property into locations of factories and manufacturing plants. Many of our leaders in this move are paying great attention to the shipping and railroad end of the move—undoubtedly a good end to pay lots of attention to—but not by far the greatest. We can rest assured we will get all the assistance necessary from the railroads when we produce evidence of substantial action on this end, for railroads, like any other business or corporation, are looking for paying business and avoiding non-paying business.

"Ask yourself why we do not have better freight handling facilities, better scale of rates, more regular shipments. Because there has been no need for it, we have not had the business to demand it, and, as stated, when evidence of the establishment of such changes as are now pending we will find that the railroads will be only too willing to take up their end of the move, and I think their progressiveness in the past can be depended on in the future to meet any requirements for the development of Washington, as thy have for other commercial cities. As it is, it is unreasonable with other cities, where their business and with other cities, where their business and environments warrant altogether other conditions, for no railroad can be expected to do business at a loss, and as yet the business is not here, but, as stated, produce some preparatory facts and we will find that as far as the railroads are concerned we are worrying over things that will adjust themselves.

"Owe It to Ourselves."

"And when I say we owe it to ourselves as owners of assets in Washington, I do not hesitate to put it upon each and all as a duty, and if it is not done the result is one that will go down in Washington history as no unimportant event, for I mean to say that Washington, like many other cities, is top-heavy, too much sentiment, too little to back such sentiment. Are not many of our stocks and bonds today too high? Are we not paying for them what they will be really worth in years to come? Are not many of the big prices paid in the majority of our real estate deals today given up by their new owners with the thought and hope that they expect their profit to come at some future time, and are our stocks and bonds or our real estate holdings paying big returns at their present market prices? I will leave that for the owners of same to answer. I think not. So it is easy to realize that it is up to us as a body to produce a foundation for all of these transactions, and when same is successfully done, and it can be done, then every stock and bond that we own, every piece of real estate that we possess will be worth what they cost us, and many dollars more, and not what they will be worth in years to come, as will be the case if Washington's naturally and easily developed possessions are allowed to remain for another generation to develop. And I am sure no doubt remains in any man's mind that there is any better way possible to produce such results than by the started move to build a more useful and greater Washington.

"Now is the time to act, and, as stated, we have the natural advantages to make this city interesting to those who will make it profitable to us. We have the money to assist them, and the opportunity for their money to assist us. We have evidence of moral support and assistance from all that will make it interesting to both. We want unity, as this is the only possible way to get strength. We want work and hustling. Even if it does interfere with our vacation, let us do it, for extra things must be done in extra time. Later on our business will interfere with this extra labor now so much needed, if Washington must be a greater city. Now is the time to co-operate, and either find the way or make it. And while I am not a prophet, I think it can be safely stated that our rewards will be in dollars and cents, and personal satisfaction far in excess of our most sanguine hope. We can depend on the able press that has so admirably carried us so far, and can be pointed to as the cause of success of so many of our leading enterprises today. Now, with so much encouragement, we must take the matter up and arm ourselves with a will to battle and overcome any and all obstacles amicably, if possible, forcibly if necessary, until we have Washington where it should be, the beautiful capital of the United States and one of our leading commercial cities."

Discussed All Over Country.

Mr. Charles E. Howe, secretary of the Jobbers and Shippers' Association, said today that the boom for a Greater Washington is being discussed by newspapers all over the country. He has just received the following editorial from the Grand Rapids (Mich.) Herald, which appeared under the caption, "Boom for Washington:"

"The city of Washington is trying hard to develop a boom, but the work is on other lines than other cities follow. In other cities the boom is based on industry; effort is put forth to secure new factories which will employ labor. In Washington it is distinctly announced that factories are not wanted. Factories imply noise and smoke, and noise and smoke are not desired in the national capital. Washington's ambition is to become a great commercial center, with jobbing houses to supply the needs of all south Atlantic states and some of the states westward. It would also like to become a great publication center, with print shops that would supply the world with literature. The ambition is laudable on Washington's part, and the united efforts and co-operation of her capitalists may result in progress. But becoming a great center in any line of activity is not altogether a matter of booming. The man behind the boom is what counts, and he is usually born rather than made and is found where fortune places him. But why should Washington seek other fame than that which it already enjoys? Is it not the greatest office-holding center in the country, one of the greatest law-making centers in the world and a famous producer of diplomacy? Is not its fame in these directions sufficient to satisfy its ambition without going into trade?"

