

# GRAND CHIEFS

## By Trust Deed Britain Grants Also Subsidies for Quicker Mails and War Services.

# TO RUN FOR TWENTY YEARS

## Best Steamships To Be Utilized and Vessels To Be Maintained Under the British Flag.

LONDON, Tuesday.—The agreement between the Admiralty, the Board of Trade, the Postmaster General and the Cunard Steamship Company, dated July 30, is issued in a Parliamentary paper this evening. Accompanying the agreement is the draft of a trust deed securing the debenture stock on which the government's advance of \$13,000,000 for building the two new steamships is made.

The new mail carrying agreement substitutes for payment by weight, a fixed annual payment of \$3,000,000 during the life of the contract, which is for twenty years, dating from the first sailing of the second of the two new steamships.

MAILS TO BE CARRIED MORE SPEEDILY. It provided that the mails shall be carried more speedily than at present. The company will be bound to utilize the best steamships for the mail service, and the agreement stipulates for deductions from the subsidy in the event of the company failing to carry out the terms of the contract.

All the company's steamships between Liverpool, New York, Boston, the Mediterranean ports and Havre, including the new steamships, which will have a speed of twenty-four to twenty-five knots, will be at the disposal of the Admiralty, for hire or purchase, in the event of war. The vessels must be maintained under the British flag and managed without any undue increase in freight rates. The company must also employ British subjects. The masters, officers and engineers of all the vessels must always be British subjects, and the crews, must belong to the Royal Naval Reserve.

FOR CONVERSION INTO ARMED CRUIZERS. The company is not allowed to sell any vessel whose speed is seventeen knots and upward without the consent of the government, which will indicate the plans for the new vessels with a view to their conversion into armed cruisers. The company must maintain the gun mountings, etc., ready for use.

For these concessions the government agrees to subsidize the new vessels at \$15,000 per year each. The loan of \$13,000,000, which will be repaid in twenty annual instalments, will rank as the first charge on the whole Cunard fleet and will be secured by the debenture stock. The agreement provides for a reduction in the subsidy for the new steamships in the case of their failure to attain a minimum speed of 24 knots.

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The revised articles of the Cunard company, which are included in the Parliamentary paper, are more stringent than those previously called, stringently excluding foreigners from holding shares in the company directly or in trust.

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# STEEKS PASSES

## Chinese Government Formally Demands Extradition of Shanghai Reformers.

# DOWAGER EMPRESS' ORDERS

## Apologists Admit She Caused Shen Chien To Be Beaten to Death, as Beheading Was Too Mild.

PEKING, Tuesday.—The Chinese government has addressed a note directly to the Foreign Ministers requesting the extradition of the editor and staff of the Sui-pao, the Chinese reform organ at Shanghai, who are charged with seditious writings, thus reinforcing the demand of the Shanghai officials upon the Consuls.

The demands state that the prisoners are wanted for execution. A trial is not mentioned, and it is there inferred that the authorities propose to dispense with such a formality. The opinion continues intense on this affair and all newspapers published at the treaty ports exhort the Ministers to refuse the demands. The supporters of Dowager Empress have adopted an apologetic tone and assert that the severity of the whipping administered to Shen Chien, the reformer journalist who was executed at Peking July 31, has been exaggerated and that he was strangled before he suffered greatly. All are forced to admit, however, that the Dowager Empress ordered Chien to be beaten to death, and that the beheading which followed was too mild a punishment.

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# ASPHAL PAVEMENTS SHOULD NOT BE LAD

## BRUE NEGLIGENT DESPITE LEATHER

# THE INSPECTORS AT FAULT

## Defiance of Law and Poor Methods of Laying Asphalt Passed Over by Officials.

Defects in the asphalt pavements of New York were pointed out yesterday by a special inspector who has had many years' experience. In a tour of the principal thoroughfares of the city he indicated numerous faults in construction which should have been prevented by the care of the contractors or by the rigid enforcement of the specifications on the part of the city inspectors.

Chief among the causes of breaks in the asphalt is the improper filling of trenches and excavations. It is necessary to put in pipes and conduits. Throughout the city there are examples of patching so badly that they are constantly in danger of danger, such as the unsightly ridges which fill Malden lane.

Inspector Livingston says that this year his department and other branches of the city government have given twelve thousand permits to dig up the streets, and this has made it almost impossible to keep the pavements in good condition.

INSPECTORS AT FAULT. "This condition," said the paying inspector, "could be remedied by more competent inspectors paid closer attention to the companies which tear up the streets. The law requires that the contractor must leave the earth in the same condition in which they found it, but they seldom do. The earth should be tamped and at least the surface should be smoothed with two shovels. The earth must also be put back when it is dry, for when it is wet there is always a later slipping and sinking."

Examples of badly filled in trenches were pointed out in West Thirty-sixth street, in West Fifty-eighth street and in Third street, where the unsightly ridges of paving stones projected above the surrounding asphalt.

Numerous ruts and depressions were pointed out as the result of careless work when the pavements were first laid. Asphalt is a soft material and it wears unevenly and it wears even. The breaks and ruts are due to the fact that the traffic has found the weak places in the armor of the asphalt.

The first requisite for a good asphalt pavement is the foundation. The best foundation for concrete is a mixture of broken stones, cement and sharp sand. This when properly mixed and tamped makes a firm base for the asphalt pavement. In the case of the asphalt pavements of the city are laid on a foundation of paving blocks, which in turn are supposed to rest upon six inches of sand. This type of pavement has no breaks in it than that which is founded on concrete, for there is a greater opportunity for ruts and depressions.

In Sixth avenue near the Herald Building and in East Thirty-third street near Madison street, the asphalt is laid on a foundation of paving blocks, which in turn are supposed to rest upon six inches of sand. This type of pavement has no breaks in it than that which is founded on concrete, for there is a greater opportunity for ruts and depressions.

Both kinds of foundation construction may be studied within a short distance of Herald square. In the case of the asphalt pavement of the city are laid on a foundation of paving blocks, which in turn are supposed to rest upon six inches of sand. This type of pavement has no breaks in it than that which is founded on concrete, for there is a greater opportunity for ruts and depressions.

On the top of the foundation the asphalt and asphalt heated to a temperature of 325 degrees Fahrenheit and laid on hot. The asphalt is then rolled to a thickness of two inches and rolled to a thickness of three inches.

It is understood that the agreement will be tabled in the Commons at an early day and may be debated simultaneously with the Cunard agreement.

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# THE FUND GROWS

## Prospects Are That It Will Pass the \$7,000 Mark This Week.

# BENEFIT CONCERT PLANNED

## Entertainments Under Way at Summer Resorts Give Promise of Encouraging Results.

HERALD FREE ICE FUND. American Ice Co. ... 1,000 tons of ice previously acknowledged. \$8,485.50

It looks as though the Herald's Free Ice Fund would cross the seven thousand dollar mark this week in spite of the cool weather that has come to make the city extremely comfortable in early August. Yesterday it went past the halfway mark between the thousands, and expected returns from entertainments will likely carry it to the goal.

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