## WILL RUN MORE LOCALS

CHANGE AT 96TH STREET.

Big Improvement in Subway Service, Mr. Hedley Says.

As the result of testimony given by Frank Hed-ley, general manager of the Interborough Rapid Transit Company, yesterday during the fourth of the merger inquiry, and that of Presi dent Shonts of the Interborough-Metropolitan Company, it seems probable that in the near future rd more local trains will be in operation in vay during non-rush hours. Mr. Hedley ver" at the 96th street subway station, the Lenox avenue and Broadway lines con was obviated and proper engineering im-ments were made he believed a third more way trains could be run with safety, and he subway equipment was sufficient to per

Funds Service Commission, under the lead-of Chairman Willicox; will immediately take to have the work done at the 95th street sta-Mr. Willcox ascertained in the morning that m of contract for the work at that point had prepared by the old board of Rapid Transit sisteners and sent to the Corporation Coun-his approval. Accordingly Secretary Whit-sinstructed to see the Corporation Counsel do out what had become of it. Mr. Whit-iso, with the result that he soon returned temporary offices of the commission with ws that the form of contract had received

was that the form of contract had received groval of the Corporation Counsel.

The world of the Bood of Estimate called Imely and will submit the contract for its applied on the board and the prop. proval. If approved by the board and the property owners adjacent, the 96th street station work will be begun at once. When completed the compission will require the company to put on the additional locals, thus affording prompt and needed relief to the congestion in the subway. The contract involves the expenditure of about \$900,000.

After the hearing yesterday Commissioner Will-cox said he felt much pleased with the progress of "I feel that we are quickly getting into a position where we can give the public masults," he said. The strain of the immens terial results," he said. The strain of the immense amount of work made necessary by the inquiry is beginning to tell on Mr. Willicox, and, realizing that a physical breakdown would seriously retard the work of the commission, he has decided to have an interim of at least five days next week. Mr. Willox said there would be hearings nearly every day this week and next Monday, but after that he would suspend them for a few days. "I find," said he, "that I absolutely need the rest; besides, Mr. Ivins will need a little breathing space to prepare his case."

ation of Mr. Hedley took up all th It was remarked on all sides that the lade no more answers of the character livins termed on Tuesday as "very lime and again the Interborough official brain.

This led to several heated and sarcastic remarks by Mr. Ivins. It was remarked generally that he hesitated before answering the

once or twice interrupted to help the or to explain "what Mr. Hedley really one of these occasions Mr. Ivins heat-"I want the witness to be as intellinow he is, and I do not bestage to say d of being that, he is simply wasting re." "I am answering your questions as as I can." retorted the witness. On asion, when Mr. Cravath attempted to another occasion, when Mr. Cravath attempted to interpret one of Mr. Ivins's questions for Mr. Hed-ley, counsel remarked, with great sarcasm: "If Mr. Hedley is competent to run this system, to hold the position that he does, he is competent to understand my questions; on that point I stand." The hearing yesterday was devoted entirely to the physical problems confronting the merger, to problems of transportation. Subway schedules were gone into at length and the witness was asked to suggest remedies for congestion. Mr. Lyns created much amusement by talling of some

ules on the elevated lines. After much question-ing he got the witness to admit that elevated trains were often unable to run according to the schedule time. The witness said that when the new cars now under construction for the elevated lines were put in operation he did not think they would affect the trains running on schedule

lime.

Mr. Ivins had the following table, showing the mileage of different elevated and subway lines, and the scheduled time for local trains to make a round the scheduled time for local trains to make a round. over the lines entered on the record:

Road. Mileage, Rate.
Road. Round trip. Rate.
Ninth avenue "I." 29 14 About 16 miles
Sixth avenue "I." 21 51About 15 Inlies
Broadway subway 29 (8) About 10 intes
Levington avenue enhance 28 50 About 15 miles
Second sygnus "T" 27 86 About 16 miles
Third evenue "L" 27.36About 16 miles
Mr. Hedley, after a long series of questions, said
be could not tell the number of changes that were
made in the schedules of the subway or elevated
trains because of the recommendations of his in-
trains because of the recommendations of the
pectors, who are stationed at different points to
observe the movement of traffic, and upon whose
recommendations more or less trains are run on
the different lines to meet traffic movement. He
the different lines to meet traine movement.
promised, however, to have the information looked
un and furnished to the commission.
Asserding to Mr. Wedley the road had increased

According to Mr. Hedley, the road had increased the service more than 40 per cent at times during rush hours to meet an increase in travel.
HEDLEY ON NEW CARS.

