

GEN. CLARK'S FUNERAL.

Seventh Regiment Gives Commander Full Military Burial.

General Emmons Clark was buried with full military honors yesterday afternoon in Trinity Cemetery. The 7th Regiment, which he had commanded for twenty-five years, turned out 450 strong, and the three volleys over his grave were fired by Company B, his old command.

The regiment assembled at the armory, East 60th-st., at 12:30, under command of Colonel Appleton, in their full dress uniforms of gray. The swords of the officers and the standards were draped with black crepe. They marched to the grave elevated and, taking a train, awaited the arrival of the funeral cortege at St. Luke's Protestant Episcopal Church, 141st-st. and Convent-ave.

The funeral left the residence of the general, No. 26 West End-ave., shortly after 1 o'clock. The mourners were the immediate family and the honorary pallbearers were General Alexander Shaler, General George Moore Smith, Captain Peter Farmer, Captain George W. Ely, Colonel Edmund and the assistant pastor of St. George's Church, with the opening sentences of the Protestant Episcopal funeral service.

After the mourners had taken their seats the regiment filed in and completely filled the nave, the colors with their mourning drapery being disposed against the pillars on either side of the chancel. There were also many veteran members of the corps, for whom seats were reserved.

J. W. Carpenter, at the organ, played the "Dead March to Saul" as the Recessional, and during the service Mrs. Hinton, the soprano of the church, sang "Abide With Me," "Lead, Kindly Light," and "I Heard a Voice from Heaven" and Handel's "Angels, Ever Bright and Fair."

At the conclusion of the service the regiment formed in line and marched in slow time to Trinity Cemetery.

At the cemetery side but the mourners, the officers of the regiment, the veterans and the firing party were allowed within the gates. The committal prayers were read at the graveside by the Rev. Dr. McCord, chaplain of the 7th, and assistant pastor of St. George's Church, under command of Captain Seagriff, fired three volleys in the air. With the sounding of "Taps" the impressive ceremony came to an end.

The staff officers present were Colonel Appleton, Colonel Kipp, Major Lydecker, Major Pliske, Adjutant Fitzgerald, Adjutant Walcott, Captain Seagriff, Lieutenant Bostwick, Lieutenant Fisher and Lieutenant Polson.

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THE FUNERAL OF GENERAL EMMONS CLARK.



THE 7TH AT ATTENTION AS THE BODY OF GENERAL CLARK WAS TAKEN INTO THE CHURCH, 141ST-ST. AND CONVENT-AVE.

THE FUNERAL OF GENERAL EMMONS CLARK.



COMPANY B (THE GENERAL'S OLD COMPANY) ENTERING THE CHURCH.

SUITS TO SAVE CATTLE.

Case Involving \$600,000 To Be Brought Against Western Lines.

San Francisco, Aug. 12.—Twelve hundred suits involving a penalty of from \$100 to \$500 in each case, or a maximum of fines of \$900,000, are to be brought against the Southern Pacific, Santa Fe, Union Pacific and other Western roads for the violation of the so-called twenty-six hour law, providing for the humane shipment of cattle. It is at the instance of the Secretary of Agriculture that this litigation has been taken up by the Attorney General, and the suits will now be begun by the various United States District Attorneys.

GOING FOR RICH DEATH VALLEY MINE

Old Prospector Had to Leave Valuable Ore Because of Thirst.

Basin, Wyo., Aug. 12.—F. C. Tyler and E. C. Ellis left here yesterday for Death Valley, in California, in search of a fabulously rich gold mine which Tyler discovered years ago but was forced to abandon because his water gave out. Both men are experienced miners. Tyler says the ore he found was the richest he ever saw. At the time of the discovery Tyler's water gave out, and he walked two days through the hot sands before reaching water. He has never had the nerve to attempt to relocate the mine, until recently, when Ellis joined him. The two have a large enough stake to obtain a first class outfit with which to prosecute the search.

PACKERS' TRIALS BEGIN OCTOBER 2.

Subpoenas for Witnesses in Beef Trust Case Secretly Issued.