OFF FOR MANEUVERS.

Rear Admiral Evans' Seven Warships Left Rockport.

ROCKPORT, Mass., July 24.—The seven battleships of Rear Admiral Robley D. Evans' North Atlantic squadron steamed out of this harbor today to begin their summer maneuvers, which already have been postponed several times on account of thick weather.

The sea was calm and the weather clear near the shore, but some distance out at sea was a thick bank of fog, which, it was thought, would interfere seriously with extensive movements.

POST OFFICE VETERAN DEAD.

Decedent Had Been in Continuous Service Sixty-Three Years.

Special Dispatch to The Star.

LOUISVILLE, Ky., July 24.—John Dedrick Strassburg, the oldest post office employe in point of service as well as in years in the United States, and said to be the oldest post office clerk in the world, died of senility at his home, 940 Washington street. He was over eighty-eight years of age, and had been in continuous service as clerk in the Louisville post office for the last sixty-three years.

He was appointed a clerk in the Louisville post office March 6, 1843, during the administration of President Tyler. Since then he had served under sixteen different Presidents. He was a native of Hanover, Germany, having been born there June 2, 1818. With his parents he came to America in 1831.

FILIPINOS IN HAWAII.

Scheme to Permit Them to Work on Plantations.

MANILA, July 24.—The Philippine commission has adopted a resolution favoring the scheme of the Hawaiian Planters' Association to transport Filipino laborers and their families to Hawaii to work in the sugar plantations. Albert F. Judd, representing the planters, arrived in the Philippines two months ago, and after making an investigation of the labor conditions presented a statement of the conditions and needs of Hawaii.

The commission has authorized an agreement with the Planters' Association permitting vessels to pick up laborers at various ports on condition that they be given good treatment, be permitted to return to the Philippines at the expiration of the terms of contracts and that transportation be provided.

Laborers desirous of going to Hawaii are advised to accept the offer of the association.

Mr. Judd wants to secure 200 laborers and their families.

RULES BY MR. BARNES

FUTURE DEMEANOR OF CITY POST OFFICE CLERKS.

Employes of the city post office have been pulled up with a short rein by Postmaster Barnes, who has actually in so many words forbidden them in the future to be indecent. Neither can they swear the round oaths of the traditional sea captain nor orate on politics or religion. They must not smoke, nor can they spit. They cannot get drunk and they must pay their debts. They cannot even talk to newspaper reporters. Altogether their life is not a round of joy.

Among the rules that Postmaster Barnes has put into effect are the following:

"All business with the Post Office Department is to be transacted through the postmaster; and it will be held to be an offense for any officer or employe to hold communication with the department upon questions pertaining to the affairs of the post office, unless directed to do so by the postmaster.

"Officers and employes are prohibited from giving any information to the press regarding the business of the post office. Neither will they be permitted to give the public information relative to vacancies in the post office.

"In their intercourse with the public, officers and employes are expected to be forbearing, polite and accommodating.

"Profanity, indecency, loud talking and discussions upon political, religious or other subjects not connected with post office business are prohibited. Smoking will not be allowed except in the retiring room of the clerks and carriers. Disorderly conduct will not be tolerated. Spitting or expectorating in or about the building is prohibited, as well as the creating of any form of nuisance whatever.

"The use of intoxicating liquors during the hours of duty is prohibited. The penalty for drunkenness during hours of duty or for absence from duty because of drunkenness will be dismissal from office.

