



PETER PAN THE HERO. RACES TO TURF FAME.

Monster Crowd Goes Wild When He Wins Brighton Handicap.

Table with 2 columns: Race Name, Amount Won. Includes entries like 'May 16, Withers Stakes, second, \$1,000'.

James R. Keene's Peter Pan set the seal on his greatness by winning the twelfth running of the Brighton Handicap of \$25,000 at Brighton Beach yesterday.

Hereafter through the years of turf struggles this royal son of Commando-Cinderella may be referred to as the "mighty Peter Pan."

He took up 115 pounds, and, conceding weight, according to the scale, to every horse in the race, overcame the handicap of being carried wide on the first turn and forced to run on the outside of his field.

Peter Pan won by a neck from McCarter, with Montgomery a scant length away, while four lengths back Dandelion headed the pack.

Peter Pan was, by no means, a new arrival in the turf. He had been racing since he was a yearling.

MONSTER CROWD SEES RACE. Under the promise of a stirring race for the fastest handicap of the year, and with weather conditions so high perfect, fully forty thousand persons crowded and jammed the inclosure at Brighton Beach to see the race.

The grandstand was a solid mass of humanity. Every nook and corner was occupied. From clubhouse to field was stretched a solid mass of humanity.

Standing in the top row of the grandstand it looked like a hundred thousand. Every nook and corner was occupied. From clubhouse to field was stretched a solid mass of humanity.

PETER PAN THE FAVORITE. Fourteen horses went to the post for the big race. Beacon Light, which ran second in the Brooklyn Handicap and third in the Suburban Handicap, was scratched because he had pulled up slightly lame after his final workout for the race.

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PETER PAN BEATING MC CARTER AND MONTGOMERY IN BRIGHTON HANDICAP.

(Photograph by Pictorial News Company.)



TOO FEW TUBE TRAINS.

CITY CLUB INVESTIGATES.

Says if Subway Were Operated Right Crowding Would Decrease.

By an investigation by experts extending over three months the City Club has verified the oft-repeated charge that the Manhattan subway is not being used to its full capacity during rush hours.

Actual observation has shown that the Interborough Rapid Transit Company is able to run only nineteen express and twenty-six local trains to the hour during the heaviest rush hour traffic.

During the hours of heavy traffic on Sunday southbound express trains have only five cars, and instead of twenty-eight being run to the hour there are only thirteen.

Grand Central Station was selected as the point of observation because there the limit of overcrowding is reached during the heaviest traffic on both north and south bound trains.

49,725 STRAP HANGERS AN HOUR.

It was found that between 4:30 and 5 o'clock thirteen trains passed, carrying 5,336 passengers, of whom 72 were without seats.

Had the company been able to shorten up the train stops at stations during this period of two hours and a half by handling the crowds more expeditiously it would have been possible, so it is held, to run the regular scheduled number of trains during that period.

A similar test of the Sunday express train traffic, made on June 16, at the 73d street station, showed that between 10 and 11 o'clock the morning only thirteen five-car southbound trains passed the station.

TRAIN STOPS TOO LONG.

The present average length of the stops at stations by express trains in the subway service is almost fifty-two seconds.

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YAMAMOTO ON EDITORS.

Much Depends on Papers, He Says—Urges Work for Peace.

(By Telegraph to The Tribune.) Philadelphia, July 13.—Admiral Baron Yamamoto, who came to this city to-day and visited the ship yards, talked in an entirely pacific strain as he discussed the relations between his country and the United States.

"The question is entirely one for this country to answer," he said. "It is not for me to express my feelings. America is a country which has long had friendly relations with Japan."

"But it depends upon your pens, gentlemen. I want to impress on the editors of newspapers that they cannot be too careful with what they write about the two countries. I want to impress upon them that they must understand the conditions of the two countries thoroughly before they write."

"The friendly relations between the two countries are of such long standing that I think this passing storm should be thrown into the waters of the Pacific Ocean. I cannot think that this one passing incident can in any way come between the long standing friendship and cordiality between the two countries."

"Broad street here is always a busy thoroughfare, but to-day it was more than usually congested because of the large number of out-of-town visitors to the Elks' reunion and convention."

"The visitors and their escort entered automobiles at the station and were driven to the Chestnut street landing, where they boarded the government tug Samost, which conveyed them to the New York Shipbuilding Company's plant at Camden."

"The admirals and his staff were up and about early yesterday morning at the Holland House, and at 7:30 were ready for their scheduled trip to Philadelphia."

"On the return of the party last evening to this city, after dinner at the Hotel Hamilton, Admiral Yamamoto and his staff expressed themselves as well pleased with what they had seen of American shipyards."

CAT SAVES SIX FROM ASPHYXIATION.

(By Telegraph to The Tribune.) Meriden, Conn., July 13.—The plaintive meowing of a pet cat saved Mr. and Mrs. Albert Kutzberg and four of their children from asphyxiation at their home at Middletown early to-day.

"The cat, a white one, named 'Eddie,' was in a room when the gas began to fill the house. It was the first sign of the gas, and it was the meowing of the cat that saved the family."

