

DUTCH MARINES SAVE OIL PLANT

American Refugee Condemns Ordering of U. S. Ships from Tampico.

AMERICANS WERE LEFT UNPROTECTED

Mexicans, Angered by Capture of Vera Cruz, Ready to Wreak Vengeance on "Gringos."

Rudolf L. Pollak, who arrived yesterday from Tampico, gave a graphic account of the difficulties experienced by Americans in leaving the oil district about Tampico as well as a vigorous expression of the conditions confronting the oil companies owning property in Mexico.

Pollak went to Mexico last October as manager of the Cortez Oil Corporation, an American company operating at Huasteca, seventy-five miles south of Tampico. The number of refugees from Huasteca was twenty-one, and Pollak said they left only when they learned that a force of Federal troops was less than seven miles away. A launch owned by the Cortez Oil Company had been held in readiness, and notice was to have been sent from Tampico when conditions had reached the point of danger.

"But that system failed," said Pollak, "for on the day that Vera Cruz fell our people in Tampico had only two hours' notice themselves, and were unable to reach a telegraph office. All were ordered on board the ships. The first story to reach us from Vera Cruz was that the United States marines had engaged in conflict with the Spanish, not Mexican, forces, and had sunk a Spanish gunboat."

"Our power boat was a sixty-one footer that formerly had been a pleasure boat owned by the late W. R. Martin, of Greenwich, Conn. We got aboard and started for Tampico. I was greatly alarmed for the safety of my wife, whom I had left in the Southern Hotel at Tampico a month previous, for all the reports we heard indicated that all Americans in the town would be slaughtered at the first outbreak of hostilities between the United States and Mexico."

"Before long our boat was hailed by an officer on one of the Huasteca Oil Company's tug boats. She was flying the British flag, and we went alongside. The officer warned us not to enter Tampico, and we were transferred to the tank steamer, El Zora. There we learned that all the Americans had been taken away on other steamers, but I did not know where my wife had gone."

"I at last found myself aboard the Connecticut, and Admiral Mayo was good enough to send out wireless messages on a chance of reaching Mrs. Pollak. She received one in Galveston, where she had been taken on the chartered Ward Line steamer Esperanza. I went to Galveston on the Connecticut and joined her there. She had been in the Southern Hotel when it was mobbed and had a frightful time, leaving without anything save the clothes she wore."

Pollak bitterly condemned the action of the administration in withdrawing the battleships from Tampico just when they were needed most. He said that one of the Mexican papers came out with the

following headline: "Another American Bluff—Cowardly Yankess Are Leaving." Pollak also made the statement that on April 23 Dutch marines were placed in charge of the wells of the Corona Oil Company and, they are now guarding it. The Dutch interests, he said, are the only ones in the oil district about Panuco River which are protected.

VILLA'S AMMUNITION HERE

Big Consignment to Rebel Leader Held Up by Embargo.

General Villa will have a shortage of ammunition in his projected attacks against central Mexico cities, judging from the large quantities of ordered, yet undelivered, ammunition in New York arms company offices. Inquiries made yesterday showed that the rebel leader had ordered heavily after the battle of Torreón, where it was shown that his "home made" shrapnel was almost useless as against the imported French shells used by the Federalists.

Also, it was said that large amounts of rifle cartridges had been ordered through agencies here. None of these shipments was delivered, owing to the replacing of the embargo on arms by the Washington government after General Carranza's note on the matter of the Vera Cruz incident.

WAR TACTICS FOR 69TH

Regiment to Encamp at Park to Prepare for Field Work.