Leaving for a time this phase of the examina-tion, Mr. Ivins took up the subject of the new cars that were being constructed for the elevated and subway lines. "Seven of them have been reand subway lines. "Seven of them have been re-telved lately," said Mr. Hedley, "and we have been advised that five will be delivered to us each week for the next three weeks, although the contractors report that they are working under difficulties." Asked where the new cars would be used when received, Mr. Hedley replied that he did not know, that that matter had not been determined. His reply seemed to cause Mr. Ivins much surprise, But subsequent questions showed that the new transpould be used on all the elevated lines except But subsequent questions showed that the here cars would be used on all the elevated lines except the Third avenue, and that they would hardly be delivered before the middle or last of December. The testimony also showed that all the cars that had been lent to the elevated roads by the subway and be a subway and the sub

Will the fact that your new cars will not be de Will the fact that your new cars win not be de-livered to the subway until December have any influence upon your opening and operating the tunnel from Battery Park to Borough Hall, Brook-ha? asked Mr. Ivins. "It will not, beccause we have plenty of equipment," was the reply. Mr. Ivins then wanted to know why if they had such ample sulfurent more trains were not operated in the submay now. The explanation given by Mr. Hedley was that the subway now being operated to its fullest capacity, owing to the condition of the 96th street station, that it would be unsafe for the local trains to run under less than a two minute headtrains to run under less than a two minute head-way. He said that the operation of express trains was less dangerous than that of locals in the sub-way because the local tracks "were more crooked," way because the local tracks "were more had more curves, than the express tracks.

MR. IVINS'S EXPERIENCES. Personal observations that he himself had made were told by Mr. Ivins. He narrated how he had Been local trains pass stations that they should have stopped at, how he had been carried by his pwn station while riding in a local, and how on one occasion he had to wait seventeen minutes for a train on an elevated line. Mr. Ivins also said that from his observations he knew that in the mulway during non-rush hours trains were over-crowded. While telling his experiences counsel and Mr. Hedley had several lively tilts, to the amusement of the specialors. ant of the spectators.

Taking up the subject of policing the subway and "L" lines. Mr. Ivins asked Mr. Hedley if he did not think it would be well to have special policemen. The latter thought it would, if the Police Descent Department would permit the men to wear the bine uniform-not otherwise.

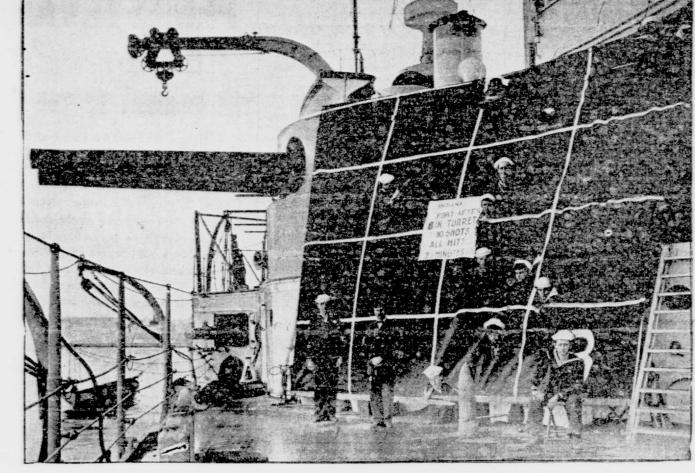
sing the hearing Mr. Ivins reverted to the effect the changing of the physical condi-tions of the tracks at 98th street would have on inteasing the train capacity of the subway. Mr. Hedgy replied that he thought it would enable the running of local trains on a minute and a half headway, instead of a two minute headway, and headway, and a decrease one running on rush hours ase the subway service during non-rush hours

An adjournment was then taken to this action. Mr. Hedley will again be called. Mr. Ivins remarked that he would have a few questions remarked that he would have a few questions.

