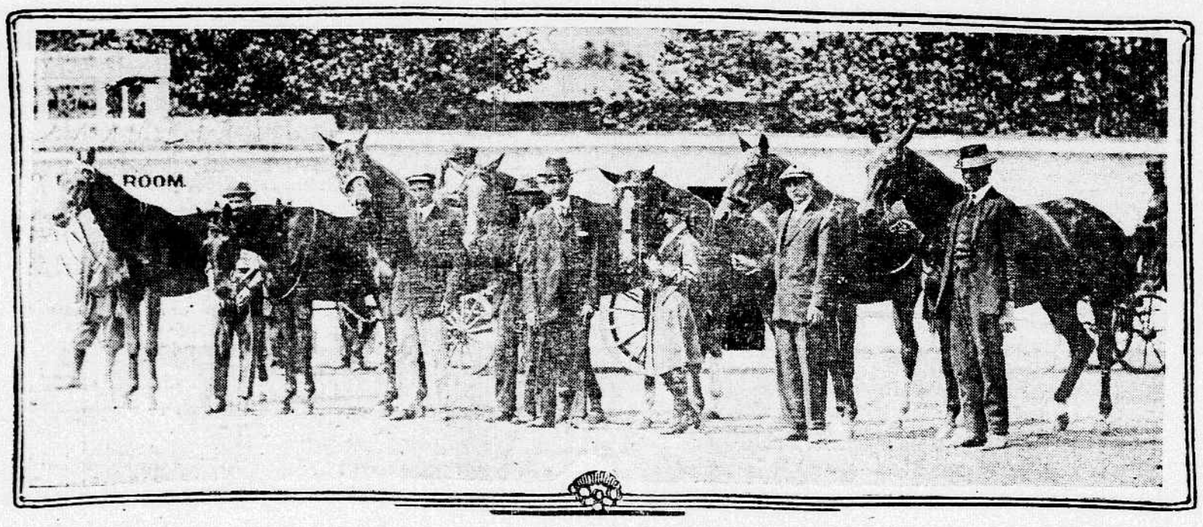
HORSES HERE FOR THE BIG SHOW WHICH OPENS TODAY.



STRING OF ENTRANTS BELONGING TO MELVIN C. HAZEN, MANAGER OF THE SHOW, AND W. H. HERRING & SON.

WASHINGTON HORSE SHOW INAUGURATED

Great Crowds Throng to the Grounds at 18th and D Streets for Opening.

VISITORS ARE HERE FROM MANY CITIES OF THE EAST

Speculation as to Whether Entries of A. G. Vanderbilt, Lusitania Passenger, Will Be Scratched.

With the band of the United States engineers playing marching music, with flags flying in variable winds under sunny skies and with great throngs crowding into the grandstands, boxes and general admission places, the National Capital horse show began this afternoon at 2 o'clock at the show grounds, 18th and D streets northwest.

More than 1,000 horses are entered, making the show the greatest that Washington has ever arranged, not only in point of numbers, but in quality as well. Long before the opening hour great streams of persons well known in public life, army officers, members of Washington society and mere horse lovers, gathered to hear the preliminary concert and to walk among the stables and see the horses at close range.

Many Vanderbilt Entries.

Visitors from New York, Philadelphia, Baltimore, Richmond and other eastern cities arrived in numbers. Among these, who number many friends of Alfred Gwynn Vanderbilt, who was a passenger on the Lusitania and who had not been reported saved at an early hour this afternoon, the possibility of the withdrawal of Mr. Vanderbilt's horses excited the most interest.

Mr. Vanderbilt has a stable of nine horses at the show grounds, the first of which to be shown this afternoon is the famous gig horse, Sir James. He is scheduled to enter the ring at 3:20 o'clock. Mr. Vanderbilt's pair of harness horses, Duke and Pireno, are scheduled to enter the ring at 4:30, and his lady phaeton team, Lady Warley and Pireno, are on the card for showing at 5:15 o'clock.

It was said this afternoon at the Vanderbilt stables that nothing could be said as to whether the horses would be scratched. No news from Mr. Vanderbilt had been received shortly after the opening of the show. Mr. Vanderbilt had made arrangements to go to Europe on the Lusitania, foregoing the opportunity to come to Washington to see his horses exhibited here.

