

RESISTANCE TO THE

(Continued from First Page.)

placing together two men like Perrine and O'Loughlin. Perrine seems a slightly excited sort of man and O'Loughlin has been in bad form for some time. Last year it was thought that O'Loughlin's inactivity was due to the spell of illness of which he was the victim, but he seems as bad this season, and he is to know or not, don't know where it will end for him or for the manager.

Manager Cantillon was surprised at the story this morning and said he had not made up his mind yet whether to do, but intended to talk the subject over with Mr. Noyes. "Both of those fellows have certainly yielded to us," was the manager's comment.

The other side of the story was presented by Perrine and the Boston players. They denied the interview in toto. Perrine was found at the Driscoll Hotel where he is stopping with O'Loughlin. He had read the interview and was plainly very much worried. He said:

"I had sent the clipping to President Johnson. I wish you would say for me that the remarks attributed to me were never made. I think I have been treated most unjustly.

"I never was East in my life until I came into the American League, and never knew Mike Cantillon, hence had no reason for a prejudice against Joe Cantillon. Instead of having it in for the fellows on the Washington team, I do not even know the players by sight. This is what happened:

"As I passed the Washington bench a player sitting in a chair and whom I did not know, remarked in a sort of sneering manner: 'Young Silk O'Loughlin.' I did not know the name of the player or why he should get after me."

"When I went over to the Boston bench, somebody sitting in a box remarked: 'You seem to be in trouble.' 'I replied, 'I don't know why they have it in for me. I have never done anything to them, and don't know them.'"

"That was what took place, and to accuse me of expressing an intention of going after a player or a club when I have just broken into the league is extremely unfair. I do not carry these difficulties with players who are on the grounds with me, and when I do reach the stage of cherishing enmity I am going to get out of the business."

Players Back Perrine.
The Boston players were unanimous in sticking by Perrine. The only clue to an explanation of the alleged remarks came from Manager Lake, of Boston. Lake said this morning that when Perrine went over to the Boston bench to get the line-up for the second game, he had some conversation with two or three of the players into which he was not admitted. Lake said that the spectators commented upon the fact that Perrine seemed to be having a private conference with the umpire, and that the umpire replied with an off-hand remark to the effect that if the Washington players were on the ground, as he wanted them, he would send them to the club house.

Lake insisted it was simply such a private conversation as might be had in at any time by any umpire, and carried no ulterior or sinister meaning whatever. Lake said that Perrine was perfectly honest and would not be foolish enough to make the declaration attributed to him. Lake said that Perrine does not know Mike Cantillon, manager of the Minneapolis team in the American Association, and brother of Joe Cantillon. Perrine has never been in the American Association, and Joe Cantillon said Mike was not meant.

Too Much Jostling.
Jiggs suggested that it was probably Joes Donohue, brother of Pat Donohue, the Boston pitcher, who was referred to by the umpire. But Perrine and Pat Donohue know each other well, and Pat this morning spoke in high terms of Perrine, as that much heeded individual predicted he would.

Fitcher Wolter, of Boston, is a personal friend of Perrine, and while in the Pacific Coast League, when Perrine came to the American League, he made a remark to the effect that he would like to see Perrine from making threats against his investigation, and with the purpose which was implied.

O'Loughlin has had the reputation of carrying a chip on his shoulder for the past year or two, and of more than once uttering threats against the Washington "get" a ball player who happened to beat him in a passage of repartee, or scored some other point which "showed up" his work as an umpire. His manner in Washington in the three games with Boston has been that of a dictator, to say the least, and Perrine seems to have been copying him closely in his attitude.

President Johnson can hardly be expected to act in the protest of President Noyes before the Washington club starts on the road next Monday night, to be gone until July 27. Johnson will, if he heads the protest of the club's president, most probably insist upon a thorough and extensive investigation of his own account, and an examination of all the witnesses.

The accepting of a protest against an umpire on the charge of prejudice or unfairness is rare in major leagues, and usually requires an overwhelming amount of evidence to sustain the point of affecting the distribution of the arbitrators. Thus, there is every reason to believe that Perrine and O'Loughlin will work here today and Monday.

When they will next come into contact with Washington remains to be seen.