Juring the course of the afternoon Mr. Cravath explained that Mr. Hedley wished to correct some Doints of the testimony he had given the preceding Mr. Hedley did attempt to explain his "very

ASKS DIVORCE FOR CRUELTY.

Helen Cecelia Stackpoie, who was Miss Reien C. Keiser, has begun suit for divorce against her husband, Thomas Francis Stackpole, buyer for a retail store in Manhattan. The case will be tried in the Supreme Court in Brooklyn next Wednesday. Mrs. Stackpole in her complaint, charges her hus-band with "uncontrollable jealousy" and "cruelty."



BATTLESHIP INDIANA'S PRIZE TURRET CREW AND TARGET. The Georgia's accident was due to an attempt to beat this record.

## City's Objections to Master Master's Arkansas Official Won't Brave Jail Government Ownership of Railroads Report Filed.

Exceptions to the report of Master Arthur H. Masten in the "80-cent gas case" were filed yester-day by Mr. Burr, Assistant Corporation Counsel, for the city in the clerk's office of the United States

Another and longer bill of exceptions was filed by Attorney General Jackson, representing the State of New York, last week. At that time Judge State of New York, last week. At that time stage Lacombe signed an order extending the time for the filing of the exceptions of the defendant, the City of New York, until Mr. Burr's return from Europe. Excepting in a few minor details, the exceptions filed yesterday do not differ from those

flied by Mr. Jackson last week.

The two bills of exceptions will be the basis of the objections to the acceptance of Master Mas-ten's report when the latter comes up for final con-firmation in October. At that time counsel repreten's report when the latter comes up for final confirmation in October. At that time counsel representing the plaintiff, the Consolidated Gas Company, will urge Judge Lacombe to affirm the findings, which were plainly and strongly in the corporation's favor. The affirmation of the report will be objected to by Attorney General Jackson, on behalf of the state, and Mr. Burr, on behalf of the city. Should Judge Lacombe confirm the master's report, as is expected, an appeal will be taken to the higher tribunals, and the matter probably

finally succeeds in winning its case and having the 80-cent gas law declared unconstitutional, the 20 per cent of the gas bills collected by the corpora-tions and deposited with United States Commis-Schedules on Elevated Lines.

Schedules on Elevated Lines.

When Mr. Hedley went on the stand yesterday
Mr. I class at once took up the question of schedules on the elevated lines. After much question—

Mr. I class at once took up the question of schedules on the elevated lines. After much question—

months will be required to reach the end of the

## NOT RESPONSIBLE FOR SUBWAY FAULT

### Railroad Man Says Interborough Is Not Chargeable for Constructive Work.

Discussing yesterday the Interborough-Metro politan investigation now in progress, a prominent railroad man made the point that as far as the operation of the subway was concerned it should be borne in mind that the Interborough management had had no share in drafting the plans for constructing the tunnel and its railway system, and that, therefore, they were of the unsatisfactory operation of the trains as might be due to the existence of curved plat-forms and other construction not generally regarded as conforming to the best practice.

One fault of construction, he went on, to which public attention had never been called was the omission to widen the tunnel at curves On straight track cars nearly filling the tunne space could be used, but at curves, where the uter rail was elevated and the car was correspondingly tilted, cars of that size could not pass. The result had been that the Interborough company had been obliged to operate not closely approximate the width and height of the tunnel, but were regulated by the necessity of enabling the cars to round curves without their tops scraping the tunnel's side.

## GOLDEN CYCLE MINING PLANT BURNS.

## Loss of \$750,000 in Partial Destruction of Largest Cyanide Mills in the West.

Colorado Springs, Col., Aug. 7.—Three-fourths of the Golden Cycle Mining Company's million-dollar reduction plant, in the foothills south of Colorado City, was destroyed to-day by fire. The loss is Thirty-seven freight cars standing on sidings near the mills were also consumed.

the mills were also consumed.

