

# GAME COLT PENTECOST TO START IN BIG CHICAGO DERBY

### Madden Pleased With Son of Hastings, and Sends Him West.

#### EVENT ON CARD FOR SATURDAY

### His Showing in Suburban Stamps Three-Year-Old a Season's Find.

#### SHEEPSHEAD TO BE BUSY

### Tidal Stakes for End of Week Rated at \$20,000—Goldsmith to Make His First Appearance of Year—Some Very Rare Sport in Sight.

### NEW YORK, June 15.—Yesterday's Suburban Handicap demonstrated one thing—that the Madden three-year-old, Pentecost, is a much better horse than he has been supposed to be.

Madden has all along claimed that he had a cracking good colt in the son of Hastings, and said he fully expected to win the Metropolitan with him; but the horse showed a poor performance on that occasion, and in his subsequent races he did not display any of the class that Madden claimed he possessed.

The public had begun to look upon Pentecost as an ordinary sort of horse, until he ran third in the Brooklyn Handicap. Yesterday, however, he demonstrated conclusively that he will rank among the very best three-year-olds of the year.

#### Pleased With His Colt.

Mr. Madden was so impressed with the colt's showing in the Suburban that he immediately determined to send him to Chicago to try for the great American Derby, to be run next Saturday. The Kentuckian gave orders to prepare for his transportation to the Windy City at once, and last night the horse was shipped by the same express train that Heno and Hernal took several days ago.

Pentecost is in such good shape now that he will not need any hard work previous to the race, and it is likely that he will be given only easy exercise until the day of the race.

He was trained to the hour for yesterday's big event. In fact, many shrewd trainers thought he looked a little too fine, and as he is a slight horse, his trainer will have to use his greatest skill to keep him from stalling before the race on Saturday. However, Madden can be depended on to have his animal ready when the flag falls for the mile and one-half journey.

#### Question of Weight.

Whether Pentecost can beat the other Eastern horses remains to be seen. Heno has shown that he can carry weight and go a distance, but so far Pentecost has taken up no weight to speak of in any race in which he has started. It may be that when he shoulders Derby weight he will find it not so easy to keep up with his horses. This is the only fear entertained by his admirers, for, as heretofore stated, the colt is rather slightly built.

The Suburban also proved that Gold Heels is about the best horse in the older division. He met in that race every good horse now in training, with the exception of Watercolor, and with top weight showed courage and ability to travel at a killing rate of speed and go a route. Gold Heels is a full brother to the good performer of a few years ago, Song and Dance, that ran third in the Suburban of 1895, when Lazarone won.

Advance Guard's race was too bad to be true. The going apparently was not at all to his liking. He was with difficulty gotten away from the post, and could not keep up at any stage.

When it came to the stretch he showed only a flash of his usual speed, and stopped as if he didn't care for the cuppy track. Bullman said the horse came near falling several times. He will show to much better advantage when the track is faster, and it would not be surprising if the Great Tom horse would make Gold Heels stretch his neck if the two should meet in a long race.

#### Busy Week Ahead.

This week's program at Sheepshead Bay is full of rich and interesting stake fixtures. Chief among them are the Tidal Stakes, to run on Saturday, which is a race for three-year-olds at a mile and a quarter, with a value of \$20,000; and the first of the June handicaps, known as the Coney Island Handicap, worth \$2,000, for all ages.

The Tidal has among its list of entries such cracks as Major Daingerfield, winner of the Brooklyn Derby; Old England and Homestead, the Green Morris pair of good colts, Yankee, Goldsmith, and King Hanover, of the Whitney string.

It is very likely that Goldsmith will make his first appearance of the year in this event. He is being specially prepared for the race, and has worked very well indeed. The horse is of the big-little style of racers, all quality and gameness, and it will take a good horse to beat him if he starts. It is possible that Yankee, too, may start. Green Morris will probably send both of his horses to the post, and the race ought to be a cracking good one.

