

Sixteen of Most Powerful Battleships of the Navy Will Change Stations.

MERELY A PRACTISE CRUISE.

Admiral Bob Evans Will Command-May Go Around the Horn or Through The Straits-Coaling a Problem.

washington, July 5 .- Details of the vast movement of the Atlantic fleet to waters have been theoretically worked out weeks in advance by the naval general board. But these details are necessarily subject to constant change resulting from the withdrawal of battleships from active commission on account of having been declared antiquated or in need of repairs and the substitution of other ships just going to commission and fresh from the bullders' hands. There is in the navy lders' hands. There is in the navy partment today scarcely any one au-rized to afford any information as the contemplated fleet movement. by Metcalf is in California; Asst. y. Newberry is at Watch Hill, R. I.; miral Brownson, chief of the navi-tion bureau, who is next in line, has ne to New York, and the acting sec-ary of the navy is Rear Admiral ison, chief of the bureau of ordnance.

TWO ROUTES.

The opinion of the officers on duty today is that the route most feasible for the big ships is by way of the straits of Magellan. The route across for the big ships is by way of the Straits of Magellan. The route across the Atlantic and through the Mediter-ranean and Suez canal is open to the objection that it would bring the big ships almost into Japanese water and the movement might consequently be regarded as a menace, which Secy. Metcalf has stated was never contem-plated. The Suez canal route, too, is longer by 1,000 miles than the Magellan route. This, according to the best cal-culations and allowing for short visits to ports not upon the nearest sailing route, is about 13,000 miles in length. The battleship Oregon covered the distance from San Francisco to Jupiter Inlet. Florida, in 1898 in 63 days. But she was handicapped by the company of the little gunboat Marietta, which was scarcely able to make more than eight knots an hour, and also by the fact that as a precautionary measure the Oregon was sent around the West Indies, sensibly lengthening her route. So the opinion now is that under or-dinary cruising speed, which for the big battleships means about 10 or 12 knots an hour, and allowing a reason-able time for cooling en route, the Atan hour, and allowing a reason-time for coaling en route, the At-fleet can make the passage from York to San Francisco in less of days 60 days.

EVANS TO COMMAND.

is conceded that Rear Admiral is conceded that Rear Admiral ans will have the honor of com-ading the fleet. It is believed now t the route will be about as fol-s: Leaving New York or Hamp-Roads in the early fall, the battle-new would probably steam straight Culebra, where coal would be taken The next stop will be Rio De Ja-ro, and from that point the vessels id not hall until they reached Sand would not hait until they reached Sand Point in the Strahs of Magellan. Here again the coal supply would be re-plenished for the run to Callao, Peru, The next stage would be from Callao

UCRABILITY OF BRIGHT'S DISEASE (By the Editor of the Town and Country Journal.)

to Panama, and from that point the ships would proceed without a stop to San Francisco. San Francisco. It is believed that after reaching Pe-ruvian waters the movements of the vessels will be much more deliberate than up to that point. Although the reason for this statement is not offi-cially obtainable, it is apparent that the explanation is to be found in the fact that the battleships will be within fact pack of San Francisco: in other easy reach of San Francisco; in other words, they could in an emergency, ar-rive at that point before any other fleet could.

QUESTION OF COALING. QUESTION OF COALING. Naturally, the coaling of the fleet is a very serious one. Two methods of doing this have been provided for in the plans of the general board. The first is to send with the battleships a sufficient number of colliers to enable them to replenish their coal supplies without any dependence upon foreign coaling stations. In this case a fleet of no less than 20 colliers will be nec-essary because something like 77.000

HANDCUFFS WERE PUT ON HIM

essary because something like 77,000 tons of coal will be burned on this cruis

tons of coal will be burned on this cruise. In the second case, the plans provide for the free use of merchantable coal along the route which, of course, would diminish the need of collieres. Under the latter plan it is probable that the five colliers aircady attached to the Atlantic fleet will be sent forward to Sandy Point. Coal at that point is scarce and extremely bad. Admiral Evans, it is expected, will start with 16 battleships, besides as many colliers. The armored cruisers Washington and Tennessee, which are now in French waters, are under orders to immediately refit and proceed to the Pacific coast to form part of an ar-mored cruiser squadron to be assembled there. It is possible that they will be