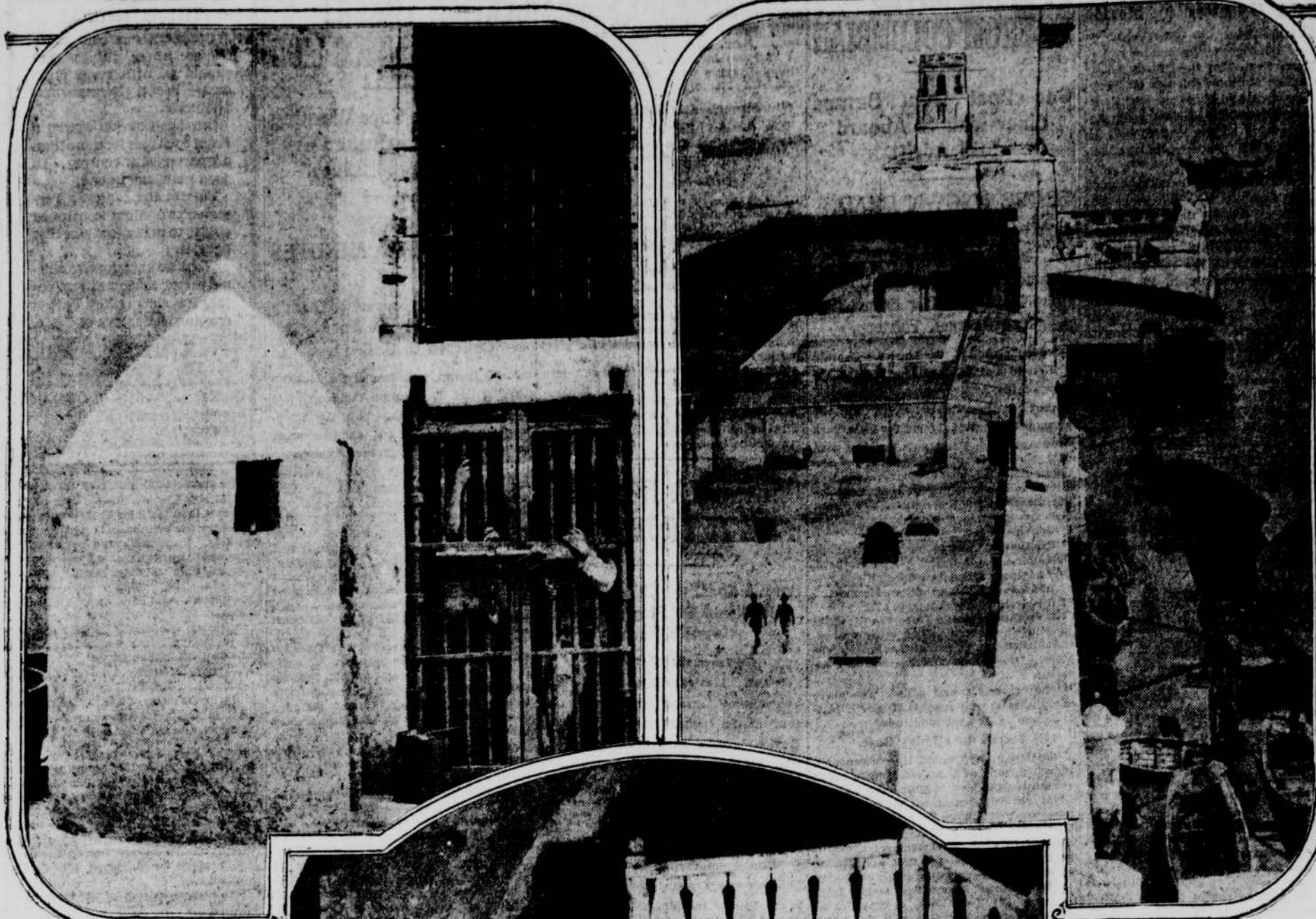
The 69th Regiment, under Colonel Conley, has obtained permission to encamp at Van Cortlandt Park over several Saturdays and Sundays by battalions, in order to prepare for possible field service. The men will establish camp as if in an enemy's country, scouts will be sent ahead, and flankers will also be detailed.

Some men to represent the scouts of an enemy will be sent on ahead of the battalion, and it will be the duty of the scouts and the flankers of the battalion to discover or capture them, and also guard against surprise. The men will take their little dog tents with them and a full field equipment, including a supply of blank ammunition.

A new machine gun company, which has been organizing and drilling under Captain E. M. Dillon, will also take part with automatic machine guns. Several army officers will be present as observers.

The 1st Battalion, under Major Michael Lynch, will encamp on June 6 and 7; the 2d Battalion, under Major John E. Duffy, on June 13 and 14; and the 3d Battalion, under Major John Paul Everett, on June 20 and 21.

SCENES IN THE PRISON OF SAN JUAN DE ULUA, PHOTOGRAPHED BY ARTHUR RUHL.



WORK OF AIRMEN PLEASES THE NAVY

Great Value Shown by Flying Boats at Vera Cruz for Scouting Purposes.

[From The Tribune Bureau.] Washington, May 6.—Flying three thousand feet above the harbor of Vera Cruz, aviators of the United States Navy ascertained that the waters of the harbor were free of mines, and thus demonstrated the great value of air craft. From a height of three thousand feet the aviators can look into water below to a distance of about sixty feet and can discern the presence of submarine mines.

The Navy Department is much pleased with the work of the aviators. After making a record in getting away when ordered into service from Pensacola, the aviation ship Mississippi got to Vera Cruz at 9 p. m. on April 24. At daylight the next morning the Mississippi anchored, and five minutes after the anchor went over Lieutenant Bellinger was in the air with a navy flying boat making a scouting trip. There were two hydro-aeroplanes aboard the Mississippi, and both were ready for service the moment she arrived, but it was necessary to wait for daylight and orders from Admiral Fletcher, in command ashore, as to where he wanted the scouting done.

On Sunday, the 26th, the navy air equipment was moved ashore. A station was established on the beach inside the breakwater and the hangars and tents for the flyers and mechanics were set in place. Thenceforth daily flights were made. The aviators located railroads, bridges and Mexican troops. They discovered where the railroads were destroyed and reported certain bridges burned. Lieutenant R. C. Saufley and Ensign Stotz made trips with Lieutenant Bellinger, making maps and reports on their observations.