The Coney Island Handicap will be run on Tuesday. It is at six furlongs on the main track, and among the entries are Gold Heels, Advance Guard, Blues, Bonnet, Brigadier, Reina, DeReske, Roehampton, Cameron, Dublin, Contend, Herbert, Elkhorn, Smoke, Morningstar, and Kamra. The field that will go to the post will be a good one and, being at six furlongs, the race should prove a clinker from start to finish. If the track is in good shape the record will stand a very good chance of being smashed.

#### Many Important Events.

Besides these two stake events, there are a number of other good rich races to be decided. Among them are the Rosebud, for two-year-old fillies, and

## Selections for Today at Sheepshead Bay.

- First race—Alsona, Bensonhurst, First Chord.
- Second race—Goldsmith, Old England, Roxane.
- Third race—Lady Albercraft, Astarita, Ada Nay.
- Fourth race—Sadie S., Waterene, Royal.
- Fifth race—Silver Trinket, McAna, Sly Fox.
- Sixth race—Swiftmas, Intrusive, Brunswick.

## Sheepshead Bay Entries.

First race—Two-year-olds; six furlongs. Athel, Glenevis, 117; Erora, 114; Bensonhurst, 122; M. Graham, Rockford, 117; Alsona, 115; Uranium, Blue Ribbon, Cruchan, 117; Our Nugget, 119; First Chord, 122; Byronerdale, Paramount, 114.

Second race—Three-year-olds and upward; one and one-sixteenth miles. King Hanover, 116; Goldsmith, 111; Carburn, 105; Roxane, 103; Tom Kenny, 106; Grail, 91; Swiftmas, 123; Roehampton, 106; Keynote, 93; Ten Candles, 108; Old England, 113; Alsike, 105; Belle of Troy, 103; Sister Juliet, 95; Franceana, 111; Kamara, 103.

Third race—Rosebud; five furlongs. Lady Albercraft, 115; Anna Daly, Fair Lass, 110; Astarita, 120; Lady of Lillien, Ada Nay, Millard Love, Roxboro, Rose-tint, 110.

The Grass Selling, that will be run tomorrow; the Foam, for two-year-olds on Tuesday; the Daisy, for two-year-olds on the turf, and the Bay Ridge Handicap, at a mile and one-quarter, for all ages, in which many of the cracks are engaged, which will be run on Wednesday; the Swift Stakes for three-year-olds, at seven furlongs on the turf, to be decided Thursday; and the Inaugural Steeplechase and Surf Stakes, which will be added attractions on Saturday's card.

Altogether the week promises some rare sport, and in addition the East is very greatly interested in the outcome of the American Derby.

#### Harlem Entries.

First race—Four and one-half furlongs. Jelsi, 115; Jackfall, 111; Impetuous, 99; Alice Cary, Penance, 107; North Pole, 144; Senator Morrison, 102; Courage, 99.

Second race—Six furlongs. Vassal Dance, 114; Belle of Bohemia, 107; Zibba, 105; Gra My Chree, 104; Palmette, 103; Illuminate, 109; Queen of Dixiana, Loret, 102; Peace, 99; Judicious, 98.

Third race—Steeplechase Handicap; short course. Farrell, 141; Crest, 134; Helena, 128; Dagmar, 137; Coley, 134; Helen Paxton, 133; Glissando, 132; Corliss, 131; Alice B., 127.

Fourth race—One mile. Colonel Ballantyne, 112; Henry of Frinastown, Vincennes, Lief Prince, 109; Guy H., 108; Lennox, 107; Lavia, Lady Medlesome, 105; Hlowaho, 100; Trentham, 93; Moderator, 92.

Fifth race—Five furlongs. Rheta, 109; King's Lady, 105; Lemco, Florence H., Frances Porter, Saragum, 100.

Sixth race—One mile. Thurles, 110; Golden Scepter, Whitcomb, Zaccosta, 107; John Drake, 104; About, Birdie D., Honage, 102; Ernest Parham, 98; Chickadee, 95; Dottie S., 92.