Harness Horses Plentiful.

The Madison Square Garden shows in New York never contained any better showing of harness horses, it was said this afternoon, than are at the show here. Edward B. McLean, Judge Moore, who exhibits at Washington for the first time, and whose stable is said to have cost him $600,000; E. T. Stotesbury, John L. Bushnell, of Springfield, Ohio, and others will compete with the Vanderbilt harness horses for blue ribbons. In respect of harness horses the Washington show this year will be one of the best ever held in the United States. Miss Ivers will show a pair of imported hackneys which have never before been shown in this country. They won thirty blue ribbons in England.

The army uniform was greatly in evidence at the show, cavalrymen from Fort Myer assisting as ushers and announcers and buglers, and many army officers were present from Fort Myer as well as from Fort Oglethorpe, Ga.

One of the principal features of the opening of the show was the sale by many beautiful young women of society of corn flowers for the benefit of the Washington Diet Kitchen. Mme. Hauge is chairman of a committee which will see to it this afternoon that every one interested in charitable affairs wears one of the blue blossoms. She was being assisted by Mrs. Purdy, Mrs. McClintock, Mrs. Blair, Mrs. Howard, Mrs. Westcott and many others.

Entries.

The entries in today's events were as follows:

Thoroughbred stallions—Highland Chief, Capt. William Mitchell.

Chargers, lightweight—Llewelyn, Gerald E. Griffin; Obey, Capt. Asbury Haight; Forget-me-not, Lieut. J. M. Eager; Highland Chief, Capt. William Mitchell; Sir Dixon, Capt. William Mitchell; Hennepin, Lieut. Wilfrid M. Ghent; San Luis, Warren P. Jernigan; Straw Duke, Capt. W. D. Forsyth.

Heavy-harness horses, novice, pairs, any height—Maiden and Memnon, William H. Moore; Woodbine and Honeysuckle, Miss Ella Ivers; Gipsy Maid and Gipsy Boy, John L. Bushnell; Supreme Polonius and Terrington Why Not, A. W. Atkinson; Buttonwood Lass and mate, William A. Lieber.

Roadsters, pair—Ruby and Lasca, E. E. Stotesbury; Baron Herbert and mate, Oliver F. Stonestreet; Black Bessie and mate, J. P. Donald; Boscobel and Cleophas, Dr. W. F. Brown; Silver Jim and mate, John O. Green.

Novice park horses—Beechwold Lass, Miss Marion du Pont; Tom, Judge James N. Goode; Lancelot, Miss Ella Ivers; Sparkling Moselle, A. W. Atkinson; Gray Bird, Miss Esther M. Palmer; Acme, Mrs. Allen Potts.

Green hunters, lightweight—Gun Metal, E. L. Redman; Sir Galahad and Truxton King, Louis C. Ferguson; Marilegs, H. W. Herring & Son; Great Hunter, B. F. Garber; Smarty, Dr. R. L. Humphrey; Springfield, Miss Lucy K. Siddons; Hennepin, Lieut. Wilfrid M. Ghent; Kiamensi, Washington Riding and Hunt Club; Estella H. and Virginia Boy, Melvin C. Hazen; Three o'clock and Little Bo, Homewood Stable; Minim, Johnson Russell; Paterole, Edward W. Murphy; Prince William, William Warwick Corcoran.

Six horses—Tom, Judge James W. Goode; Beautiful, Vida Frey and Mogal, William H. Moore; Seelight, Miss Ella Ivers; The Governor, John L. Bushnell; Queen Daisy, Pabst stock farm; Buttonwood Lass and Buttonwood Maid, William A. Piebler; Sir James, Oakland farms.

Polo Ponies.

Polo ponies, lightweight—Akbar, Capt. William Mitchell; Highland Lady, Miss Lucy K. Siddons; Catharpen, Lieut. Wilfrid M. Ghent; Danseuse and Bermuda, Hugh S. Legare; Mosquito, George Oakley Totten, jr.; Corks, Philip H. Sheridan.