Chicago, Aug. 12.—It was announced to-day that the trial of twenty-four packers and lawyers and corporations, indicted on charges of combining in restraint of commerce, accepting rebates and interfering with government witnesses, will begin October 2. Between fifteen and twenty fresh subpoenas returnable on the date named were secretly issued yesterday and were served last night by specially detailed deputy marshals. The issuance of the papers came as a surprise to most of the packers. This action by District Attorney C. B. Morrison followed quickly the words of President Roosevelt in an address at Chautauque yesterday, declaring that the prosecution of the packers would be pushed. Secrecy was observed because it was feared that, as in the search for witnesses for the Grand Jury, some of the important witnesses might flee the country. Assistant Attorney General Oliver Pugin has been in Chicago for some time pushing the preparatory work, aided by Attorney Goldman and Special Agent Duncan. When the first case is placed on trial it is probable there will be many additional attorneys sent to Chicago from Washington to aid in the case. Each case will be taken up separately.

GOES TO MANILA TO WED COLONEL.

Union Pacific Stenographer Hurries to Childhood Sweetheart.

Omaha, Aug. 12.—Miss Maude Miller, a stenographer in the Union Pacific headquarters, left here to-day for the Philippines, where she will be married to Colonel Wallace Taylor, U. S. A., who has in a Manila hospital desperately wounded. Miss Miller and Mr. Taylor have been sweethearts since childhood, having passed through school together in the same classes. They have been engaged since they were children, and when Taylor was wounded in a husband's act and hurried to the hospital, a cable dispatch for Miss Miller to come to him. The ceremony will be performed in the hospital.

TOLD TO DROWN HIMSELF, HE DID.

Man Obeys Angry Wife's Orders to Jump Into Lake.

Chicago, Aug. 12.—Joseph Garrison returned home intoxicated yesterday and his wife told him to jump into the lake and drown himself. "All right," said Garrison; "I'll do just that." He did, and though he was alive when taken from the water, he died in the hospital two hours later. In the pocket of his coat the coroner found this note: "This is to certify that my wife, Maggie Garrison, told me to leave the house and go to the lake and drown myself. Goodby, and God forgive her." Mrs. Garrison became hysterical when told of her husband's act and hurried to the hospital, but she arrived a few minutes after his death. "I was only joking," she said, as she knelt at the side of the bed where lay the body of her husband.

DOUKHOBORS BURN THEIR CLOTHES.

Police Wrap Men, Women and Children in Blankets.

Winnipeg, Man., Aug. 12.—Thirty Doukhobors, a religious sect, marched to thirty half a mile of Yorkton yesterday, stripped themselves naked and burned their clothes. The police arrested all the men, women and children in the party and wrapped them in blankets. The Doukhobors had intended to march through the streets of Yorkton naked. They refused all nourishment but raw potatoes. They say they are looking for Christ. Another party is reported to be heading for Yorkton from the northeast.

BOY SHOT DEAD BY HUNTER.

Victim of Stray Rifle Bullet While Working in the Adirondacks.

Utica, N. Y., Aug. 12.—The first fatal case of shooting in the Adirondacks this year occurred yesterday, near Prospect. Vincenzo Alica, an Italian boy, fifteen years old, working with his father on a pipe line, was struck by a bullet in the abdomen. He was brought to this city for an operation, and died this morning. The bullet was from a rifle, and was fired by some hunter unknown.

KANSAS IS LAUNCHED.

Biggest Battleship Built in the East Now Afloat.

Philadelphia, Aug. 12.—The battleship Kansas, the largest war vessel ever built in the East, was launched at 12:47 p. m. to-day, at the yard of the New-York Shipbuilding Company, a



BOTTLE WHICH MISS HOCH USED TO NAME THE BATTLESHIP KANSAS. (Tiffany & Co. makers, 1905.)

Camden, N. J. The launching was witnessed by Governor Hoch of Kansas, whose daughter, Miss Anna Hoch, acted as sponsor for the ship. With the Governor was a party of thirty Kansans.

As was the case in the recent launching of the Washington, the automatic hydraulic trigger device was used instead of the solepiece method. With the exception of the dog, or trip shores, at the stern, the two steel trigger arms were the only appliances holding the hull in place when the wedges had been driven in and all the keel blocks knocked away. When, at a signal, a workman operated the valve, both cylinders worked at the same instant, the triggers dropped and the vessel started down the ways.