#### Harlem Selections.

First race—Alice Cary, Courage, Griffin's entry.

Second race—Judicious, Vassal Dance, Gra My Chree.

Third race—Farrell, Coley, Dagmar.

Fourth race—Trentham, Moderator, Hlowaho.

Fifth race—King's Lady, Rheta, Lemco.

#### Latoria Entries.

First race—Six furlongs. Sister Kate II, Frances Rex, Kohwreath, Lotter, and Agnes, 99; Lizzie A., 102; Kimberly, 101; Royal Penny, 104; Rice, 105; Atmore and Sipsa, 107; Weld, 109; and Horsehoe Tobacco, 112.

Second race—Five furlongs. Nath Woodcock, 99; Sailor's Dream, Owen Moore, Ed Bishop, Joe Fields, Astrum, and Santon, 102; Doc Wood and Mr. Parham, 109; Model Monarch, Olentz, and Lambert, 112.

Third race—One mile. Archie, Ross-fame, and Boaster, 106; St. Hera, 109; Autumn Leaves and Talpa, 99.

Fourth race—One mile. Lathrop, 89; Margie S., 94; Approved, 96; Suave, 97; Pretty Rosie, Kussian, Bentley B., and Masterful, 99; Hinsdale and Friesland, 102.

Fifth race—Five furlongs. Bird Williams, Flora Hooper, Daisy Hawthorne, Woodmont Bell, Sanctissima, Flash of Lightning, Leota, Love Wisely, Lady Farandole, Edna Fitzallen, and Dinkale, 109; Hansy, Treason and Crime, 110.

Sixth race—One mile. True Blue, 94; Gluzen and The Caston, 99; Tragedy, 101; Ed Adack, Faraday, Jr., and Chorus Boy, 108; Dolly Wagner, 101; Banquo II, 106; and Remp, 114.

#### St. Louis Entries.

First race—Four and one-half furlongs. Immortelle, 95; Tribes, Easy Trade, 100; Robert G. Lansing, Jack Young, 103; Rose Geranium, Helen Hay, Matzavena, Nettie Black, 105.

Second race—Six furlongs. Egyptian Princess, Ermaek, Peggy Roman, 100; each; Hopdale, 102; Orla, 103; Herodas, Brixton, Otis Clay, Royal Athlete, Bar-tholome, Erna, 105; Gallantrie, 105; Ogle, 108; Koffir, 111.

## NEW CLUBHOUSE AT CHESAPEAKE BEACH

### Formally Opened to the Public Yesterday.

#### Structure a Handsome One and Beautifully Fitted Out to Accommodate Members.

The new clubhouse at Chesapeake Beach was thrown open to the public yesterday, and many persons went to the resort by the bay to inspect the place. The clubhouse, which will be under the management of Cole Ullman, a brother of Joe Ullman, the turf broker, is situated on one of the highest pieces of ground at Chesapeake Beach, commanding a fine outlook of the bay. It is a well built, handsome structure and makes a very pretty appearance from the boardwalk. A large veranda lines the front of and surrounds the building, and there is always a fine breeze to be enjoyed while sitting in the easy chairs which have been provided for the comfort of the members of the club.

#### Luxuriously Furnished.

Inside the house is furnished in luxurious style. Beautiful velvet carpets are laid on all the floors, a large reception hall is provided with a ladies' waiting room, while costly pictures are hung upon the walls. The dining room is handsomely furnished and is large and airy, into which the breezes from the bay are constantly blowing. A number of private dining rooms are also located on the main floor, while the kitchen is situated in the rear.

The second story is taken up with a number of pretty rooms, and the parlor or lounge room is perhaps the best appointed and most tastefully arranged room in the house. The furniture is of massive oak, and commodious easy chairs are numerous. A series of beautiful pictures adorn the walls.

#### Sixteen Bedrooms.

On the third and fourth floors are sixteen bedrooms, beautifully furnished. These rooms command a fine view of the bay and afford cool and delightful sleeping quarters.