sor Trust company, was arrested in New York today and \$54,410 of the of Mrs. Laura M. Carter of 619 West

mored cruiser squadron to be assembled there. It is possible that they will be detained and accompany the battle-ships on the cruise. When Admiral Evans arrives off the coast his fleet will be in-creased by the addition of the battle-ship Nebraska, newly completed and simply waiting the rounding out of her skeleton frame. The battleships Wis-consin and Oregon, now at Bremerton navy yard, Puget sound, will probably have completed their extensive repairs by next March, so that they, too, may be added to the fleet, which will then comprise 19 battleships, besides the ar-mered and protected cruisers of the Pamored and protected cruisers of the Pa-

cific fleet. COMPOSITION OF FLEET. The composition of the fleet today is as follows:

Battleships Connecticut-Capt. Hugo Osterhaus commanding; tonnage, 16,000; guns, 24; speed 18 knots. Maine-Capt. Nathan Niles; ton-nage, 12,500; guns, 20; speed, 18 knots.

When asked where the money was e said that part of it was in the suit asc and the rest was in a drawer of he chiffonier. the chiffonier. When the detectives had finished ransacking the flat Runyan was taken to the police station, Mrs. Carter an³ her negro maid, Mary Duncan, were also placed under arrest. At the sta-tion Runyan was placed under arrest. He said he had been in the flat since Saturday, laughing at the efforts the police were making to locate him. He said he had shaved off his moustache and was letting his beard grow as a

ared.

his suit case.

Louisiana—Capt. Richard Wain-wrfght, tonnage, 16,000; guns, 24; speed, 18 knots. Missouri—Capt. Greenlief A. Mer-riam; tonnage, 12,500; guns, 20; sread 18 knots.

Missouri-Capt. Greeniler A. aler-riam; tonnage, 12,500; guns, 20; speed, 18 knots. Virginia-Capt. Seaton Schroeder;' tonnage, 14,948; guns, 24; speed, 19 knots.

Georgia-Capt. Henry McCrea; ton-nage, 14,900; guns, 24; speed, 19 knots,

shift he had shaved on his modetache and was letting his beard grow as a usguise. When questioned as to the where-abouts of the remainder of the money missing at the bank--the sum lost was said to be more than \$6,000-he stated that he had been speculating and had lost heavily, and intimated that Mrs. Carter might know something about any money that was missing. Mrs. Carter indignantly denied that she had any of the money, and angrily told Runyan that she had betrayed him to the police because he had lied to her and had not given her money as he had promised. Runyan stated that he had given Mrs, Carter \$15,000, but this she denied. He said he gave her \$5,000 on Monday and \$10,000 this morning. Mrs. Carter said that he gave her \$5,000 on Mon-day but that she withdrew it from the bank this morning and returned it to him. Jersey-Capt. William W. New Kimball; tonnage, 14,948; guns, 24; speed, 19 knots. Rhode Island—Capt, yet to be as-signed; tonnage, 14,948; guns, 24; speed, 19 knots.

Speed, 19 knots. Alabama-Capt. Samuel P. Comly; tonnage, 11,525; guns 18; speed, 17 knots. Illinois-Capt. Gottfried Blocklinger; tonnage, 11,525; guns, 18; speed 17 knots. Kearsarge-Capt. Herbert Winslow; tonnage, 11,525; guns, 22; speed, 16 knots.

Knots. Kentucky- Capt. Edward B. Barry; tonnage, 11,525; guns, 22; speed, 16 knots. Ohio-Capt. Lewis C. Hellner; ton-

Ohlo-Capt. Lewis C. Heilner; ton-nage, 12,500; guns, 20; speed, 18 knots. Minnesota-Capt. John Hubbard; ton-nage, 17,650; guns, 24; speed, 18 knots. Vermont-Capt. John Hubbard; ton-nage, 17,650; guns 24; speed, 18 knots. Kansas-Capt. Charles E, Vreeland; tomage, 17,650, guns, 24; speed, 18 knots.

knots. Protected Cruisers: Charleston-Commander Frank E. Batty: tonnage, 9,700; guns, 14; speed 22 knots. Chicago-Commander Robert

Dayle; tonnage, 4,500; guns, 18; speed, 18 knots. Milwaukee-Commander Charles A. Gove: tonnage, 9,700: guns, 16; speed, 22 knots.