An unusual feature of the launching was the fact that the vessel was sprinkled with spring water, brought from Kansas, instead of the customary bottle of champagne. This was the first time that water, instead of wine, has been used in launching a vessel in this vicinity. Governor Hoch of Kansas made the suggestion, and he made the announcement after the launching that the bottle contained only water.

The battleship Kansas is a sister ship of the Vermont, now being built at the yards of the Fore River Ship and Engine Building Company, Quincy, Mass. She will have the same armament as the battleship Minnesota, launched several months ago at Newport News, Va.

The keel plates of the Kansas were laid on February 19, 1904. She is known as a 450-foot battleship, and her contract calls for a maintenance of eighteen knots speed for four consecutive hours. The hull is of steel throughout and is fitted with bilge and docking keels. Her dimensions are as follows: Length on load water line, 450 feet; length over all, 454 feet 4 inches; extreme beam to moulding, 76 feet 5 1/2 inches; to outside plating, 76 feet 8 inches; extreme beam to outside of armor, 76 feet 10 inches. Her trial displacement will be 16,000 tons, and when she goes on her speed test she will carry 9,000 tons of coal, although her bunker capacity is 2,200 tons.

Her armament will be: Main battery, four 12-inch, eight 8-inch, and twelve 7-inch, breech-loading rifles. Secondary battery, twenty 3-inch (or 14-pounder) rapid fire guns, fifty caliber in length; twelve 3-pounder, semi-automatic guns, six 1-pouder automatic, two 1-pouder semi-automatics, two 3-inch field pieces, two machine guns of 30 calibre and six automatic guns of 30 calibre.

LEGATION GUARD AT PEKING.

To Consist of United States Marines After November 1.

Washington, Aug. 12.—At the request of William W. Rockhill, American Minister at Peking, the legation guard, which heretofore consisted of soldiers, will consist of United States marines, after November 1. The change is made for the reason that it will be easier to change the guard more frequently. Both the Army and the Navy departments made reports on the subject, and President Roosevelt decided that it would be left to Mr. Rockhill to decide.

SHIP CAPTAINS WINE IN TWO.

Though Captain Von Letner of the steamer Gracia, on her way from New-York to West Indian ports, on July 25 altered his ship's course in an effort to avoid running down a whale which lay athwart her bow, the ship struck the animal with a terrific bump, and cut it in two parts. The vessel was stopped and her machinery examined, to make sure it had not suffered in the collision. The sea for two ship's lengths was dyed red with the blood of the whale.

GENERAL PROBE FIRST.

Insurance Investigation Plans—French Policyholders to Join.

The examination of phases common to several insurance companies in this State will open the legislative insurance investigation, according to sources close to the committee last night. As told in yesterday's Tribune, this will mean the examination of the officials and books of various companies at one and the same session. Stress will be laid, it is understood, not only on the methods of investment and the auxiliary concerns, but on the actual cost to a company of a standard policy, and the conditions under which the various policies are issued.

ANY SUITS FROM SMASH.

Death in "Auto" Collision Causes Two Charges of Manslaughter.

New-Brunswick, N. J., Aug. 12.—Oscar Harrison and William R. Stanberry, for whom warrants have been issued charging them with manslaughter as the result of an automobile collision at Dunellen several days ago in which Mrs. Westphal, wife of Councilman Westphal of Plainfield, lost her life, are said to be fugitives from justice. Harrison, it is declared, has fled to Pennsylvania, and Stanberry is believed to be in New-York. It is said both have gone to escape arrest.

The blame for the collision is laid by Stanberry, the driver of the automobile, upon Harrison. The latter was driving the wagon into which the "auto" crashed. He blames Stanberry. Harrison charges Stanberry with reckless speeding. Upon this charge Stanberry was taken before a justice, who dismissed the case. Harrison then followed this up with a suit for damages against Stanberry, and this is down for trial before Justice Von Minden on Monday.

Mrs. Westphal's son made a complaint of manslaughter against Harrison, and Harrison made a like complaint against Stanberry. Constables, it is said, have been unable to serve the warrants. Swackhammer and Herfeld, lawyers, have been trying to get the criminal proceeding held up until after the damage suit is tried, but Prosecutor Berline insists that the criminal complaints must take their course.