GENERAL EDWARDS TELLS OF TROUBLE
According to a statement made by Gen. Charles Edwards, Chief of the Bureau of Insular Affairs, of the War Department, made to a Times representative today, Empire Perrine said not only that was credited to him, but more besides.

STRINGENT REGULATION OF ELECTRIC RAILWAYS

Death Knell of the Trailer Sounded in Fourth Section. Companies Must Show Cause Why They Should Be Used.

The Interstate Commerce Commission today served upon the electric railway companies of the District the most extensive body of regulations ever adopted at one time to govern their operation. Twenty-seven orders are contained in the regulations, a number of which are to become effective as early as August 1. What is believed to be the most certain decision of the commission to issue an order eliminating the operation of trailers is set forth in the fourth section of the regulations. This requires the companies to submit to the commission the reasons, if any exist, why an order should not issue prohibiting the use of trailers. The companies are given until September 1 to reply.

In the first paragraph of the regulations the companies are ordered to furnish the commission, by September 1, with a detailed description of all the cars owned and operated by them, and, in the third paragraph, to notify the commission of any changes which may be made on or before the day such change may become operative.

Successing paragraphs contain orders dealing with the operation of cars and the maintenance of schedules on the various lines in the District. A number of the old orders issued by the commission to the companies are amended.

Following are the new regulations which were served upon the companies today:

Listing of Cars
It is ordered that every electric railway company operating within the District of Columbia be required to furnish the Interstate Commerce Commission, not later than September 1, 1909, a complete detailed description of all cars owned or operated by said company on the date above named. This data shall include a description of the general type of car, the weight of car body and complete, seating capacity, principal inside and outside dimensions, number of type and weight of trucks; number of type and capacity of motors; type of controllers, and character of brake equipment.

Changes of Schedule.
It is ordered that every electric railway company operating in the District of Columbia be required to furnish the Interstate Commerce Commission on or before July 15, 1909, a list of any changes in schedule which may have occurred since the issuance of the last schedule furnished the Interstate Commerce Commission, and the reasons therefor.

Operation of Trailers.
It is ordered that on or before September 1, 1909, all electric railway companies operating within the District of Columbia submit to the Interstate Commerce Commission the reasons, if any there be, why an order should not issue prohibiting the operation of trailers on all interurban lines.

It is ordered, that the City and Suburban Railway Company of Washington be, and it is hereby, directed to place in good repair and complete order on or before September 1, 1909, the street railway line between Ninth and D streets, in the city of Washington, D. C.

The Anacostia Line.
It is ordered, that on and after July 10, 1909, the Anacostia and Potomac River Railroad Company shall be required to operate on what is known as the Anacostia line, between the north end of the Anacostia bridge and Ninth and G streets northwest, a sufficient number of north and westbound cars, each having a seating capacity of not less than thirty-four adults, to maintain a headway of not more than three minutes between the hours of 7:30 and 8 o'clock a. m. on all days except Sundays and holidays.

It is further ordered, that hereafter the Interstate Commerce Commission shall be notified of any changes which may be made in existing schedules, or of any new schedules which may be issued, on or before the day such change becomes operative.

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PERTINENT FACTS FROM REGULATIONS

REQUIREMENTS.
Speed limit for all lines in city of Washington, fifteen miles an hour.
Speed limit in suburbs, twenty miles an hour.
All cars must stop on near side of street crossings except at special points designated.

No car can refuse to take on passengers at any appointed stopping place unless all seats are taken.
No car can refuse to let off passengers at any appointed stopping place.

Cars equipped with airbrakes must also have hand brakes.
Anacostia and Potomac River Railroad Company must operate cars seating not less than thirty-four adults on certain lines.
Washington Railway and Electric Company must operate cars seating not less than thirty-four adults on certain lines.

Companies must furnish Commission with all changes in schedules.
INFORMATION WANTED.
Companies must furnish information why they should not: Give complete detailed description of all cars; Abolish all trailers except on interurban lines.

Regulation of Size
It is further ordered that on and after July 10, 1909, the Washington Railway and Electric Company shall be required to operate on what is known as the Anacostia line, between the north end of the Anacostia bridge and Ninth and G streets northwest, a sufficient number of north and west bound cars, each having a seating capacity of not less than thirty-four adults, to maintain a headway of not more than three minutes between the hours of 7:30 and 8 o'clock a. m. on all days except Sundays and holidays.