"Every employe must conduct his private affairs in such manner that the postmaster will not be annoyed in any way concerning them. Any employe whose debts become a source of annoyance to the postmaster by reason of failure to observe this rule will be recommended to the department for dismissal."

MARSHALL FIELD ESTATE.

Alleged Removal of Collaterals to New York.

CHICAGO, July 24.—Corporation Counsel James Hamilton Lewis, in a letter sent today to the board of review, which passes upon the assessments in this city and county, charges that the managers of the estate of the late Marshall Field removed to New York stocks and bonds valued at $2,633,000 for the purpose of removing them from the jurisdiction of the local taxing body.

The letter of Mr. Lewis was written in reply to a letter sent to the board of review by William G. Beale, counsel for the Field estate, in which Mr. Beale declares that the stocks and bonds in New York are not assessable in Chicago.

It is asserted by Mr. Lewis that the Field property has been transferred to New York within the last fifty or sixty days, and that it is taxable in Chicago, as the estate is being administered through the local courts. A list of the property said to have been transferred was given to the board with the letter.

CHANGE IN THE ORDERS

SCHEDULE FOR MOVEMENT OF NATIONAL GUARD TRAINS.

It having developed that the railroad company cannot carry out the original schedule for the departure of the troop trains that will transport the National Guard of the District of Columbia to the camp ground at Mount Gretna, Pa., next Saturday morning, a revised schedule was issued today by Lieut. Col. L. M. Brett, adjutant general. Under the new order troop trains will depart from the Pennsylvania railroad freight station, 9th street and Maryland avenue southwest, July 28, in sections as follows: First section, carrying the 1st Battery, Field Artillery, with its equipment of guns, caissons and horses, baggage and travel rations; the horses of all officers and enlisted men of the brigade authorized to be mounted; the cooks, hostlers and officers' servants, at 7 o'clock a.m.

Second section, carrying the commanding general and his staff, the 2d Regiment and Brigade Band, the Signal Corps, baggage, field equipment and travel rations, at 10 o'clock a.m.

The third section, carrying the 1st Regiment and the Corps of Field Music, the Ambulance Corps, baggage, field equipment and travel rations, at 10:15 o'clock a.m.

The fourth section, carrying the 1st Separate Battalion, baggage, field equipment and travel rations, 10:30 o'clock a.m.

THAW MURDER CASE

PRISONER'S WIFE DENIES A DIVORCE STORY.

NEW YORK, July 24.—Mrs. William Thaw, Harry K. Thaw's mother, his sister, Mrs. George L. Carnegie, and his wife, Evelyn Nesbitt Thaw, paid another visit to the Tombs prison today. The three women were together some time before going to Thaw's cell. Thaw's wife was the first to visit him. In reply to a question whether she will be a witness at Thaw's trial, she said: "You will have to ask Mr. Hartridge about that."

While waiting to see her husband, Mrs. Harry K. Thaw was asked if it is true that she is seeking a divorce from him. Mrs. Thaw replied:

"That story is perfectly absurd. It is a cruel canard. There is absolutely nothing to it. That's all I have to say about it."

Asked as to the authenticity of a story published in an afternoon paper purporting to be her own narrative of her relations with Thaw and White, Mrs. Thaw said: "I know nothing of any such story."

Three Months' Leave for Dreyfus.

Special Cablegram to The Star.

PARIS, July 24.—Maj. Dreyfus, who is now with his regiment, the 12th Artillery, has obtained leave of absence for three months.

Building Permits Issued.

Building permits were issued today by Inspector Ashford as follows:

To Rudolph Kauffmann, for addition, at Military road and Rock Creek Ford road. Architect, Arthur B. Heaton; builder, John Simpson. Estimated cost, $1,200.

To B. L. Stewart, for a three-story brick stable at the rear of 1621-23 12th street. Architect and builder, J. A. Lankford & Bro. Estimated cost, $5,000.