"AUTO" CASES DISMISSED.

Prosecutor Calls Witness Untrustworthy and Declines to Proceed.

Hempstead, Long Island, Aug. 12 (Special).—Theophilus Parsons, president of this village, who was prosecuting attorney in a case against automobile offenders, to-day made a motion to have the cases discharged. He said: "While I am positive that Deputy Sheriff Gracie is a thoroughly honest man, and while I am certain that the testimony produced in these cases would clearly establish the violation of the ordinance, I am unwilling to ask the prosecuting attorney, depending on one whose habits since that time have not tended to put public confidence in him."

"AUTO" TURNS SOMERSAULT.

Occupants Escape Serious Injury—Board in Wheel Causes Accident.

Elizabeth, N. J., Aug. 12.—A big touring car owned by Andrew O'Kiefer, a manufacturing jeweler, of Newark, turned a complete somersault here last night, throwing out Mr. O'Kiefer, William A. Burnett, J. Gustine and Charles Reoch, all of Newark. The party was bound for Woodbridge, and was going up Rahway-ave. at a sharp clip when the accident occurred. Two of the party were slightly injured. A board in the bottom of the car became loosened, and one end caught in one of the front wheels of the car, causing the accident to make a circle in the air. As it came down it smashed into a wagon of the Erie Bottling Company, of this city, which was passing, but beyond breaking some of the bottles in the wagon did no damage. The machine itself was wrecked.

OBJECT TO W. J. BRYAN'S ACCOUNT.

Bennett Heirs Not Satisfied with the Way He Handled the Estate.

New-Haven, Conn., Aug. 12.—Notice of an appeal to be taken to the Superior Court from the acceptance of the account of William J. Bryan as executor of the estate of Philo S. Bennett, of this city, was filed in the Probate Court to-day. Mrs. Bennett, widow of the testator, and other residuary legatees bring the appeal. The reasons for the action are not stated in the notice, but before the account was accepted in the Probate Court, the legatees protested because of certain fees paid by Mr. Bryan to the appraisers, to counsel and to himself as executor, and also because of the payment of certain taxes on the estate in New-York.

NO SUSPICION OF MALTREATMENT.

Girl Who Was Made Drunk Makes No Charges Against Duffy.

Detective Carberry, of the Adams-st. station, Brooklyn, who was detailed to the case by Captain Shaw, had not been able last night to find James Duffy, who is accused of giving intoxicating liquors to Julia Shey, of No. 143 Tillary-st., at Coney Island, on Friday night. She was taken home intoxicated, and Duffy disappeared after narrowly escaping a good beating at the hands of her father.

GIRLS FIND MAN UNDER BED.

Jobe About Foolish Habit of Looking, but Find It Effective at Last.

New Brunswick, N. J., Aug. 12 (Special).—Miss Nina Norton, of Brooklyn, twenty-five years of age, following her nightly custom for years, looked under the bed last night at the home of Miss Jessie Strong, of White House, where she is spending her vacation, and found a man.

THE FINANCIAL WORLD.

Great crops at probably prices assured, the money market situation satisfactory, industrial conditions inspiring—all the basic elements favorable to the security market.

A conspicuous feature of the Stock Exchange week has been the activity and buoyancy of the exceptional investment issues, such as New-Haven, Lackawanna, Delaware and Hudson, Jersey Central, New-York, Ontario, St. Paul, Illinois Central, Louisville, Atlantic Coast Line, Northern Pacific, and Great Northern preferred. Finally it becomes clear to even most purblind speculators that investment demand has practically replaced the market supply of high class seasoned railway shares. This is not a new condition, its progressive development has been going along. Investors have found in annual reports year after year showings of gross earnings continually mounting, showings of dividend earnings expanding from 5 and 6 per cent to 10 and 12 per cent, and in the case of the latter, the list is long of properties with official statements disclosing 20 per cent and more per year earned for shareholders—distributed, reinvested to bring still larger ultimate returns, or put into augmenting surplus accounts.