The membership of the club will not be limited and will be open to all desirable persons. Among the persons who have already signified their intention of becoming members of the Chesapeake Beach Club is Civil Service Commissioner Foulke.

A large number of persons visited the clubhouse yesterday, and all expressed themselves as being surprised and delighted with the place. It is the best appointed and best located clubhouse south of New York, and it is doubtful if even Saratoga can boast of a better one. Certainly there is none that commands so pretty a view of the water, and is swept by delightful breezes such as are to be found at the Chesapeake Beach place.

## AMONG THE BIG FIGHTERS.

Talk of a change in date of the big fight has subsided. The San Francisco club will hold it the last of July, as at first proposed, and undoubtedly there will be no postponement, as the club is anxious to get a match between the winner and Jim Corbett. Fitzsimmons and Jeffries are putting in easy training licks. Fitz is gradually acquiring a new menagerie. He went on a bear hunt the other day.

Manager Alex. Greggins has signed a contract for the erection of a building at Valencia and Fourteenth Streets, San Francisco, in which to bring off the championship battle between Fitzsimmons and Jeffries. The new structure will be opposite Woodward's pavilion. It will be of wood and large enough to accommodate 15,000. Greggins thinks the cost of this building will be far less than the price which the people who control the Mechanics' Pavilion wish to charge for its rental.

News from the American colony in London is reaching this side, but so far nothing has been heard of the former lightweight champion, Frank Erne. He will fight Pat Daly next on the 23d instant.

Sharkey, boxing with Johnny Gorman the other day at Chippendale, knocked out a knuckle on his right hand. His admirers were horrified, but the boxer said it would not harm his prospects in the ring. After the fight Gorman was a hard second choice for the fight with Tommy Ryan, but is a hard hitter and has some outside support.

Eddie Connelly is in London, anxious to get on terms with Jim Corbett. He followed Jack O'Brien's example and challenged any of the heavyweights to box him.

At Herford, accompanied by Joe Gans and Herman Miller, has gone on to San Francisco for the fight with George McFadden. Gans denies that he takes McFadden on as easy game, but says he came first. Herford adds that any man posting a forfeit and making weight can get a match with the lightweight champion.

Ed Geers says that some of the horses which took part in the Memphis matches were injured by the fast work. Memphis is a very early track, and the horses were as far along in their work as those trained on Northern tracks will be in July. Mr. Geers says that all of his horses are in splendid shape, and thinks he will have one of the best stables he has ever taken to the races. He also says that the three-year-old colt Baron Wilkes, Jr., in John Payne's stable, is a very high-class youngster.

It looks like a busy season for the life-saving crews. There will be more yachting than usual.

People who have not made a wager on the Derby are waiting to see which horse Bullman will ride.

Steve Crosby, of Chicago, and Frank Blackburn, of Indianapolis, are matched to box at Kokomo, Ind., tonight. Negotiations are pending for a match between Crosby and Gans, to be pulled off in Louisville at an early date.

Jimmy Hamler, of Newark, is matched to box Tommy Ryan ten rounds at 146 pounds at Kansas City, Mo., tonight.

#### Steamship Arrival.

NEW YORK, June 11.—Arrived: Steamer Southwark, from Antwerp.

## JOE ULLMAN'S CAREER.

### Veteran Turf Broker Has Traveled Far and Seen Much.

Joe Ullman, the veteran turf broker, whose office is at Chesapeake Beach, has had a most interesting career. Mr. Ullman has been following the horses ever since he can remember, and, like many others, has had his ups and downs. As an owner of thoroughbreds, Mr. Ullman made his greatest success about ten years ago when he campaigned the crack gelding Raeland in his two-year-old form. Raeland was bought by Mr. Ullman for \$25, and won several races at the old Ivy City track, among them the Capital and Arlington Hotel stakes. In all Raeland as a two-year-old won something like \$100,000 for Ullman, and was sold to August Belmont for \$17,500. He captured the Suburban Handicap as a four-year-old in 1889, and at the dispersal of the Belmont horses he was bought by the Dwyer Brothers, who won several races with him.