The plant was formerly known as the Telluride
The plant was formerly known as the Telluride Mills, owned by New York capialists, and was involved in the millmen's strike which terminated in the Cripple Creek difficulty. Shortly after the strike the mills closed down and were taken over by J. T. Milliken, of St. Louis, and associates, who rebuilt the plant and added extensive improvements to its capacity. The mill was the largest cyanide plant in the West It had been in operation but a

As large contracts are held with Cripple Creek mining companies for their ore, it is probable that the plant will be rebuilt as soon as possible.

## DOUBLE SHOOTING AT ASHEVILLE

### Man Kills Woman Who Had Infatuated Him and Then Turns Gun on Self.

[By Telegraph to The Tribune.]

Asheville, N. C., Aug. 7.—"Mr. Murdoch's killing Mrs. Ray!" screamed Emma Douglass, a negro maid, to Edward Hudson this morning at No. 51 College street. Hudson rushed into the room, but

College street. Hudson rushed into the room, but was ordered away by Murdoch, who had a revolver in his hand.

Almost simultaneously eight shots were fired, and when the room was entered Mrs. Ray and Murdoch were lying on the floor dying. Murdoch lived three minutes and Mrs. Ray five minutes.

Mrs. Ray was the daughter of the late Colonel Creasman, who served with distinction in the Civil War. She leaves a husband and two children. Murdoch was a well known business man here, and leaves a wife and six children. He had been infatuated with Mrs. Ray for some time.

KELSEY SETS DATE FOR HEARING. Albany, Aug. 7 .- Superintendent Otto Kelsey of

## the State Insurance Department to-day set a hearing for Friday, at 11 a. m., on the applications of various life insurance companies in this state for authority, under a new law, to use other than standard forms of policies. The Superintendent's approval must first be obtained.

BROOKLYN MAN GETS A JOB. Albany, Aug. 7.—The Public Service Commission in the 2d District announced to-day the appoint-ments of Joseph J. Pettengill, of Brooklyn, and Clyde A. Cheesman, of Syracuse, as assistant gas inspectors, at an annual salary of \$1,080 each. They she with "uncontrollable jealousy" and critically several times, she says, he threatened to kill her ad himself, and had fired several bullets into a of Gas and Electricity.

## by Revoking Charter.

Little Rock, Ark., Aug. 7.—Assistant Secretary McHaney of the State Department, Acting Secretary, has not received official notice of the issuance of an injunction by Judge Vandeventer preventing the state from revoking the charter of the Rock Island Railroad in Arkansas, but says he cannot take action in revoking the license without being in contempt of court, the same as though he had received notice of an in-

Attorney General Kirby informed Mr. Mc-Haney to-day that he can revoke the charter immediately without being in contempt, as the Rock Island has operated the road since the passage of the Wingo act without complying with the law and has failed to file its charter and pay the fees. Furthermore, the Rock Island company, in defiance of the state law, has removed its case to the federal court.

The Attorney General urges the Assistant Sec-

retary to revoke the charter before an injunc-

McHaney issued a statement late this afternoon criticising the opinion issued by Attorney General Kirby. Mr. McHaney says that he did not call on Kirby for an opinion, and would never do so unless legal points were involved. He says he will take no action in the question, as he does not wish to go to jail for contempt of

## GOVERNOR STANDS PAT.

## Says Southern Railway Must Obey Alabama Rate Law.

Montgomery, Ala., Aug. 7.-Vice-President E. L. Russell of the Mobile & Ohio, representing President Finley of the Southern Railway, and Attorney Weatherley, of Birmingham, continued their conference with Governor Comer to-day regarding the controversy between the State of Alabama and the Southern.

That it was not the intention of the officers of the Southern Railway to defy the Alabama law is conveyed in statements made by Vice-President Russell. He declared that the removal of the case from the state to the federal court was Governor Comer at the end of the morning

ession of the conference gave out a statement, in which he says he is standing out for the 21/2 nile the reads violate the law and the perso selling the ticket commits a misdemeanor. s the duty of every court to so charge the jury, case. I have told Colonel Russell that with hi reputation for fairness I shall expect him t realize and concede that the railroads must obey the laws the same as any other person."