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Eleventh Street Line.
It is further ordered that on and after July 10, 1909, the Washington Railway and Electric Company shall be required to operate on what is known as the Eleventh street line, between Ninth and F streets northwest and Eleventh and Monroe streets northwest, a sufficient number of northbound cars, each having a seating capacity of not less than thirty-four adults, to maintain a headway of not more than two and one-quarter minutes between the hours of 4:40 and 5:20 o'clock p. m. on all days except Sundays and holidays.

Cars Must Run Frequently.
It is ordered that on and after July 10, 1909, the Anacostia and Potomac River Railroad Company shall be required to operate on what is known as the Anacostia line, between the north end of the Anacostia bridge and Ninth and G streets northwest, a sufficient number of south and east bound cars, each having a seating capacity of not less than thirty-four adults, to maintain a headway of not more than three and one-half minutes between the hours of 8 o'clock a. m. on all days except Sundays and holidays.

It is further ordered, that on and after July 10, 1909, the Washington Railway and Electric Company shall be required to operate on what is known as the Anacostia line, between the north end of the Anacostia bridge and Ninth and G streets northwest, a sufficient number of south and east bound cars, each having a seating capacity of not less than thirty-four adults, to maintain a headway of not more than three and one-half minutes between the hours of 8 o'clock a. m. on all days except Sundays and holidays.

Equipment
That the following regulations be added:
All motor cars must be provided with four sand boxes. A tube, not less than two inches inside diameter, shall lead from each box to the front wheel of each truck, terminating in front of and as close as practicable to the wheel, directly over the rail and not more than six inches above it.

To be effective on and after November 1, 1909.
All sand boxes shall be kept in working order at all times and shall be kept well supplied with dry sand which shall be best suited to assure the proper flow of sand.

To be effective on and after October 1, 1909.
Greasing the Gears.
Gears shall be provided with complete cases which shall be kept in good repair. Gears shall be kept well greased, and in such proper condition as to reduce to a minimum the noise occasioned by the operation of the same.

Truck bolts and other parts must be kept tight to avoid undue noise.
To be effective on and after September 1, 1909.
Brake beams and shoe hangers must be kept tight and no more lost motion in these parts than is absolutely necessary will be allowed.

To be effective on and after September 1, 1909.
Brake chains must be tested proof and must be kept in good repair.
To be effective on and after August 1, 1909.
Link hanger and slide brake beams must have a safety hanger bolted to the truck.

To be effective on and after December 1, 1909.
Car floors, platforms, and steps must be kept in good repair.
To be effective on and after August 1, 1909.
All cars must be equipped with grabhandles, properly located and secured.
To be effective on and after August 1, 1909.

Fuse Box Covering.
Fuse boxes and circuit breakers on all cars must be provided with covers.
To be effective on and after September 1, 1909.
No live contacts which are in reach of passengers or pedestrians will be permitted.
To be effective on and after September 1, 1909.

All cars in operation in the District of Columbia which are equipped with airbrakes shall also be equipped with a hand brake, both of which shall be kept in operative condition at all times. The hand brake shall be tested at least once on every round trip at a fixed point to be selected by the railway company and reported to the Interstate Commerce Commission.
To be effective on and after August 1, 1909.

Many of Orders Will Be Come Effective by August 1.

Opposition to Re-election Growing and Political War Expected.

Is the Senate to be deprived of the services of Henry Cabot Lodge, the scholar of the upper house? The terms of a third of the Senators will end on March 3, 1911. Lodge is one of the number. Ordinarily, it would be supposed that the distinguished nature of his work would insure his retention, as long as he might desire to remain.

But from up Bay State way there come some most interesting political rumors to the effect that a movement is already on to encompass his defeat. These reports have it that the movement has gained such proportions as to worry the Senator.

Representative Butler Ames is the man who is engaged in organizing for the fray against Lodge. Mr. Ames, who is the grandson of that renowned scrapper, Gen. Benjamin F. Butler, has not been seen much in these parts of late. He has been in Massachusetts a good deal, and it develops he has been going through the State giving attention to the Legislature.