Road horses—Cocktail, Ashleigh farm; Battleax, Capt. Guy Cushman; Marjory Moreland, Miss Marion du Pont; Cloudy Girl, Miss Alice Mann; Lancelot, Miss Ella F. Ivers; Golden Butterfly, Layton farms (Thomas B. Love); Diomed, W. P. Eno; Acme, Mrs. Allen Potts; Nancy Pansy, Homewood Stable; High Ball, E. B. McLean; Bryce, Stronta farm.

Runabout horses—Tola, Miss Marion du Pont; Forget-me-not, Miss Ella Ivers; Gipsy Maid, John L. Bushnell; Joy Direct, Dr. W. P. Collins; May Williams, Larz Anderson.

Pairs hunters—Toronto and mate, Col. Robert M. Thompson; Springfield and Royalty, Miss Lucy K. Siddons; White Sox and Virginia Boy, Thomas Bones; San Luis, Warren J. Jernigan; Harry Creek and Pretty Maid, Mrs. Allen Potts; Kiamensi, Washington Riding and Hunt Club; Haro and Lenore, Gerald T. Hanley; pair, Homewood Stable; team, E. B. McLean; pair, Stronta farm.

Heavy Harness Horses.

Heavy harness horses, pairs—Whitewall Airel and Reabun, William H. Moore; Honeysuckle and Woodbine, Miss Ella Ivers; Gipsy Maid and Gipsy Boy, Gipsy Girl and Gipsy Queen, John L. Bushnell; Queen Daisy and Whitewall Flower Queen, Pabst Stock Farm; Supreme Polonius and Terrington Why Not, A. W. Atkinson; Lady Dilham and Elegant Dilham, E. B. McLean; Pireno and Duke, Oakland Farms.

Corinthian class—Cocktail, Ashleigh Farms; Battleaxe, Capt. Guy Cushman; Rock Cress, Miss Vira Cornell, Ohio; Dennis A. Upson, Springfield and Royalty, Miss Lucy K. Siddons; Happy Creek and Pretty Maid, Mrs. Allen Potts; Nancy Pansy, Geologist and The Scout, Homewood Stable; Ravello, Red Bird, Alarm, High Ball and Field Marshal, E. B. McLean; Branton and Warwick, Stronta Farm; Ironsides, Lansdowne, Haro and Lenore, Gerald T. Hanley.

Ladies' phaeton, appointment classes; to be driven by lady—Miss Malbro, Bountiful and Whitewall Airel, William H. Moore; Woodbine, Miss Ella Ivers; Gipsy Girl, John L. Bushnell; Terrington Why Not, A. W. Atkinson; Lady Warley and Pireno, Oakland Farms.

Military classes, riders to wear uniforms—Battleaxe, Capt. Guy Cushman; Forget-Me-Not, Lieut. J. M. Eager; Prince Henry, E. St. J. Greble, jr.; Tarry Not, Capt. W. W. Whiteside; Sophomore, Lieut. A. L. James; Highland Chief and Sir Dixon, Capt. William Mitchell; San Luis, Warren P. Jernigan; Ironside, Lansdowne, Haro and Lenore, Gerald T. Hanley; Joe, John G. Winter.

Hunters, lightweight—Cocktail, Ashleigh Farms; Battleaxe, Capt. Guy Cushman; Ohio, Dennis A. Upson; Tarry Not, Capt. W. W. Whiteside; Royalty, Miss Lucy K. Siddons; Kentuck, William A. Liebler; Happy Creek, Mrs. Allen Potts; The Scout, Homewood Stable; Ravello, Alarm, High Ball and Field Marshal, E. B. McLean; Branton, Stronta Farm; Ironsides, Gerald T. Hanley.

FROHMAN'S BODY FOUND.

Theatrical Manager's Remains Being Embalmed at Queenstown.

CHARLES FROHMAN.
One of the missing passengers.

QUEENSTOWN, May 8.—The body of Charles Frohman, the theatrical manager of New York, has been recovered and taken to Queenstown, where it is now being embalmed.

LEAVE VALUATION BOARD.

Utilities Commission Announces Resignation of Four Employes.