Mr. Ullman is a keen observer of human nature, and a capital story teller. He has collected a number of interesting turf anecdotes, and promises some day to publish them in book form. The following is one he told yesterday evening to a party of newspaper men:

"Several years ago I was interested in the Ingleside race track in California. It is a magnificent track, probably the best appointed and prettiest race course in America. We generally drove from 'Frisco to the track. On our way out we were obliged to pass an asylum for the insane.

"One afternoon as we drove leisurely along a man came running down the hillside of the asylum grounds frantically muttering to us to haul in.

"We told the driver to slow up, and, as the man approached, I noticed that he carried a huge bundle of 'dope' books under his arm. He apparently had gone daff on the horses. He came alongside the carriage and, after asking us if we were going to the races, suggested that Peter L. would win the first race of the afternoon, and said he would like to have us place a \$10 bill on the horse for him.

"And," he added, "Donator is a cinch in the third race. Just parley the winnings on Peter L. on Donator for me." He proceeded to show us where, according to the 'dope' book, both horses should win easily.

"He was a harmless crank, and we talked quite a time with him. At last my friend got tired and, looking at his watch, said, 'We'll have to hurry; it's getting late.' Then, addressing the lunatic and glancing at the clock in the asylum steeple, he said:

"Is that clock right?"

"Why, no, you dern fool," replied the crazy man. "Do you think it would be here if it was right?"

"We drove on.

"Both Peter L. and Donator won, each at 10 to 1, and we didn't bet on 'em."

## KIZIL KOURGAN TAKES GRAND PRIX DE PARIS

### Retz, the Favorite, Finishes in Second Position.

#### Good Start Made With Arizona Soon in the Lead—Could Not Keep Up the Pace.

PARIS, June 15.—The race for the Grand Prix de Paris was run today, and was won by M. E. de Saint-Alary's chestnut filly Kizil Kourgan. M. Camille Blanc's bay colt Retz and Baron David Leonino's bay colt Maximum ran a dead heat for second place. M. de Saint-Alary's bay colt Arizona was fourth.

There were eleven starters. The post odds were 14 to 1 against Kizil Kourgan, 5 to 2 against Retz, 25 to 1 against Maximum, and 33 to 1 against Arizona. The horses got away to a good start. Arizona took the lead, but soon Retz, which was the favorite in the betting, drew out from the middle of the bunch, where he had been running, and went to the front.

He seemed to be a sure winner, but when opposite the stand Kizil Kourgan drew up level with him. A magnificent struggle ensued to the finish, Kizil Kourgan winning by a head.

President Loubet was present and congratulated M. de Saint-Alary upon his victory. The winner was ridden by W. Pratt, an English jockey.

## TOO ARDENT IN WOOING.

### Hotel Timekeeper Arrested at the Request of a Seamstress.

ATLANTIC CITY, N. J., June 15.—Henry Harding, who is employed as a time-keeper at the Hotel Chelsea, was held in \$250 bail last night by Justice of the Peace De Hart, charged by Miss Gertrude Leary, a seamstress at the Grand Atlantic Hotel, with pestering her with his attentions.

She testified that she met Harding while she was employed at the Hotel Chelsea, and that he became so ardent in his wooing that she left the hotel and gave up her place to avoid him. Since then she said Harding had been following her about and threatened to kill her if she did not permit him to make love to her.

Harding came here about three months ago from his home on the Eastern shore of Maryland.

## ARMY ORDERS.

Paragraph 26, special orders, No. 132, June 5, 1902, from this office, is so amended as to direct First Lieut. Elmer A. Dean, assistant surgeon, United States Army, to report to the Department of the Lakes.

First Lieut. Allen Smith, Jr., Third Infantry, is relieved from further duty on recruiting service, and will proceed to join his company.