What the Legislature elected this year will not choose a Senator, the plan appears to be to undertake to get control of it well in advance, and men are being groomed who can be relied on to vote against Senator Lodge to succeed himself.

Believes It's Crane.
Now, the activities of Mr. Butler Ames would not give much concern to Lodge and his friends if they did not believe he was a potential backer of the friends think some one is backing up Ames and in casting about to find out who is doing it their suspicions have been focused on no less a factor in Massachusetts politics than Senator Winthrop Murray Crane.

Not even the best mutual friends of Senators Crane and Lodge have ever accused them of hitching wild politically and just now the denizens of the Lodge camp are not particularly suspicious of the intent than usual. They are looking for an effort to unhorse Mr. Lodge and believe that Crane would like to be around in the vicinity when the unhorsing occurs.

Inasmuch as Senator Crane has a record of influence in his State, any movement of the sort backed by him would undoubtedly be just cause for apprehension.

Instead of being able to spend his summer in quiet at Nahant-by-the-Sea, poring over his library and writing a book, he is expected to spend the season in an anti-Lodge movement which would cause him to cultivate diligently the acquaintance of the lowly voter of Plymouth Rock to the New York line.

Friend of Roosevelt.
It will be recalled that in the days of the Roosevelt Administration, Senator Lodge was the foremost Senatorial friend of the President. Senator Crane went to the White House only at intervals, and then did not stay to take dinner, as he was so busy with the Executive fireplace.

As the time for the advent of the Taft Administration drew near, it was wondered whether the question whether Lodge or Crane would be foremost under the new regime. It has fallen out that Senator Crane has a vast place at the White House today. He apparently stands higher in Administration councils than does Lodge. This is the case, although it was the Lodge forces more on the quiver as to Crane's intentions in the next Senatorial campaign.

White to Quit.
For instance, Henry White has to quit as ambassador at Paris. He is a Lodge strongly urged that he be not let out of the country. It was the inextorable, Senator Aldrich, for that matter, spoke up strongly for White, but to no avail. More than a year ago, before the Chicago convention, Representative Gardner, Robert L. Raymond, and several other wealthy politicians of Massachusetts, all Lodge men, went into the Taft movement in the State heart and soul, and spent a lot of money in their enthusiasm.

They got several lift delegates by their efforts. The other day, Raymond turned down the proffer of the job of deputy commissioner of corporations. His friends thought it was not big enough for him in view of his campaign activities and his standing.

Senator Lodge has long had a powerful grip on the Massachusetts Republican organization. He has watched over it with a jealous eye. For various reasons he has evoked some enmities. Now, his opponents are apparently preparing to make the best of it. If the right comes it will attract notice of the entire country.

Annual Excursion Down the Potomac
The members of the Parker, Bridget & Co. Employes' Benefit and Relief Association will enjoy their annual river excursion next Tuesday evening. The steamer Jamestown has been chartered for the occasion, and the excursion promises to be the most pleasant and successful yet conducted. The boat will start at 6 o'clock sharp, and the moonlight trip on the Potomac will cover eighty miles.

The excursion will be secured from members of the association or at the Parker-Bridget store.

Children Have Part in Fun for July 4
Three Exhibitions of Daylight Fireworks Arranged for Their Amusement—Bloomingdale Citizens Plan Celebration on Night of July 5.

In celebrating the Fourth of July, the children will not be forgotten by the joint committee of the Board of Trade and Chamber of Commerce. For their special entertainment the committee has arranged three exhibitions of daylight fireworks, which are characterized by Commissioner Macfarland as "the best ever given outside of New York."

STORM IS BREWING

OUR LODGE AT HOME

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HUNKADUNK EXPERTS

BLAST REPUTATIONS

Mr. Carrere and Mr. Hastings, Who Designed House and Senate Office Buildings, Discounted by One, Hy Galloway.

If the mortal spirits of Mr. Carrere and Mr. Hastings, well-known New York architects, who designed, consultingly, the House of Representatives Office Building and the Senate Office building respectively, have ever been proud heretofore, they are now and forever hereafter doomed to fall. Listen to the thud.