St. Louis-Commander Nathaniel R. Usher: tonnage, 9,700; guns, 14; speed, 22 knots.

Gunboat: Yorktown-Commander Richard T. Mulligan: tonnage, 1,700; guns, 6; speed, 16 knots. The armored cruiser squadron of the Pacific fleet, which will have headquar-

RUNYAN'S RACE WAS SOON RUN His Landlady Gave Him Away to Police Who Easily Capturned Him.

He Simply Remarked, "The Jig is Up"

-\$54,410 of Money Stolen From The Bank Was Recovered.

New York, July 5 .- Chester B. Run-

yan, the defaulting teller of the Wind-

noney stolen from the bank was recov

Runyan was found in the apartments

One Hundred and Forty-fourth street,

where he had been since he walked out

of the bank on Saturday with all the

money in the teller's vault packed in

Mrs. Carter reported to the police

this afternoon that Runyan was in her flat. Five detectives at once accom-panied Mrs. Carter to the house. She furnished them with a key to the apart-ment, and two of the detectives en-tered the room while the others re-mained outside.

mained outside. As the detectives entered Runyan was standing in front of the chiffonier. He turned suddenly on the officers with a revolver in his hand. The detectives rushed at him, telling him to throw up his hands.' He thereupon dropped the revolver and calmly submitted to be-ing handcuffed, saying, "The jig is up."

and was letting his beard grow as a

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DESERET EVENING NEWS SATURDAY JULY 6 1907



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AND CONTINUES ALL NEXT WEEK!

An event that the lovers of high grade footwear watch for and are not disappointed. Every pair of Shoes, Oxfords and Slippers in our establishment is reduced from



A Bargain Feast awaits all lovers of economy in our bargain saleroom down stairs, which has been fitted up for this great sale, unparalleled in the history of this great "Money-Saving Store."



Of Shoes, Oxfords and Slippers for Men, Women and Children at one-half and one-third their regular value. **Read These Prices**



have not believed that onic Bright's Disease is curable, and s for two distinct reasons: Pirst-Medical works class it as in-

curable and fatal. Second-Those I have known who had

esult-I look with distrust upon all

Result -1 look with distrust upon all claims of alleged specifics. During my recent visit to San Fran-cisco I heard the president of the Pa-cific States Type Foundry claim that chronic Bright's Discase was now as curable as la grippe. I said I would like to believe it. He took me in hand. The state-ments of hundreds were exhibited to me-many were so mervice but these

many were so marvelous that they been sworn to and sealed by no-

The many were so marvelous that they had been sworn to and sealed by notaries. I then manifested a desire to see some of the parties themselves. The recoveries have been so numerous in San Francisco that we did not have to go four blocks in any one direction. In five minutes we were in the presence of one of the best-known merchants in the city. He has been in business on the same spot fifty-one years. He said he had both Bright's Disease and Diabetes and had been given up, but had completely recovered. Said he know many others who had recovered. Gave it as his belief that eightents of all cases were curable under the new specific. We next called on one of the big insurance men on Callfornia street. He said his son was swollen with dropsy from Bright's Disease and his death was daily expected when he was put on the treatment. He is now an athlete. We called on the editor of one of San Francisco's great dulites who had a physician's) case, the latter being a hopeless diabetic. In six months he was well. The head of another large insurance company on Montgomery street was next seen—he was in bed in November last in a critical condition due to chronic Bright's Disease. He was well and in his office and also told of a friend of his who was in convulsions when put on the treatment and was wow out on the street. We went to the office of an ex-Supreme Judge and also another editor, both of whom had necovered.

and also another editor, both of whom had recovered. I declined to go further. Although there ware hundreds more to see, it was useless. If human testimony from the very best people is worth anything, the books are wrong, and chronic Bright's disease and Diabetes, even in extreme cases, are positively curable. Ethics ought not to be permitted to obscure this discovery, and in the in-terest of those readers of this paper whose homes may have one of these blights upon it. I now declare the facts and will see that any of them desiring it may be sent full literature. The name of the discovery should be stat-ed. It is known as Fulton's Com-pound. Many broad physicians are using the

bound. Many broad physicians are using the new diwretic, but in view of the ter-rific annual death list in the United States from Bright's Disease (nearly 60.000), the fact that medical ethics prevent them from proclaiming the dis-covery to the world, because the form-ula is the personal property of indi-viduals, in this instance practically amounts to a public calamity.—Town and Country Journal, San Jose, Cal., July number, 1905. If anyone having knowledge of a case