With regard to the removal of the case from

the Talladega court to the federal court, over which the license of the Southern was revoked and which the railroad admits was hasty an not intended, the Governor says:

The administration understands that the offence was committed against the state laws by the removal of the suit regardless of the motive prompting it. The laws are made for all alike and to be observed by all and enforced by the administration impartially."

It is given out by the members of the Legislature that in case an extra session is called the members will stand solidly behind the Governor in his fight. The evident intention of the Governor to hold that the passenger fare law which has been enjoined by the United States court is being violated and to encourage arrests under it is a showing of a possibility of conflict between the state and the federal courts even to a greater extent than was thought.

Railway officials discuss with concern the finding of an indictment at Marion, Ala., yesterday, fearing that it may cause complications. The Southern was indicted there for violating the law in doing business without a license.

## GOVERNOR GLENN OCCUPIED.

### So Busy That He Must Decline Invitation to Speak in Brooklyn.

[By Telegraph to The Tribune.]

Norfolk, Va., Aug. 7.—Governor R. B. Glenn announced to-day that he had declined the invitation of President Eastman of the Brooklyn Democratic of President Eastman of the Double 26 on North Carolina rate difficulties. He gave as his reason that next week he would be engaged at the Jamestown exposition, incident to the celebration of North Carolina Day, and thereafter would be engaged in the alleged freight rate discrimination in-

## BATTLESHIP SAILOR'S BODY FOUND.

## Commander of the Georgia Satisfied Young Lynch Fell Into Water.

The body of Henry L. Lynch, a sailor on the battleship Georgia, now anchored off 59th street, North River, who was drowned on Saturday night after falling from the boom of the vessel while

after falling from the boom of the vessel while putting out lights, was found floating in the river yesterday at West 78th street.

Daniel Lynch, father of the young man, asked for an investigation of his death. Commander Mocrea and Lieutenant Commander Moses of the Georgia are satisfied that Lynch fell into the river while discharging his duties.

Coroner Shrady ordered that an autopsy be performed on the body of young Lynch.

KANSAS CITY, KAN., POOR BUT HONEST.

## GAS CASE EXCEPTIONS. NO ROCK ISLAND ACTION. MR. CANNON IN INDIANA.

renewing the ties that had been severed for years. Speaker Joseph G. Cannon was never a Rush County citizen, but was the guest of

He spoke about patriotism and prosperity and be made. threw in enough politics to let the people know that he is a consistent Republican and not a question between the War Department and the

[By Telegraph to The Tribune.]
Topeka, Kan., Aug. 7.—F. D. Coburn, secretary of
the State Board of Agriculture, who declined appointment as United States Senator last summer,

## TO CANVASS MISSISSIPPI RETURNS.

### Unfounded Reports of Burned Ballots in Williams-Vardaman Contest.

Executive Committee will meet to-morrow to canrass the returns and declare the result of the ecent primary held in Mississippi for the nominaion of a United States Senator and state officers. forth. The committee will meet in the Senate chamber at noon, and representatives of both the Senatorial candidates, Congressman John Sharp Williams and Governor Vardaman, will be on hand, as well as the leading candidates for Governor, extra the senatorial senatorial senatorial for Governor, with Earl Brewer a close second, but Charles Scott is not satisfied with the result and will demand a recount. For the last two days there have been all sorts of rumors of destroyed ballots and lost ballot boxes, but when traced down these reports have been found to be without foundation.

Each Senatorial aspirant says that a canvass of the vote will show his election. Vardaman claims a bare majority, while Williams thinks he has a margin of at least one thousand votes.