Announcement has been made of the resignation from the valuation board of the public utilities commission of James B. Reed, assistant engineer; Nevins D. Young, electrical workman; Joseph L. Kelley, clerk, and Edward A. Beard, helper. Palmer Cobb has been appointed a helper to the board.

John P. Schrodt, inspector of meters of the utilities commission, has laid off a mile course along the speedway in Potomac Park peninsula, over which taxicabs will be operated when tests are made as to the accuracy of taximeters.

LUSITANIA'S LOSS COMES AS CLIMAX

Several Incidents Directly Affecting U. S. Have Occurred During Submarine War.

COURSE OF GOVERNMENT IS STILL PROBLEMATICAL

Plan of Germans to Sink Liner for Psychological Effect on England, Charged.

CAPT. W. T. TURNER
Of the Lusitania.

The sinking of the Lusitania marks the climax of a series of incidents since the announcement of the German warzone decree concerning which the American government has been silent. It is now predicted that even though it developed that no American lives were lost on the Lusitania, general representations will be made by the United States covering all the cases involved in the death of Leon C. Thresher, an American citizen, when the British steamer Falaba was sunk; the dropping of bombs on the American steamer Cushing, and the attack on the steamer Gulflight, which was wrecked with a loss of three American lives.

Sensation Created.

The report that the Lusitania was torpedoed without warning created a profound sensation, for it was the first case in which this threatened procedure has been carried out with Americans on board a belligerent vessel. Aside from the diplomatic phases of the case, which were widely discussed in the capital, the sinking of the liner brought to light an interesting story of repeated threats and warnings which have reached high officials for several days past of a plan by the German admiralty to sink the Lusitania for the psychological effect it would have on Great Britain and the terror it might spread among ocean travelers generally.

Planned Ahead, Is Belief.

Information gathered among officials of the government and in diplomatic quarters confirm the belief that plans for the destruction of the Lusitania were made several weeks ago. First, the German embassy was instructed to advertise in the leading newspapers of the United States warning passengers against traveling on belligerent ships. Anonymous warnings then were sent to individuals who proposed sailing on the Lusitania. Most significant of all were letters received here from officials in Germany by private persons stating that the Lusitania surely would be destroyed.

From the day the ship sailed from New York, officials here have received inquiries from many sources almost daily as to the safety of the vessel. One official was told with much positiveness early yesterday that this was the day selected for the destruction of the vessel.

Sinking Is Reported.

The naval radio station at Arlington, which has been on the alert for news from time to time, has been reported as having picked up messages saying the vessel was sunk. Inquiry at the Navy Department each time failed to confirm the reports, and they were not circulated, because it was feared they would spread unnecessary alarm.

At the German embassy here, while no comment was made as to whether it was known there that the vessel was to be destroyed, it was said the embassy knew the Lusitania carried arms and ammunition and, being advised of the resolution of the German admiralty to attack ships that carried such contraband, officials had believed she would be attacked. It was urged that the purposeof the German submarine campaign was only to destroy British commerce and ships, but not lives.

Question of Guns on Ship.

There was a disposition on the part of the Germans to inquire also whether the Lusitania carried any guns on her decks which might place her in the class of a warship, and make unnecessary, according to the rules of international law, the giving of warning.

Officials at the State Department said they had not heard that the Lusitania carried any guns. At the British embassy it was revealed that early in the war, after the United States government had been consulted on the question of small guns for the big liners, the advice was given by the State Department, and heeded, that no guns be carried on the decks.

When the German admiralty proclaimed the waters around Great Britain and Ireland a "war zone" and warned neutral vessels against the dangers that lay therein the United States did not admit Germany's right to place hazards in the way of American vessels or lives.

No Distinction Drawn.

There was no distinction drawn then as to whether the representations of the United States covered Americans traveling on belligerent or neutral craft, but officials informally disclosed later that the note had been purposely phrased so as to cover both contingencies.

The language of the American note was everywhere recalled today as a possible index of the policy to be pursued. The discussion at the time arose particularly over the misuse of flags by belligerent vessels, the Lusitania itself having flown an American flag to escape attack from German submarines.