If anyone having knowledge of a case of Bright's Disease or Diabetes will send us the name and address, we will see that they are sent full literature concerning this remarkable discovery. -F. J. Hill Drug Co., Sait Lake City.

ters in California waters, will be ters in California waters, will be com-posed of the Washington, Capt. Theo-dors Porter, and Tennessee, Capt. Al-bert G. Berry, sister ships, 14,500 tons; guins, 24; speed, 22 knots; and the Cali-fornia and South Dakota, 13,680 tons each; 225 knots; 18 guns, almost com-plete, with officers yet to be assigned. Rear Admiral Charles H. Stockton will command the artmored cruiser squadron, the Tennessee being his flagshir

BROWNSON KNOWS NOTHING.

Oyster Bay, N. Y., July 5.-Rear Ad-miral W. H. Brownson, who today lunched with President Roosevelt, stat-

miral W. H. Brownson, who today lunched with President Roosevel, stai-ed on reaching Oyster Bay that he did not know what ships would compose the fleel to go to the Pacific and that all he knew of the intended cruise was what he had seen in the newspapers. "The statement of Secy. Metcalf and that of Secy. Loeb," he continued, "In-dicate that a cruise may be made somewhere at some time, but that is all I know of the matter. Should the course be taken to the Pacific I think its only object would be to demonstrate how quickly the voyage can be made, and for no other purpose." On leaving Sagamore Hill the admiral said the cruising plans of the battleship feel were barely mentioned at the pres-ident's luncheou. The admiral said he would like to emphasize the point that there was no time more propitious to ascertain just what a battleship fleet could do in making an extensive cruise than a time of profound peace such as prevailed now, when, he said, the Unit-ed States has not an enemy in the world. ADMIRAL EVANS TALKS. world

ADMIRAL EVANS TALKS.

ADMIRAL EVANS TALKS. New York, July 5.-Rear Admiral Robley D. Evans, commander-in-chief of the Atlantic fleet, and who will, it is expected, be in command when the great array of battleships rounds Cape Horn for an excursion into the waters of the Pacific, spent some time at the Brooklyn navy yard today. To a representative of the Associated Press, whom he received aboard his flagship, the Connecticut, Admiral Ev-ships explained that no rush orders had been received and only routine repairs were under way. "There have been no orders to rush repairs at the Brooklyn or other navy yards." said the admiral. "The sched-ule of repairs which I laid out several months ago is still being followed. There is such a shortage of docks that we are always pushed to accomplish our work, but there is no especial rush at this time." Concerning the trip to the Pacific he said:

our work, but there is no especial rush at this time." Concerning the trip to the Pacific he said: "I have received no orders for a cruise. What may be in contemplation i, of course, do not know. It is my busiless only to do whatever the gov-ernment may require." "Admiral Evans attaches no more sig-rificance to the plans for a practise cruise that will take his great fleet around the Horn and over a cruise of theorem in the strain the strain fleet around the Horn and over a cruise of theorem is a part of the routine naval operation. It was absurd, he added, to construe the appearance of his formidable flabiling force in the territorial waters of our west coast as a demonstration to impress the friend-ity government of Japan." "It is silly to tak of war with Japan." he said. "Because some toughs wrecked a Japanese restaurant in San Francisco there is no more reason for one with china if a few hoodlums on the east side should stone a Chinese laundry."

George W. Young, a director of the trust company, was closeted with Run-yau late tonight. Later he made a statement in which he said that he hdd secured a list from Runyan showing a shortage of \$\$1,000.

Mr. Young said that Runyan had done everything in his power to straighten out matters at the bank.



oid throughout the world. Depots: London arternouse by Paris & Rue de la Pair, Aus R. Towns & C. Sydney, India, B. R. Paul, La: Caina, Hors Koss Drug Cu, Japan, Mar-La: Caina, Hors Koss Drug Cu, Japan, Mar-J. Tokie; Russis, Perrein (Apteka), Mas-dia, Tokie; Russis, Perrein (Apteka), Mas-