## MAKING A "WHITE MAN'S COUNTY."

### Citizens Driving Out Negroes from Karnes County, Tex., Following Lynching.

[By Telegraph to The Tribune.] Galveston, Aug. 7.—Following the lynching of a egro who had attempted criminal assault on a white woman at Runge, the citizens of Karnes County determined to make it a white man's coun-County determined to make it a white man's county and therefore organized the white men's league. Two negroes who commented on the lynching were horsewhipped and told to leave the county in two hours. This brought on a war on the blacks and over three hundred were driven from Runge and other towns in the county under penalty of death. The news spread to Goliad, Atascosa and Wilson counties and the refugees from Karnes County were not permitted to ston there, but were or were not permitted to stop there, but were or

## DEPORTING OF JAPANESE COSTLY.

### Government Spends \$5,500 Carfare Alone for One Group of Fifty-three. [By Telegraph to The Tribune.

Eagle Pass, Tex., Aug. 7 .- Fifty-three more Japanese were sent out of here to-day under guard, having been ordered deported to Japan. They cost the United States \$5,500 in railroad fares alone. In addition to this the cost of guards and their expenses must be added; also the expense of \$1 a day a head for the Japanese during the time they are kept in detention here. There are still a large number of Japanese here in the detention camp, and their number is in-

WHITMAN WANTED IN NEW YORK. Washington, Aug. 7.—Frank J. Whitman, who was arrested here yesterday under the name of Kansas City, Mo., Aug. 7.—Mayor Cornell of Kansas City, Kan., resigned last night because the expenses of the city are greater than the revenues. The council refused by unanimous vote to accept his resignation. The revenues of the city have been greatly reduced by the suppression of gambling and the liquor traffic.

## ARMY AND NAVY NEWS.

## Warship Target That Tells Its Own Story.

[From The Tribune Bureau.]

Washington, August 7, 1907. PROOF OF NAVAL MARKSMANSHIP.-It is a habit of naval gunners to have pictures taken of the punctured target and of guns which they have been firing, and to give a photographic proof of been firing, and to give a photographic proof of the accuracy of their marksmanship. One of the best records made in the regular target practice recently was that with the port after-turret 8-inch guns of the United States battleship Indiana. This is a turret which corresponds in calibre of guns to the one in which the flareback occurred on the Georgia recently, and in which the men were achieving a notable record, calculated, it is said, to have beaten all previous ones. In the case of the Indiana, the crew of the 8-inch turret fired ten shots and hit the target in the ten places where the men of that turret's crew have poked their ten shots and hit the target in the ten places where the men of that turret's crew have poked their heads through the shot holes, the turret trainer and the gun pointers posing in front of the target. These shots were landed while the ship was in motion, and show the phenomenal accuracy of gun fire which has been attained by the gunners of American vessels of war. Incidentally, the picture emphasizes what may be done under conditions which in no respect introduce an element of danger calculated to impair the accuracy of the marksman. The Indiana was one of the ships which has been officially commended for the excellence in naval gunnery of the men. This 8-inch target helped to win the battleship trophy for the Indiana in the annual record target practice.

SAFETY OF NAVY POWDER.—A memorandum SAFETY OF NAVY POWDER.—A memorandum has been prepared for the President by the Navy Department in reply to charges which have been

has been prepared for the President by the Navy Department in reply to charges which have been made by a powder manufacturer that the navy is stocked with inferior ammunition of a quality which is dangerous to handle and threatens at any time to destroy the vessel carrying it. This statement is emphatically denied by the navel ordnance officers. The powder which has been in all respects up to the strict requirements, and there is no expectation of trouble in any way. At one time the powder makers discovered irregularities in one of their plants. They reported this at once to the Navy Department and all of the powder under suspicion was thrown out. The company has been placed under heavy bonds to make good any powder that is found inferior in the next six or seven years, and all the powder issued to ships of war passes an inspection which is of a kind to insure the service obtaining the most satisfactory material. The disaster on the Georgia had no relation to poor powder. Officers of that vessel are fully convinced that it was due to a flareback, and there is a suspicion that, notwithstanding statements to the contrary, the desire for making a statements to the contrary, the desire for making a statement is a suspicion that, notwithstanding statements to the contrary, the desire for making a statement is a suspicion that, notwithstanding statements to the contrary, the desire for making a record may have led to carelessness on the part of the gunners. Much is expected of the special board which has been detailed to ascertain the desirable changes in interior turret design. There are known defects which have been periodically reported to the department. Commanders Kalser and Vogelgesang and Lleutenant Commanders Kalser and Vogelgesang and Lleutenant commanders Kalser and Vogelgesang and Lleutenant commanders are supported to the department. their old homes and friends and spend a day in renewing the ties that had been severed for years. Speaker Joseph G. Cannon was never a Rush County citizen, but was the guest of honor over all others here to-day. He had been advertised as the great attraction and proved to be so. His name was everywhere—in store windows, in streetcars, painted on fences and sidewalks, and emblazoned on banners which hung across the streets. He seemed to like it, but modestly said to Congressman Watson that hunders afraid it had been overdone.