The extension of leave of absence granted Capt. Jesse M. Baker, quartermaster, is further extended to include July 25, 1902.

First Lieut. John McBride, Jr., Artillery Corps, recently appointed (while serving as second lieutenant, Artillery Corps), with rank from September 29, 1901, is assigned to the 15th Company, Coast Artillery, and will proceed to join that company.

# OIL MAY SOLVE NAVAL FUEL PROBLEM

### Rear Admiral Melville Pleased With Recent Experiments.

#### MORE STEAM GENERATED

### Board of Engineers Has Made Satisfactory Tests Under Many Conditions—Some Defects to Be Overcome—To Continue Trials.

As the outcome of experiments which have recently been conducted by officials of the Navy Department, Admiral Melville announced Saturday that it has been shown conclusively that oil will make much better fuel for warships than coal, and it would appear that at no distant date it may be substituted for coal in the entire naval fleet.

In using a standard boiler, naval engineers have succeeded in generating more steam by one-third while using oil for fuel than was accomplished by the use of coal. The results of the experiments have astonished skilled engineers.

The problem of coal supply for naval vessels is altogether different from that encountered ashore. In the crowded compartment of a warship, where cubic space and weight are the all-powerful considerations, the aim is to evaporate the greatest quantity of water in the smallest boiler with the least weight of fuel, and usually without regard to expense. The water tube boiler, adopted three years ago, cut down the weight and volume of the steam-producing apparatus, and its higher pressure enabled some saving in the relative weight and size of propelling engines; but the size of bunkers and the weight of coal were increased until coal was not successfully burning under forced draught, and the use of it aboard ships would have compelled the adoption of larger and heavier boilers, greater bunker capacity, and other prohibitive conditions.

#### Objections to Oil Overcome.

Admiral Melville announced Saturday the disappearance of most of these objections to oil, and the tests just beginning in Washington become of the greatest interest to naval officers, marine engineers and all steam users afloat in the world. With the remarkable results achieved by Admiral Melville's assistants with oil under forced draught, several new objectionable features revealed.

One of these, an intensity of heat which existing fireboxes will not stand, will doubtless be remedied by American inventors in short order. Another is the deafening noise of combustion, which will probably prove to some extent irremediable, but as oil would be burned under natural draught with great regard to economy under cruising conditions, the noise could be avoided except in emergencies, and in battle this would not operate against its use in warships.

#### Admiral Melville Pleased.

In general it may be said that there has been no difficulty experienced in burning some liquid fuel. Admiral Melville has never despaired of satisfactorily solving the oil fuel problem for naval purposes before he retires from office. It has been his desire to have an American battleship cross the Atlantic Ocean burning only liquid fuel in her furnaces. He has always realized that by reason of the United States possessing an almost inexhaustible supply of crude petroleum, the navy ought to possess a great military and strategic advantage if oil fuel could be adapted for naval purposes. It is an advantage of considerable importance to have the oil fuel used under natural draught. As the warship, however, is primarily built for a few hours of battle, it is under forced draught conditions that the use of oil would be most advantageous. In fact, it may be said that oil fuel is valueless unless it could be used under heavy forced draught conditions.

#### Experiments of Board.

About a year ago a water tube boiler of the Hohenstein design was turned over, complete in all respects, to the Bureau of Steam Engineering for experimental purposes. The limitations of this boiler as to weight, floor space, and height were identical with the requirements of the Denver class of cruisers—requirements that are probably more severe in their limitations than any other demanded in any warship of the navy. For one day a board of naval officers, consisting of Lieutenant Commanders John R. Edwards, W. M. Parks, and F. H. Bailey, has been experimenting with this boiler.

Braughtsmen of the Bureau of Steam Engineering were employed to collect data in the various tests. These tests have been under all sorts of practical conditions—natural draught and forced draught of one inch, two inches, and three inches of air pressure. The best, as well as the average, quality of coal has been used.