Note to Germany.

The United States remonstrated with Great Britain over such use of the American flag, and said at the time in a note to Germany:

"If the commanders of German vessels of war should act upon the presumption that the flag of the United States was not being used in good faith and shold destroy on the high seas an American vessel or the lives of American citizens it would be difficult to view the act in any other light than as an indefensible violation of neutral rights which it would be very hard indeed to reconcile with the friendly relations now happily subsisting between the two governments.

"If such a deplorable situation should arise the imperial German government can readily appreciate that the government of the United States would be constrained to hold the imperial German government to a strict accountability for such acts of their naval authorities and to take any steps that might be necessary to safeguard American lives and property and to secure to American citizens the full enjoyment of their acknowledged rights on the high seas."

DOUBLE TRAGEDY IN TAXI.

Doctor Believed to Have Slain Girl and Self in Baltimore.

BALTIMORE, May 8.—A man believed to be Dr. C. V. Druen of the Medical Corps of the United States Navy late last night shot and killed Miss Grace Eichorn of this city in a taxicab. He then killed himself.

Letters from Miss Eichorn written to a Washington address telling of her love for Dr. Druen and urging him to forget his jealousy were found in the doctor's satchel.

The letters from Miss Eichorn to the physician mentioned a woman named Blanche and a man named Billy. In all of them the young girl cautioned the doctor to be sparing in his attentions to Blanche, and assured him that she herself would be cautious in her relations with Billy.

Connected With Naval Hospital.

Charles V. Druen had been connected with the Naval Hospital in Washington for about a year and a half, his grade being hospital apprentice, first-class. During his stay at the hospital he had established a record for himself of attending to his duties. Before being detailed here he had been in the naval hospital in Brooklyn, N. Y., and on the hospital ship Solace. His nearest living relative is a brother, Samuel B. Druen, a resident of Baltimore. The deceased visited this brother weekly.

PERWYN HEIGHTS IMPROVED.

Citizens Hear Reports of Progress at Association Meeting.

The May meeting of the Berwyn Heights Association was held Thursday evening at the home of William H. Smyser, on Huntley avenue. More than forty members attended.

The committee on roads and walks reported that about four miles of the streets in Berwyn Heights have been improved this spring, and the work on the walks was nearly completed. A new bridge on Huntley avenue will be built by the director of highways of Prince Georges county.

Several new names were added to the list of members, which now number more than eighty. Much interest was manifested in the public school on the heights, and the association is to hold a basket picnic at the schoolhouse, May 21, when steps will be taken to improve conditions at the school.

The next meeting of the association will be held June 3, at the residence of J. C. Brelsford, on Kelcher avenue.

BELIEVE THERE WAS INSIDE EXPLOSION

U. S. Naval Officials Suspect Lusitania Was Victim of Double Attack.

INTIMATION IS DERIVED FROM PREVIOUS WARNING

Speculation Regarding Rumors of Treachery on the Irish Coast. Story Is Discredited.

Suspicion that the Lusitania must have been hurried to her grave by internal as well as external explosions is entertained by naval officials, who today expressed surprise that a vessel with so many water-tight compartments should sink so quickly—within thirty minutes after the first explosion.

The ship is understood to have carried a vast quantity of war material for the allies, including much ammunition. Some of this might have been exploded by the torpedo which struck the ship. In that event, the fact that the Lusitania floated only thirty minutes would be explained, as the internal explosion might have ripped open several compartments and so weakened others that they gradually gave way under the pressure of inrushing water.

In naval quarters, while the torpedoing of the Lusitania was deplored, there was much speculation as to why the swift liner had slowed down in the path of submarines.

Officers said it was very difficult for a torpedo to strike a big ocean liner going at full speed, and did not understand where the British destroyers that would ordinarily control the course of the vessel could have been when the Lusitania was struck in broad daylight.

Some navy officers read, in the plain warnings published in this country before the departure of the big steamer that she would be attacked, an intimation that the ship would be blown up from inside during her voyage.

Well Equipped With Boats.