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HAS RABIC ANTITOXIN.

CURE IN SECOND STAGE.

Pasteur Institute Receives Word from Paris of Discovery.

A new antitoxin, which, according to the officials of the Pasteur Institute of this city will be known as the "rabic antitoxin," has just been perfected.

"Because of the newness of the discovery the serum has not yet been used in this country, but a large quantity of it is on the way from Paris for the Pasteur Institute in West 23d street."

"According to Dr. Wheeler, who is acting director during Dr. Rambo's absence, the serum will be administered by the same method as the tetanus or diphtheria antitoxins, which are injected hypodermically."

"It is a wonderful discovery," said the physician, "and it will take only one-half the time to cure a person in the first stages. Heretofore it was many days before we could safely pronounce a patient entirely well."

"For many years medical men have been trying to solve the problem of obtaining a direct cure for hydrophobia. Several attempts have been made. Surgeons have experimented on dogs, such as the calf and rabbit, to get the serum, but with no success."

"From what I have learned of the experiment the medical profession in Paris, they first inoculated a sheep with anti-rabic virus. When the animal is thoroughly affected with the virus the blood is taken from it. Through a chemical process the serum is then made."

"Dr. Wheeler said that the new remedy was the fourth serum, which is used for four distinct dangerous diseases. The other three, which are also practically new, are the tetanus, streptococcus and diphtheria serums."

"We can with this new serum cure cases in the second stage of the disease," said the physician. "Heretofore it has never been known that a person's life had been saved after the disease had developed in its second stage."

"The attempt of the Confederation of Labor to hold a big anti-militarist meeting at the Tivoli Vauxhall was almost a dead failure. The arrangements of Gustave Hervé and other agitators, who attempted to prove that the military review to-morrow is a mobilization with the purpose of intimidating the proletariat, fell flat amid the popular rejoicing."

RACE FOR BOY'S LIFE.

Mrs. Laura Schroeder, of No. 55 West 71st street, and her husband, who have a summer home at Newport, R. I., in hope of saving their nine-year-old boy's life, chartered a train yesterday and brought him to the Pasteur Institute.

"The boy was bitten some time Thursday evening by a dog belonging to a wealthy family living near by."

"The boy was passing the place at the time, according to the report to his parents, when a big dog jumped out and bit him on the leg."

URGES CASTRO TO REPLY.

Mr. Root Will Not Accept First Answer to American Demands.

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MR. HARRIMAN ON REPORT

Calls It "Political Document and Part of Personal Pursuit."

Mr. Harriman, speaking by telephone from Arden last night of the report of the Interstate Commerce Commission, said: "From what I am told, the report is a political document, and part of a personal pursuit of me. The tone of the report and the method of promulgation show that it is a political document, and part of a personal pursuit of me."

"I am informed by those who have examined it more carefully than I have, that it is a political document, and part of a personal pursuit of me."

"The method of furnishing the report to the newspapers, referred to by Mr. Harriman, is a matter of public speeches and messages of the President."

SCHOONER SUNK.

Rammed by Another Off George's Shoals—All Saved.

News of the sinking of another Boston fishing schooner was brought in yesterday, when the Russian steamer Sartov arrived, carrying the crew of the Shepherd King, which was run down and sunk off the Georges Shoals on Friday morning.

"The Shepherd King was sixteen days out from Boston, on her home port, with eighty-six big swordfish aboard. Thursday night the weather got foggy. Friday morning she was heading eastward, a sharp lookout aloft. One man was just ahead of the schooner in a dory when she sighted the outline of a big steamer dead ahead."

"The schooner struck the steamer's bow and was crushed. The crew was saved. The schooner was carrying a cargo of swordfish worth \$25,000."

PARIS MAKING MERRY.

The National Holiday—Labor Demonstrations Fail.

Paris, July 13.—Paris is decorated to-night with flags and bunting for the national anniversary to-morrow. The popular merry-making began this evening with the street balls in which pleasure-loving Parisians take such delight.

"The attempt of the Confederation of Labor to hold a big anti-militarist meeting at the Tivoli Vauxhall was almost a dead failure. The arrangements of Gustave Hervé and other agitators, who attempted to prove that the military review to-morrow is a mobilization with the purpose of intimidating the proletariat, fell flat amid the popular rejoicing."

FATHER CHARTERS SPECIAL TRAIN TO BRING DOG'S VICTIM TO PASTEUR.

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EIGHT-HOUR LAW FINES.

Bridge Company Pays \$1,500 in Washington Police Court.

Washington, July 13.—The Penn Bridge Company, which has under construction a bridge in this city, paid fines aggregating \$1,500 in police court to-day for violation of the eight-hour law, of which it was convicted some months ago in three separate cases.

Continued on eighth page.

HARRIMAN REPORT OUT

HIS METHODS ARRAIGNED

Commerce Commission Makes No Recommendations as to Prosecution.

Washington, July 13.—The Interstate Commerce Commission made public to-day a report on the inquiry into the railroad operations of Edward H. Harriman and the so-called Harriman lines which has been in progress for several months. The report, which was written by Commissioner Franklin K. Lane, is the unanimous expression of the commission. Copies have been transmitted to President Roosevelt and the Department of Justice.