DUNGEONS AT VERA CRUZ EXPLORED BY U. S. MARINES

Castle of San Juan Visited by The Tribune's Correspondent with Admiral Badger's Fleet—New Pictures of Windowless Subterranean Cells, Where 400 Prisoners Were Found.

Most famous of all Mexico's prisons, noted for the untold thousands tortured within its wall, the castle prison of San Juan de Ulua stands to-day on a little island overlooking Vera Cruz pretty much as it has stood in the centuries of its existence. On April 23 the flag of Mexico fluttered down from its flagstaff. The Stars and Stripes rose in its place as Captain Paul Chamberlain and a company of marines from the North Dakota took possession.

On that day Arthur Ruhl, The Tribune's correspondent with Admiral Badger's fleet, was permitted to go through the prison. The Tribune publishes to-day pictures of some of the dungeons and other views of the prison forwarded by Mr. Ruhl.

The Castle of San Juan de Ulua was built in the sixteenth century. Its history from the days of the Mexican Inquisition to those of Huerta has been consistently infamous. The Spaniards carried the inmates and tortures of the Inquisition with them to Mexico in the year 1571. The Mexican Inquisition began its sittings in that year and continued them as late as the first few years of the nineteenth century.

In the grim, forbidding, gloomy pile of San Juan de Ulua the Spanish inquisitors found a building suited to the purposes and one which appealed to their torture-loving tastes. Only a fifteenth century Spaniard could have designed such a castle.

Far, far underground go the foundations of the building, leaving room for row upon row of dungeons which no light ever struck, except the rays from a keeper's torch or lantern as some hapless wretch was thrown in or taken out. Many of these dungeons are below the sea level, and apparently well authenticated report has it that there are others which are flooded by the rising of the tide.

A network of subterranean passages form the passageways between these tiers of loathsome cells, leading, some of them, no one knows where. Even in the tiers of cells above the subterranean ones no sunlight ever penetrates directly.

None of the dungeon-like prison rooms has windows or doors.

Into some of them the light filters vertically through an opening in the roof, an opening only about a foot square. When Paul Chamberlain went through the prison after taking possession in the name of the United States he found at least a hundred half starved, more than half naked peons languishing in the hor-

MAYOR PICKS MEN TO HONOR HEROES

Plan to Land Caskets at Battery for March to Navy Yard.

GEN. HORACE PORTER TO HEAD COMMITTEE

Final Arrangements To Be Made Friday—Texans Give Flag to Dreadnought.

A working committee to arrange for the reception of the bodies of seventeen marines and seamen slain in Mexico, who are expected to arrive here Monday on the cruiser Montana, was appointed yesterday by Mayor Mitchell. An honorary committee of citizens will be named to-day.

Those selected by the Mayor were George McAneny, President of the Board of Aldermen; Corporation Counsel Frank L. Polk, Police Commissioner Arthur Woods, R. A. C. Smith, Commissioner of the Department of Docks and Ferries, and Theodore Rousseau, secretary to the Mayor.

Immediately after the appointment Mr. Rousseau and First Deputy Police Commissioner McClintock, who has charge of the traffic regulations of the city, went to the Brooklyn Navy Yard to confer with Commandant Gleaves. It is intended to have the caskets landed at the Battery and escorted up Broadway, through City Hall Park and over the Manhattan Bridge to the navy yard. At just what point the bodies will be brought ashore and transferred to gun carriages rests with the Navy Department.

General Horace Porter, it was learned yesterday, was named chairman of the citizens' committee.

Secretary Rousseau, when he returned from the conference with Captain Gleaves, said that no definite arrangements will be made until Friday.

That the approach to the Manhattan Bridge, over which structure the cortege will pass, be draped in black was a suggestion advanced yesterday by Bridge Commissioner Kracke. At any rate, the flags on the bridge, as elsewhere throughout the city, will fly at half-mast.

Yesterday afternoon several members of the Texas Club of New York visited the battleship Texas and presented the officers with a flag.

Word was received at Governor's Island yesterday that Major General Leonard Wood, former Chief of Staff of the army, who will succeed Brigadier General Robert K. Evans as commander of the Department of the East, would not arrive for another week. The announcement was taken to mean that there was little possibility of troops at the island being called to active service at present.

At the 1st Regiment armory yesterday afternoon the Veterans Corps of Artillery of the State of New York held a review, inspection and competition. Commanded by Major Charles Elliot Warren, the descendants of veterans, many of whom were veterans themselves, put four Gatling guns through their paces.

U. S. Ships Salute British.

Vera Cruz, May 6.—The American fleet off Vera Cruz dressed ship to-day and fired a salute of twenty guns in honor of the fourth anniversary of the ascension to the British throne of King George.

The Spanish and French war vessels also fired salutes, and the various admirals in port called on Rear Admiral Sir Christopher Cradock, the British commander.

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