It is absurd to suppose that buying of these shares is merely speculative. Their soaring price is so scarce as to prohibit short selling, and their price is too high to tempt speculative buying. Investment absorption is the only explanation. Demand from this source cannot be satisfied much longer from the group of stocks cited. Investors must turn attention from the stocks at 200 and upward to an equally 150 may be taken as the mean level. Among these are Canadian Pacific, Louisville, Atlantic Coast Line, Nashville and Chattanooga, New-York Central, Soo Line, Pennsylvania and, though still somewhat lower, Union Pacific. These are the natural market heirs of the Lackawanna, New-Haven and Delaware and Hudsons. These also present enormous accumulation of earnings far in excess of present dividend disbursement, appealing forcibly to investors.

There is another side to the market which calls for consideration—the speculative side. Speculation does not concern itself with \$200 or \$300 stocks. They are too expensive to carry on margin, they are subject to violent fluctuations. Speculation by the general public when it comes—and it would seem that it cannot long be deferred—will find its outlet in the cheaper securities, many of which present fascinating possibilities. Take, for example, Erie common—selling below 50. The recent dividend declaration on Erie second preferred is official announcement of financial strength. Of total stock issue the first and second preferred together amount to but \$84,000,000, while the common issue exceeds \$112,000,000. To own the common stock is to own the road. It is of common knowledge that there has been recent heavy buying of the common stock for important interests not yet disclosed. Some rumors lodge this purchasing with Morgan-Hill interests, others with Harrison interests, and yet others with joint acquisition by Pennsylvania-New York Central. However this may be, the fact of important buying is unquestioned, revealing desire somewhere to obtain control of the only independent trunk line left running from the seacoast. And apart from this special buying is the indubitable fact that maintenance of Erie earnings means accumulation of surplus available for common stock dividend distribution in the future. It is not to be surmised that the Erie common will go backward—it is certain to forge ahead.

And speculation will find even cheaper propositions of merit—of which illustration is afforded by Mexican Central, now selling around 25. Mexico has come upon a gold basis, which removes many vexed questions from consideration of Mexican affairs. Mexican Central prospers wonderfully—shows every sign (under American management) of taking rank with similar railroads in the United States.

Among the week's developments have come evidences of expansion of the public's interest in the market. This shows pretty generally throughout the list. Take American Smelting, for illustration. It is probable that during the recent advances of that stock larger purchases have been made for the account of outsiders than at any time in its history. Careful investors take it around the current quotation who could not be tempted into it at half the price—and reasonably enough, for meantime there has been actual revolution in the property's condition. At present, with earnings three times as large as the dividend it pays, the stock is intrinsically cheap, while upon authority recognized as the very highest in trade circles, the company seems assured of new per income almost immediately which will add yet further very large earning power—above everything else in consideration of the American Smelting property's progress, however, being the influence of the character of the management controlling it. They who are responsible for the property never move backward, and they have never yet failed to move forward. Smelting ought soon to sell on a market party with Sugar Trust.

The Hawley stocks, to which attention was called here last Sunday, have all done well during the week, and are likely to score further substantial advances, reflecting the benefit of progressive management. For exemplification of what Hawley roads accomplish, take the exhibit at the close of the fiscal year of the Colorado Southern, a property contemplating expansion along large lines. Both gross and net earnings are much increased. Gross earnings in 1905 were \$4,237,745, over which 1905 shows a gain of approximately \$2,000,000, or 47 per cent. Gross per mile in 1905 showed \$3,712, while the 1905 figures are \$5,356—Increase approximating 50 per cent.

Expenses are about 73 1/2 per cent, and should be capable of reduction, owing to new equipment and other improved facilities calculated to lessen cost of operation. At a rate as high as 73 per cent there would be a margin of \$170,000 over 4 per cent dividends on both classes of preferred stock, while if expenses be brought down to 68 per cent—a normal level—profits would be \$2,000,000 in dividend on the preferred issues and 2 per cent on the common.

Denver and Rio Grande, a connecting road, over which Colorado and Southern has trackage rights on fifty-eight miles, operates for 64 per cent of its gross earnings. On this basis Colorado Southern's earnings would be \$1,800,000, or 2 per cent only on its two preferred issues, but 4 per cent on its common stock. Properties of such capacity will be watched by forehanded investors.

Men in general, and women in particular, enjoy a toothsome nourishing breakfast food and they find it when they try Grape-Nuts