"The commission expects that the President and Attorney General Bonaparte will decide from the statement of facts given in the report whether or not the government will institute any sort of proceedings against Mr. Harriman or the corporations involved in the inquiry. No recommendations that either criminal or civil prosecutions be instituted as a result of its inquiry are made by the commission."

"The conclusion drawn is that the joining of the Southern Pacific and Union Pacific has resulted in stamping out transcontinental and transpacific competition in the carrying trade. The recommendations are that a railroad corporation's business should be confined to transportation and it should not invest generally in the securities of other carriers; that a railroad is acting unlawfully and against public policy in acquiring control of parallel and competing lines; and that the time has come for legislation to control the issue of securities by railroads engaged in interstate commerce."

SUMMARY OF THE EVIDENCE.

The report is an exhaustive summary of the evidence taken at the hearings held by the commission in the course of its inquiry. It enters fully into a discussion of the policy pursued by Mr. Harriman in obtaining and maintaining control of the various lines in the Harriman system and presents a fairly complete history of the operations of these lines. Extracts from the testimony of Mr. Harriman are given to show, as stated in the report: "That it is only the law which prevents the concentration into Mr. Harriman's hands of every railroad line lying between Canada and Mexico is the frank admission of Mr. Harriman himself made at the hearing. To gather under one hand all existing transcontinental lines, or as many as possible, and to exclude the coming of all competitors became manifestly the Harriman policy, which was inaugurated in 1901 by the issuance of \$100,000,000 of convertible bonds by the Union Pacific."

Mr. Harriman's eventual control of many of the competing transcontinental lines was prevented, it is pointed out, by the Supreme Court's decision in the Northern Securities case. It is said in the report that it has been no part of Mr. Harriman's policy to permit the properties brought under Union Pacific control to decline, as in every case they are better to-day than they were when Mr. Harriman acquired them.

Particular stress is laid by the report on the elimination of competition in transcontinental business among the Harriman lines, and the commission indicates that that is a matter of large significance developed in its inquiry.

THE "ALTON DEAL."

Special reference is made to the deal by which Mr. Harriman obtained control of the San Pedro road and to the manipulation of the Chicago & Alton, a careful synopsis of the financial operations in both instances being given. Concerning the Chicago & Alton transaction the commission says: "It was admitted by Mr. Harriman that there was about \$60,000,000 of stock and liabilities issued, against which no property had been acquired, and this is undoubtedly an accurate estimate." The commission further says concerning the Alton deal that "it is evident that its history is rich in illustrations of various methods of indefensible financing."

There are sharp comments on the capitalization of the Chicago & Alton. Referring to the fact that \$27,477 of coupons on prior mortgage bonds that should have been paid were carried as an asset, Mr. Lane says, "Thus in fact turning a debt or obligation of the company, which should have been paid and cancelled, into an asset, and capitalizing the same." Again, in speaking of the liabilities of \$113,804,000 placed on the same road, the report says it was "an increase of \$1,000,000 of the \$100,000,000 of Union Pacific convertible bonds, one-half of which was retained by them and the other half given to the syndicate to whom the bonds were sold. On the 750,000 shares of Southern Pacific which the Union Pacific purchased at \$50 1/2 a share the same banking house received a commission of \$2,250,000. They received a 10% commission of \$2,250,000 on the \$22,500,000 of Alton stock sold to the Union Pacific at \$50 a share. It is significant that a member of this firm refused to disclose the extent of its interest in these securities."

PACIFIC RAILROAD OPERATIONS.

The report deals principally with transactions of the Union Pacific Railroad and Southern Pacific companies, with their purchase of the stock of various other common carriers. Commissioner Lane points out that within three years after the reorganization of the Union Pacific in 1897 Mr. Harriman, as chairman of the executive board, possessed powers that were "well-nigh absolute." He shows that Mr. Harriman was permitted to act without the consent of the four other members, and adds: "It may fairly be said, therefore, that the policies and purposes of the Union Pacific have been those of Mr. Harriman. The Union Pacific and Southern Pacific have gained since its reorganization control of every line of railroad reaching the Pacific Coast between Portland on the north and the Mexican border on the south," except the Santa Fe Line. Mr. Harriman's testimony that he would permit it is quoted. Mr. Lane states he held that the stock of the Santa Fe is controlled by the Union Pacific, and that such control "has not been without effect."

The Southern Pacific company, which is a holding corporation, is listed as owning a controlling interest in the Southern Pacific, the Great Pacific, the Oregon & California Railroad and the San Pedro line, which was projected by Senator Clark to be run from Salt Lake City to San Pedro Harbor, but which, the report remarks, "Mr. Harriman stopped and absorbed."

"In addition," the report continues, "the Union Pacific controls every regular line of transpacific steamships operated out of the Pacific Coast ports south of Puget Sound; also the Pacific Mail Line, plying between San Francisco and Panama, and the Morgan Line of freight and passenger carriers, operated between New York City, Havana, New Orleans and Galveston."

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