The ship carried the full complement of boats, both of the regular and collapsible type, and of life rafts required under American navigation laws. A place for every person aboard the ship in lifeboats was assured, it is said, and undoubtedly all boats were swung out and provisioned as soon as the steamer cleared New York harbor and remained so all the way across. Every precaution that could be taken without impairing the seaworthiness of the steamer certainly was carried out, as has been the rule on all British and other vessels traversing the war zones since the German submarine blockade was declared. It was said, however, that the task of getting into the boats nearly 2,000 persons, many of whom were women and probably were terrified by the explosion of the torpedoes, could not be accomplished in thirty minutes.

Rumors of Fenian revolts in Ireland have reached various departments of the government here many times since the outbreak of the war. While no definite information to this effect has come, the fact that German submarines have been active off the Irish coast led some officials of the state department to credit reports that a German base for submarine raids had been established with the aid of rebellious Irish in some hidden cove known only to the native smugglers on the Irish coast.

Other Suspicious Circumstances.

The torpedoing of the British superdreadnaught Audacious off the Irish coast, generally supposed to have been the work of a German submarine; numerous raids on smaller craft in the same region and now the sinking of the huge Lusitania, in the opinion of these officials, made it clear that the German underwater craft were working from some nearby point.

Navy officials did not share this view. They pointed out that the Lusitania was struck at a distance approximately of less than 1,500 miles from the German coast. This would be easy cruising distance, it was said, for the newest American submarines.

Information has reached the Navy Department to the effect that German submarines have circumnavigated the British Isles, making voyages of 5,000 or 6,000 miles. If this is true, and the report apparently was accepted at face value, the underwater ambuscade to which the Lusitania fell victim was comparatively a simple matter.

Germany is known to have put in commission a number of new submarine boats recently, and it was thought by navy officials that when the plan to sink the Lusitania was drawn up, it was decided to send a dozen or more of these craft into the track which the liner probably would follow to lie in wait for her. More than one submarine may have taken part in the actual attack, it was said.

Vessel Follows Regular Course.

Judging by reports of her position at the time of the attack, it was said, the Lusitania followed her regular course on her last voyage. Navy officers were at a loss to understand why this was done in view of the warnings that had been given of the plan to sink her. The result was, however, to render the task of the German underwater fighters the more simple.

Of the construtcion of the lost ship it was said that at the time of the Titanic disaster engineers declared a similar accident to the Lusitania would have left the ship afloat and able to proceed under her own steam. She was a double skinned vessel with many watertight subdivisions of her hold, and the wing-bulkhead installations that gave added protection. The vessel's coal bunkers lay outside these bulkheads, and it was pointed out that the most powerful torpedo known could not tear open enough compartments to send the ship to the bottom. On this information was founded the belief that either more than one underwater projectile or interior explosions accounted for the sinking of the vessel.

Navy Officers' Prediction.

Navy officers predicted that one effect of the loss of the Lusitania would be a popular demand in England for energetic action by the fleet. The failure of the attempt to force the Dardanelles, followed by the sinking of the Lusitania, would be certain to produce such a demand, it was said.

Looking over the German submarine crusade, some officials here said it was hard to understand why attacks were confined to merchant craft when so many troop and supply transports are in daily transit between England and France. Before the great new army was moved from Great Britain to Flanders, it was recalled, it was officially announced that more than a million troops had been embarked and disembarked by England without a single accident. That number probably is more than 2,000,000 by this time, yet no case of a submarine attack on these ships has been received with the exception of one recent incident near the Dardanelles.

Dog Bites Child; Animal Shot.

A stray white and tan dog yesterday afternoon paid the penalty of death for having bitten Mary Cadell, five years old, 1244 U street southeast. The child was playing near her home when the stray animal attacked and bit her on the left leg. Dr. James Watson dressed the wound, and Mounted Sergt. M. L. Raedy killed the dog.

AMONG THE MISSING.

ALFRED G. VANDERBILT.
One of the missing passengers.

ATTACK ON LUSITANIA PIRACY AND MURDER

The American press in New York, Philadelphia and Boston denounces in vigorous terms the torpedoing of the Lusitania.

