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AMERICAN PLAN \$3.00 PER DAY and upward. SPECIAL RATES MADE TO FAMILIES AND SINGLE GENTLEMEN.

OFFICIALS MUST EXPLAIN. District Attorney Investigating Accident to Brooklyn Bridge.

SUIT AGAINST DAVIS' HEIRS. NEW YORK, July 25.—No attempt was made today to resume full service on the Brooklyn bridge.

Plunged to His Death. CHICAGO, July 25.—John L. Collins, 33 years old, said to be a son of Rear-Admiral Napoleon Collins, prominent during the Civil War, plunged 14 stories to his death in the Masonic Temple here.

Town Wrecked by Explosion. BATUM, July 25.—A terrific explosion of petroleum today, in the most thickly populated quarter of Batum, wrecked part of the town.

Rev. O'Connor Consecrated Bishop. NEW YORK, July 25.—With all the pomp befitting the occasion, the Rev. John O'Connor, ex-pastor of St. Joseph's Church, Newark, N. J., was today consecrated bishop of the diocese of Newark.

Widow of Robert G. Ingersoll Seeks to Recover \$95,000. BUTTE, Mont., July 25.—Eva A. Ingersoll, of Dobbs Ferry, N. Y., widow of the late Robert G. Ingersoll, and administratrix of his estate, brought suit in the District Court here today against several heirs of the estate of Andrew J. Davis to recover judgment for \$95,000.

FOR SCHLEY COURT Members of Board of Inquiry About Decided Upon.

ADMIRAL DEWEY FOR PRESIDENT. Rear-Admirals Kimberly and Benham and Captain Memley, as Judge-Advocate, Almost Sure to Be Asked to Serve.

WASHINGTON, July 25.—The Board of Inquiry which is to investigate the controversial points in connection with Admiral Schley's conduct during the Spanish War will be composed of Admiral George Dewey, president of the court, and Rear-Admirals Lewis A. Kimberly and Andrew Benham. The court will meet at the Navy Department in Washington, September 12.

Secretary Long was engrafted all day in the consideration of the office of the court, seeking particularly for a suitable Judge Advocate. It was believed such a man had been found in the person of Commander John E. Pillsbury, a sailor who has the brightest reputation, professionally, and is, moreover, regarded as of a judicial temperament.

In fact, it was announced early in the day that the department had selected for the place. Later, however, on more mature consideration, his name was abandoned. It was recalled that as commander of the dynamic cruiser Vesuvius he had served under Sampson off Santiago, and, moreover, as equipment officer of the Boston Navy-Yard, was a subordinate of the same Admiral at the present time.

As to the famous "loop" of the Brooklyn, Mr. Maclay, after quoting the alleged conversation between Schley and his navigator, says among other things: "And the character of the American warship, supported by a force superior to the enemy's—a warship whose commander had expended such vast quantities of ammunition in great action, was the presence of a fashionable hotel at Hampton Roads in order to meet a worthy foe—deliberately turning tail and running away was presented."

LONG ASKED TO REMOVE MACLAY. Friends of Schley Think He Should Not Hold Government Position. WASHINGTON, July 25.—An effort has been made to secure the resignation of Mr. Maclay, the author of the "History of the Spanish War," containing the criticism.

SUMMARY OF IMPORTANT NEWS. Domestic. Steel magnates declare time for making peace with strike has passed. Page 1.

Foreign. Speakers before tuberculosis congress in London severely criticized Professor Koch's theory. Page 5.

Commercial. Portland market quotations. Page 11.

Port and Vicinity. Charter Commission fixes 25 years as limit for franchise. Page 1.

Offending Language in Maclay's History of Late War. The entire tone of Volume III of Maclay's work is highly antagonistic to Admiral Schley.

Officers of the Schley Board of Inquiry. Admiral Dewey, the hero of Manila Bay, who is chairman of the Schley board of inquiry, is the third Admiral of the United States Navy.

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VIEWED THE RIVER Visiting Committee Sees Columbia to The Dalles.

BURTON SPEAKS AT BANQUET. Urges the Creation of a United Public Sentiment in Favor of River Improvements—Reach Portland This Evening.

THE DALLES, Or., July 25.—(Staff correspondence.)—The rivers and harbors committee and the Portland and Inland Empire delegates, who met them at Lewiston, took their departure from the picturesque and prosperous Idaho city at 7 o'clock this morning.

MEMBERS OF THE SCHLEY BOARD OF INQUIRY. Admiral George Dewey. Rear-Admiral George A. Kimberly.

Admiral Dewey, the hero of Manila Bay, who is chairman of the Schley board of inquiry, is the third Admiral of the United States Navy. He was born at Montpelier, Vt., December 26, 1837.

Rear-Admiral Lewis A. Kimberly, appointed a member of the Schley board of inquiry, but who will ask to be excused on account of ill health, was born at Troy, N. Y., April 2, 1830.

Admission to the river and harbors committee was accompanied by the Congressmen F. W. Cushman and W. L. Jones, of Washington; M. A. Moody and T. L. Glenn, of Idaho, and Senator Henry Heitfeld, of Idaho.

The trip down the river was devoid of interest except that the committee were kept busy examining the river and noting the occasional shoals and riffles that may need attention.

Who was one of the speakers at the banquet. In addition to the rivers and harbors committee the party was accompanied by the Congressmen F. W. Cushman and W. L. Jones, of Washington; M. A. Moody and T. L. Glenn, of Idaho, and Senator Henry Heitfeld, of Idaho.

Stop at The Dalles. The Dalles was reached at 7:30, and at 9 o'clock the party went on board the steamer Regulator, which had been tastefully decorated for the occasion.

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LIMIT AT 25 YEARS Charter Commission Agrees on Life of Franchises.

CITY MAY TAKE PROPERTIES. Chairman Mills Tells of the Progress of Portland in the Past 19 Years and Says Greater Development is Certain.

The Charter Commission last night declared the city's title to be inalienable to all water from wharves, streets, streets, etc., which it now owns or which it may hereafter acquire; put a 25-year limit on franchises, and affirmed its right to take over all franchises upon expiration of the time limit.

Sections 1, 2 and 3 of the utilities committee's report were considered in committee of the whole. Frederick V. Holman, who led the opposition, which, he said, was absolute control of the city, by take over franchises.

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