#### Coal Consumption Varied.

The coal consumption has varied from eighteen to seventy pounds a square foot of grate. The detailed results of these tests will eventually be published by the Bureau of Steam Engineering. The experimental boiler has been of such design that it has been possible to make the furnace volume as large as possible, and this gave the opportunity for Admiral Melville to determine whether the character of the steam generated by this question to do with the burning of liquid fuel in order to settle this question every test that has been made under the experimental boiler with coal will be duplicated with oil fuel.

Preparations for the oil fuel tests have been under way for several months. Two official trials were conducted last week under the supervision of the same board of naval officers who carried on the coal tests. The first test was under forced draught conditions, where an air pressure of one inch was used. All the data collected in this test were checked and counterchecked, so that indisputable results were secured. The second test

was also under forced draught conditions with an air pressure of two inches, and the same care was taken in the collection of the data.

#### More Steam Generated.

In both cases it was found that the volume of steam generated by the oil was greater than that secured by the coal test of like character. It will be understood that in these tests no attempt was made to determine the efficiency of the combustible.

Under forced draught conditions, whether coal or oil is used, economical results cannot be expected. The two official tests that have already taken place show that the board of naval officers has secured a greater output of steam with oil than was obtained with one of the best qualities of Pocahontas coal. Compared with like conditions when coal was used, the efficiency of oil is 30 per cent greater than that of coal. The experiments, however, will be continued for a considerable period, for not only will various qualities of oil be used, but many kinds of burners will be tried.

#### Gain to This Country.

In noting the advantages of liquid fuel for naval purposes, it is to be particularly observed that the United States has more to gain from the adoption of this combustible for warship purposes than any other naval power. The Mexican Gulf is within forty miles of the Gulf of Mexico. There is a pipe line extending from the oil fields of Ohio and Pennsylvania in several of the Atlantic seaboard. The California oil product can also be piped to the sea at Albatraz.

Russia is the only European country which has a comparatively inexhaustible supply, but this Russian product is a costly one, distant from the sea, and the means of securing it are not as well developed as they are here.

In the Burma field England has a possible supply, but this special product could be utilized only for work on the Asiatic coast.

The liquid fuel experiments under forced draught conditions which have been conducted by naval officers in the last week promise much in insuring warships which will be the scorpions of any fleet.

It is true that other nations may attempt to store large quantities of liquid fuel, but this is by no means an easy thing to do. It is regarded as a serious liability in itself, the place to store the oil is within the well until it is required. With a pipe line to the sea a military advantage is possessed which can never be overcome by a nation which would attempt to store oil.

## THREE DAYS' HONEYMOON ENDED BY SUICIDE

### Kentucky Youth Kills Himself in Cage in Presence of His Child Bride.

CHICAGO, June 15.—George N. Fleck, of Louisville, Ky., nineteen years old, ended a three days' honeymoon by shooting himself yesterday in the presence of his child bride, with whom he had been married a moment before.

Fleck was a monomaniac on the subject of killing himself, it is said, and had often threatened to end his life in the presence of the girl he married. The shooting occurred at noon in the room of the bridal couple at the Great Northern Hotel. Death was instantaneous.

Mrs. Fleck was placed under arrest, but subsequently released when the coroner's jury returned a verdict of suicide. It was learned that the young couple came from well-to-do parents of Louisville, Ky. They came to Chicago from that city.

#### Chronic Diarrhea.

This disease is generally regarded as incurable, mainly for the reason that the remedies usually employed are ineffectual. That it can be cured, however, has been fully proven in many cases. The following tells of one such case: "Mr. F. W. Grosbeak, of Praterburg, Ga., says: 'I had been suffering from chronic diarrhea for seven years. Last year I began using Chamberlain's Colic, Cholera and Diarrhea Remedy, and it has entirely cured me. I had spent lots of money for doctors' medicine in the hope of getting cured, but it was not until I used this remedy I would have been dead long ago, and I feel that I can never say too much in its favor or recommend it too highly.'" Sold by Henry Evans, wholesale and retail, and all druggists.

## Good enough for anybody!

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