Mr. Cannon was greeted by prolonged applause when he rose to speak in the afternoon. He spoke about patriotism and prosperity and

threw in enough politics to let the people know that he is a consistent Republican and not ashamed of it. He said he was opposed to government ownership of railroads and declared that in Germany, where the government owns 30 per cent of the railroads, the carriage of agricultural implements and products costs four times as much as in this country.

"The history of government ownership of railroads," he said, "is a history of fallure. I take no stock in the cry that the rich are growing richer and the poor poorer, for everybody who wants work has it, and the people were never more happy or prosperous than now."

COBURN WILL NOT BE GOVERNOR.

Man Who Declined to Go to Senate Stops a Boom in Kansas.

[Ey Telegraph to The Tribune.]

Topeka, Kan., Aug. 7.—F. D. Coburn, secretary of the consistent attitude.

NO TRAVEL PAY FOR CULPRITIS.—Interest a question between the War Department and the accounting officers of the Treasury pepartment and the granting of travel pay in the case of an enlisted man who has been agreed by the civil authorities and sentenced to a term in the penitentiary for an offence or crime committed. It is usual when a man is discharged to give him travel pay from the place of discharge to give him travel pay from the place of discharge to the place of enlistment or re-enlistment. The Treasury Department holds that in the case of a man who is discharged to give him travel pay from the place of discharge to give him travel pay from the place of discharge to the place of the sum who has been agreed to give him travel pay from the place of discharge to give him travel pay from the place of discharge to give him travel pay from the place of a man who is discharged to give him travel pay from the place of discharge to give him travel pay should be taken granting of travel pay in the case of an enlisted man who is discharged to give him travel pay from the place of discharge to give him travel pay from the place of discharge to give him travel pay from the place of discharge to give him travel pay from t a question between the War Department and the accounting officers of the Treasury respecting the NO MORE TEXTBOOKS NEEDED .- A Chicago

attorney has suggested to the President that the government print for the benefit of the cadets at pointment as United States Senator last summer, has put a stop to his boom for Governor this year. He issued the following statement to-day:
"Be kind enough to advise the weil meaning but over partial friends who are mentioning my name in connection with the governorship that I do not wish to be Governor, and no circumstances which could arise would make possible my acceptance of a nomination, even if it came in the form of a sight draft. I have no desire for political preferportunity for adoptions at present used answer the purpose fully and that the academic boards at West Foint and Annapolis may be depended upon to suggest any changes or additions ORDERS ISSUED .- The following orders have

ARMY. First Lieutenant RICHARD M. THOMAS, 15th Cavalry. Military Academy.

SAMUEL T. ANSELL, 8th Infantry, to Fort

Captain SAMUEL I. ANSHME CONTROL OF CONTROL

spectively.
t Lieutenant JOHN H. PAGE, jr., 6th Infantry, to

the Presidio.

Captain JESSE M. BAKER, quartermaster, to St.
Louis, relieving Major DAVID S. STANLEY, depot
quartermaster, who will repair to Washington for
duty in office of quartermaster general.

Lieutenant Colonel FREDERICK VON SCHRADER,
deputy quartermaster general, from office of quartermaster general, from office of quartermaster general to St. Louis and assume charge
general depot, relieving Captain BAKER.