The New York Times describes the attack as "War by assassination" and says that "From our Department of State there must go to the imperial government at Berlin a demand that the Germans shall no longer make war like savages drunk with blood," and "That they shall cease to seek the attainment of their ends by the assassination of non-combatants and neutrals."

The New York Tribune says that the torpedoing of the ship was "In defiance not alone of every dictate of common humanity," that "American men, women and children, citizens of this neutral nation, have been exposed to death, have perhaps been actually murdered, by German war craft," and that "For this murder there is no justification outside of that law of necessity paraded by the German chancellor in the opening hours."

The New York World says that "The circumstances and the consequences of the destruction of the Lusitania by a German submarine call for all the self-restraint and self-possession that the American people can command."

The New York Herald says: "The civilized world stands appalled at the torpedoing of the Lusitania"; that "If ever wholesale murder was premeditated this slaughter on the high seas was," and that "Americans had the right to go by any steamship they chose; they had the right to protection by this government, and no government can long last that does not protect its own citizens."

The New York Journal says: "The sinking of the Lusitania, with her heavy freightage of peaceful travelers, including hundreds of women and children, was not an act of war; it was a deed of wholesale murder."

The Philadelphia Press says: "If it prove that American citizens have lost their lives by this form of assassination, what will our government do about it?"

Fiendish and Premeditated.

The Philadelphia Inquirer says: "The warning was not given much attention by these passegers, for no person blessed with even a semblance of humane instincts could imagine that even a fiend in the lowest depth of the most orthodox hell could possibly conceive of a crime so diabolical, so damnable, so villainous as would be the torpedoing of a passenger ship with only neutrals and non-combatants aboard. And yet this fiendish crime was not only conceived of and plotted, but it has been actually carried out, and it was unquestionably prepared for when the German embassy was ordered from Berlin to print the warning notice.

The Philadelphia Ledger says: "The campaign of frightfulness has reaped a savage result and the enormity of the offense cannot be overlooked. And yet it will be well for the country to reserve its judgment, keep cool and raise no sudden cry for revenge until all the facts are known."

The Boston Herald says: "Now, however, is the time for the United States to speak for itself and for humanity."

The Boston Post says: "It is the worst crime against civilization and humanity that the modern world has ever known. It is a reversion to barbarism that will set the whole world, save perhaps the little world of its perpetrators, aflame with horror and indignation."

GEN. JOHN FLOYD KING DIES AT THE AGE OF 73

Gen. John Floyd King, 1822 Calvert street northwest, assistant register of the Treasury, died at George Washington University Hospital early this morning after a brief illness. No definite cause for his death could be discovered this morning, but it was said at the Treasury Department that it was attributed to heart disease.

Gen. King, who was seventy-three years old at the time of his death, had been a resident of the District since 1887. During this period he was actively engaged in mining operations and just a year ago was appointed assistant register in the Treasury Department.

In Confederate Army.

Born of a distinguished Georgia family in the town of Monticello in that state, Gen. King entered the Confederate army after the completion of a course at the University of Virginia at the outbreak of the civil war.

He was promoted by various grades to the rank of colonel of artillery, in which branch of the Confederate service he commanded a battalion. At the close of the war he moved to Louisiana and engaged in planting and in the study of law. Shortly afterward he was appointed brigadier general of the state troops.

Backed by his military record, Gen. King was elected as a democrat from Louisiana to the Forty-sixth, Forty-seventh, Forty-eighth and Forty-ninth Congresses, and at the expiration of this public life moved to Washington, where he had resided ever since.

During his service in Congress, extending over many years, he was interested in the establishment of an interoceanic canal and was also chairman of the committee in charge of Mississippi river improvements, and was instrumental in having the commission created. He was also a big factor in the suppression of the Louisiana state lottery.

The general is survived by his wife. He had no children, and was the last of his family, his brothers having been killed in action during the civil war. Burial will take place in Arlington cemetery, Monday afternoon at 3 o'clock, following funeral services at an dudetermined place. These services will be under the joint auspices of Camp 171, U. C. V., of which Capt. Fred Beall is commander, and of Rouse Camp of C. V., of which Dr. Samuel E. Lewis is commander.