To A. R. Taylor, for three two-story brick dwellings at 310-12-14 V street northwest. Builder, A. R. Taylor. Estimated cost, $7,000.

HARTJE DIVORCE SUIT

Brother of Libellant on the Stand Today.

LETTERS IN CONTROVERSY

Interesting Revelations Behind Scraps of Note.

HOPED TO SPRING A SURPRISE

Handwriting Expert Again Called to Explain How He Made Exhibit Examination.

PITTSBURG, Pa., July 24.—In refutation of the charge that letters had been stolen from the office of Attorney John M. Freeman, Edward B. Hartje, brother of the libellant, was on the stand when the Hartje divorce case hearing was resumed. The witness explained that the "Dearest Edith" letter, the nature and significance of which is still a rebuttal mystery, and a note bearing the firm name of Watson & Freeman, attorneys, were found by B. B. Smith, jr., of Allegheny, and later turned over to him by a tenant in the St. Nicholas building.

The "Dearest Edith" note forms one of a series of letters with which the legal forces of the libellant hope to spring a surprise. The note alleged to have been written by Helen Scott, sister of Mrs. Hartje concerning the incident of the "blonde in gray," in which Mr. Ferguson declares the young woman "figuratively got down on her knees" to Coachman Madine, will be perhaps the most interesting.

Mr. Hartje testified concerning the finding of scraps of paper in a room adjoining that formerly occupied by Madine and also in an ash pile back of the stable.

Dr. Persifer Fraser, the Philadelphia handwriting expert, was again called and explained, as he had on direct examination, how he had made the examination of the exhibits and the words and letters in the different exhibits which he found to be similar. He said that he had simply decided, after examining, that all the letters were written by the same person. Dr. Fraser was followed by Prof. Drake of Chicago, another handwriting expert.

The Conspiracy Charges.

There is a probability that the hearings of Augustus Hartje, John L. Welshons and Clifford Hooe, the colored coachman, charged with conspiracy to defame Mrs. Mary Scott Hartje, the respondent in the divorce case, will not be held tomorrow before Alderman Festus King.

Assistant District Attorney Robb said today that the prosecution will certainly not go on with the hearings unless the divorce trial is finished. Concerning additional arrests, Mr. Robb said:

"After the divorce case has been submitted to Judge Frazer you may look for more sensations. Just what they will be I cannot tell at present."

Prof. Drake swore that in his opinion Mrs. Hartje wrote the exhibit known as the "Susie Wagner letter," which she first admitted was in her writing, and later repudiated. A great legal battle is expected when Hartje's attorneys endeavor to show how the Madine love letters were secured. It was rumored today that arrests in the court room would follow the admission on the stand of any witness that he had broken open Madine's trunk to obtain them.

DEATH RESULTED.

Coal Passer on Steam Barge Fatally Scalded.

Joseph Housha, forty-two years of age, employed on a dredge in the river, was fatally scalded last evening while at work. Although the accident occurred at 9 o'clock last night, the man lingered at the Emergency Hospital until this afternoon. The body was removed to the morgue and Acting Coroner Glazebrooke was notified. He stated that he would investigate the circumstances of the accident and determine whether an inquest is necessary. Particular attention, it is said, will be given by the coroner to the boilers on board the boat to see if they were in proper condition.

Until about a week ago the dredge had been working at Norfolk. Housha came here on the dredge about a week ago, and had been working as a coal passer. While performing his duties and standing directly in front of the boiler last night one of the pipes gave way and the steam, under great pressure, escaped. Before Housha could be rescued by his companions his face and the front of his body were severely scalded.

After the accident the injured man was taken to the 7th street power house of the Capital Traction Company, from which a call for the ambulance was sent to the Emergency Hospital. When the patient reached the hospital it was thought he could live only a short time.

Housha is a native of Spain, his home being in the province of Conora, Spain.

Sergeant Dean of the harbor precinct visited the scene of the accident this morning, making the trip in the police boat, and he learned that no one else had been injured