It isn't often that Hy Galloway, the well-known landscape and porch-chair decorator of Hunkadunk, Maryland, gets into Washington, so when those rare occasions do arrive Mr. Galloway is willing to go some.

It was in company with the well-known Bill Raskins, one of the best sitters in Hunkadunk, that Hy wandered into the Capitol this morning determined to see every "ding-busted new thing in town."

Right before their eyes as they came out of the Union Station loomed the big white Senate Office building. No true artist like the nimble Hy Galloway ever passed anything like that without looking it over.

Within the wide portals, through the cool halls marked Hy and Bill, true art and true criticism seldom seen in that big pile of white marble on the Hill. Every body there was happy to show the two from Maryland about.

Profuse strings of admiring words were heard for yard after yard, until finally Hy and Bill arrived at an open door and an unoccupied room. They entered. They walked to the window, and gazed at the inner court.

"Prunes, Bill, she's holler all through," wailed Hy, as he walked as one writing an epitaph. Messrs. Carrere and Hastings, needless to say, will not be called upon to build the new postoffice at Hunkadunk.

"Prunes, Bill, she's holler all through," has quered them forever.

RAIN ONLY HOPE FOR COOLER WAVE
Weather Man, Relentless, Says Scorching Process Is Indefinite.

(Continued from First Page.)
and it was about as hot as it ever was this week, even if the thermometer didn't say quite so much about it.

Many thousand of residents have learned to keep inside when they don't have to go out, but still thousands of others suffered and sweated and had the usual uncomfortable time through the day.

Plaint of Pores.
"Things certainly are going to the dogs," said Mr. Perspiring Pore to his esteemed contemporary, Mr. Sweat Pore, this morning.

"Here we've only been working for about seventy-two hours straight, and these men we've tied up with, are beginning to bellow about it. It's disgusting. We have our living to make."

"Why don't you move?" suggested Mr. Pore to Mr. Pore, "do you think this big brute will go anywhere he's too lazy to do anything but sit in the shade and sip drinks?"

"Huh!" returned Mr. Pore, "do you think this big brute will go anywhere he's too lazy to do anything but sit in the shade and sip drinks?"

"Oh, dry up," said P. Pore, which was a terrible insult, since Mr. C. Pore already was dry.

Most anybody in Washington is willing to believe that there are 650,000 or more pores in the human body, and that these one of the 650,000 is working twenty-four hours per diem, and all the 650,000 can get by with.

While the mercury let up for an instant or two last night after a small hail flurry which amounted to nothing, except in that it cooled things off, it resumed its old position in the eighty column early this morning. It was a terribly dissatisfied mercury, however, and by afternoon it was up in the old position around the hundred mark.

And so far "no relief in sight."

SEMI-ANNUAL MEETING

ELECTS OFFICERS

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PROVERB CONTEST
AGAIN NEXT WEEK

Prizes Will Be Given for the First Ten Correct Solutions.

The Times will offer another \$50 to the persons making the best solution of a hidden proverb contest which will appear in tomorrow's paper.

The first prize is \$25, and the second \$10. Third, fourth, and fifth prizes of \$5, \$3, and \$2, respectively, will be given, while for each of the next five best discoveries \$1 will be given. A special prize of \$100 will be given to the discoverer of the best discovery.

As in last Sunday's contest, the competition will be absolutely free. It is not even necessary to be a subscriber to The Times to compete, and everyone is eligible. No answers, including a copy after 6 p. m., Tuesday, and checks will be mailed to the winners after a decision has been made by the Proverb Editor.

CALABRIA NOT IN DANGER.
HAVANA, June 25.—The Hamburg-American freight steamer Calabaria, which went aground on Wednesday night on a shoal fifteen miles west of Matanzas is not in immediate danger. The weather continues fine.

BOYS FIND BODY OF UNKNOWN MAN
A telephone message was received at the Second Precinct this afternoon stating that the body of an unidentified white man had been discovered by some boys in a clump of bushes on a vacant lot at First and K streets northeast.

The body was badly decomposed and had probably been in the bushes several days. Several policemen were sent out to make an investigation.

Home Ice Cream Co.
cor. 12th & V. Sts. N. W.