The following will act as honorary pallbearers at the funeral services: Maj. Holmes Conrad, Leigh Robinson, Capt. William A. Gordon, Capt. Perry de Leon, Dr. Samuel E. Lewis, J. T. Callaghan, Capt. William H. Nichols and Maj. Edward W. Anderson.

NEW SUBMARINE SCHLEY ONLY ONE OF HER CLASS

Boat, Now Being Built, to Be Largest Underwater Craft in the World.

The submarine Schley, which is to be built at once by the Electric Boat Company at Groton, Conn., will be the most dreaded of all submarines. In its design and construction the naval architects have taken big strides. The largest submarine that is building is under 200 feet in length. This is the class F of the British. The boats of this class are to have a surface speed of twenty knots. The largest of the German boats are of 800 tons displacement with a cruising radius of 2,000 miles and make, so it was planned, eighteen knots on the surface and seven knots submerged.

The Schley is to be of the Holland or diving type. It will displace approximately 1,100 tons at the surface and much more when submerged. The length will be 265 feet over all, or about sixty-five feet longer than any submarine now projected by any European power. This craft is to be driven by Niseco Diesel oil engines which will develop 4,000 horsepower, and these engines will enable the craft to maintain a speed on the surface of twenty nautical miles an hour. When submerged the vessel will be driven by electric motors and will then make eleven nautical miles an hour.

Cruising Radius of 7,000 Miles.

The cruising speed of the Schley will be from eleven to fifteen nautical miles an hour and at these speeds it will have a cruising radius of 7,000 miles. That is, it will have sufficient fuel capacity to enable it to cruise across the Atlantic and back again without replenishing its fuel oil. That is an advantage that no other submarine at present projected has and will make the Schley the most destructive vessel of its kind ever built.

With its speed it will be exceedingly difficult for any vessel to avoid its attack, as merchant ships are able to do in many cases with the present German submarines.

There will be in all probability a class in the United States navy of these fast submarines and the one now building is only the first.

Considered of Great Value.

From a military point of view the Schley will be of enormous value in both offensive and defensive service. The boat will have considerable freeboard to make it seaworthy under all conditions in the open sea. It will have an elevated bridge in addition to a conning tower and this will make it practically a small gunboat when used on the surface. It will carry a number of guns of small caliber and machine guns and in addition will be fitted with ten torpedo tubes. These tubes will be arranged to discharge torpedoes at all angles and it will not be necessary to maneuver the vessel into one certain position to send forth its weapon of destruction, but it will be able to discharge ahead, broadside and astern.

The interior of this vessel, too, will be more like that of the warship of her size. She will have comfortable quarters for officers and men; be heated, well stored with fresh air and carry supplies that will last for a long cruise. It is expected that the Schley will be ready for service next year. Work will be pushed as much as possible to get her out early. The cost of the Schley will be $1,350,000. The engines are being built by the New London Shipbuilding and Engine Company.

ITALY MAY DECLARE WAR UPON TURKS

GENEVA, Switzerland, May 8, via Paris, 3:20 p.m.—The Tribune publishes a dispatch from Rome stating the Italian government has decided, owing to the recent uprising in Tripoli, to notify Turkey that it considered void the treaty of Lausanne.

Such a notification, the Tribune says, would amount to a declaration of war.

BUSINESS MEN DEPART TO TAKE PART IN GAMBOL

More than one hundred business men of Washington are to leave for Baltimore at 4:05 o'clock this afternoon to participate in a trade-boosting gambol, to be held under the auspices of the Retail Merchants' Association. Upon arrival at Baltimore they are to board the steamer Three Rivers and return to Washington by water. The tops are to be made at lower river points.

Secretary Columbus announced today that the crack shooters are to witness a special drill by two of the fireboats of the Baltimore fire department before the steamer starts on its way down the bay. Chief Wagner of the District fire department called up the chief of the Baltimore department this morning and said that anything which he could do for the entertainment of the Washington merchants would be greatly appreciated.

Song Recital for Y. M. C. A.

A song recital for the benefit of the Y. M. C. A. was given at the New Willard Hotel last night by Miss Inez Barbour, soprano. She was accompanied by Miss Julia Huggins.

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