Really useful to motorists. Dusters in wide variety, sensible fabrics and generous cut.

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## REFRIGERATORS

The "Eddy" Our standard for a The "Premier" Glass lined.

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sign T. G. ELLYSEN and Passed Assistant Pay-master W. W. LAMAR, commissioned. utenant Commander G. R. SLOCTM, to additional duty as navigator of the Yorktown, utenant J. F. GREEN, to the Naval Academy, utenant J. S. DODDRIDGE, detached from the Vorktown; home.

Lieutenant J. S. DODDRIDGE, detached from the Yorktown; home.

Midshipman C. HUMPHREY, to the Connecticut.

Passed Assistant Paymaster E. H. TRICOU, to additional duty in charge of accounts second torpedo fiotilla, Norfolk.

Assistant Paymaster M. H. KARKER, detached from the navy yard, New York, to the bureau of supplies and accounts.

Assistant Paymaster J. F. O'MARA, detached as pay officer of the second torpedo fiotilla, to duty as assistant to officer in charge of accounts of the reserve torpedo fiotilla, second torpedo fiotilla and third torpedo fiotilla, Norfolk.

MOVEMENTS OF VESSELS.—The following

MOVEMENTS OF VESSELS.—The following movements of vessels have been reported to the Navy Department:

August 8-The Connecticut, at Rockland: the Prairie, at New Haven; and the St. Louis, at Callao, Peru. SAILED. August 6-The Wolverine, from Put-in-Bay for Mack-inac Island; the Ajax, from Portsmouth for Brad-ford; and the Stewart, from Norfolk for Newport

## ACCIDENT MARS TRIAL.

## Fireman Killed on the Connecticut-Battleship Performs Well.

Rockland, Me., Aug. 7 .- In a series of fourteen runs over a measured mile course outside of the harbor to-day the first class battleship Connecticut, the first battleship of the class built by the government, made a showing which was highly satisfactory to Rear Admiral Robley D. Evans

and the trial board. The average speed of the best five runs was 18.73 knots. The number of propeller revolutions required to make that speed was 127.7. The fastest mile was made in 19.01 uncorrected. When the tidal corrections are made it is estimated that these figures will be reduced to 18.8. In her best five runs the Louisiana, a sister ship of the Connecticut, which was built by the Newport News Shipbuilding Company, attained an average speed of 18.59.

The number of revolutions necessary to make eighteen knots an hour, the speed required, has not yet been figured. The maximum number of screw revolutions was 128.84 a minute. The

number made by the Louisiana was 125.

The trial was marred by a fatal accident. L. was borrowed from the battleship Ohio for the test, was killed by a bucket of ashes falling on him. The bucket, which weighed about two hundred pounds, fell while being hoisted from the fireroom, striking Turner on the head. He died an hour later.

The weather conditions to-day were perfect.

The Connecticut had a draft five inches greater than that of the Louisiana at the time of her trial, and the Connecticut's displacement was about 350 tons greater than that of her sister

The members of the naval trial board said tonight that the ship was particularly free from vibration during her highest speed, and they were very much pleased with her behavior. Rear Admiral Evans, who watched the trial from the tender Yankton, also expressed his satisfaction with the showing.

## MRS. BRADLEY BACK IN JAIL.

Washington, Aug. 7.—Efforts to secure the \$15,000 bail demanded having failed, Mrs. Anna Bradley. who killed ex-Senator Brown, of Utah, has been NAVY.

mmander T. W. KINKAID, Lieutenant Commanders
C. C. FEWEL, P. N. OLMSTED, P. BABIN, A. W.
HINDS, W. P. SCOTT and E. L. BENNETT, Enreturned to the District jail to await her trial two

## A LUNCH SUGGESTION

# Grape-Nuts

## with cream or good milk.

Add a little fruit and you can laugh at the lunch problem these hot days, and yet keep cool and well nourished.

This simple lunch will carry you the whole afternoon and leave you well fed and contented.

A fact, and easily proved by trial of

## **GRAPE-NUTS.**

"There's a Reason"