New-York Tribune.

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VOL. LXVII....No. 22,211. Showers to-day and to-morrow; fresh south winds. NEW-YORK, SUNDAY, SEPTEMBER 8, 1907.—FIVE PARTS.—FIFTY-EIGHT PAGES. PRICE FIVE CENTS.

BEAR HUNT IN PROSPECT

THE PRESIDENT INVITED.

Coming Trip May Be Prolonged for Sport in Louisiana.

[By Telegraph to The Tribune.]

Oyster Bay, Sept. 7.—The President may go on a bear hunt into the Louisiana cane brakes at the conclusion of his trip down the Mississippi River early in October. A party of men, said to be practically the same as those who entertained him at Smedes, Miss., four or five years ago, have written him a number of urgent letters, in which they have written tempting pictures of the game that i swaiting for his rifle. They have pleaded their cause so well that he is seriously considering the matter.

If he can arrange White House business so that he will feel free to postpone his return to Washington for a week or ten days beyond the date originally set, he will in all probability try his luck at Southern bears once more. His would-be hunting companions have assured him that he will see more bears than he did at Smedes.

It will be remembered that he did not get a single shot at a bear in Mississippi, and his non-success was a matter of great disappointment to those who had arranged the hunt. They felt that they were in a measure to blame for the shyness of Bruin, and begged the President to try it again at some future time. The President agreed, and said that he would be glad indeed to go on another hunt with the same party as soon as opportunity presented itself.

His journey down the Mississippi River as far as Vicksburg is believed to be this long hoped for chance; and his former hosts have written urging him to keep right on down the Father of Waters until he reaches Louisiana.

Among those who constituted the party that entertained the President upon the bear hunt at Smedes were Stuyvesant Fish, former president of the Illinois Central Railroad; Judge Dickinson, chief counsel of the same railway system; John W. Parker, a wealthy cotton planter, and John McElhenny, now a member of the Civil Service Commission.

The President's fruitless hunt for big game in Mississippi marked the origin of the Teddy bear craze. His non-success struck the newspaper cartoonists as a fine opportunity for pictured fun, and for months they drew bears in every scene with the President. The idea was then adopted by the toymakers, who reaped a richer harvest than the cartoonists, and who are still collecting fat dividends on their investments.

RESIGNS UNDER FIRE.

Broome County Treasurer Quits on Eve of Hearing.

[By Telegraph to The Tribune.]

Binghamton, N. Y., Sept. 7.—The resignation of David B. King, Treasurer of Broome County, was filed with the County Clerk just as the office was closing at noon to-day, and caused a sensation. Mr. King had been subpœnaed by a special messenger from Governor Hughes yesterday to appear in Albany on Monday, and explain certain alleged misappropriations of funds discovered by the State Controller's assistants in going over the county books and which resulted in Mr. King's arrest a week ago. By filing his resignation at this time he avoids the necessity of appearing in Albany.

In a statement given out by his counsel, it is announced that the resignation was decided on for the reason that common law practice is not followed in appearing before the Governor and there is no appeal from that executive's decision. As the charges Mr. King would have to answer are identical with those on which he is to be prosecuted, a defence at this time was not considered wise.

It is expected that Governor Hughes will appoint a County Treasurer early in the coming week.

BODY IN BOX NOT PETER LAMANA.

Father of Kidnapped Boy Returns to New Orleans After Trip in Disguise.

[By Telegraph to The Tribune.]

New Orleans, Sept. 7.—Peter Lamana, the wealthy Italian who disappeared after his son was kidnapped and murdered, returned to his home here to-day, saying that he had failed to find any clew in St. Louis and Chicago of Italians implicated in the case. He went to St. Louis secretly, disguised as a laborer, because, according to reports, the fugitives had been seen there.

The murder and mutilation of an unidentified man in St. James's Parish, whose body was found in a box in the river, has aroused the inhabitants, and the authorities rounded up several more Black Hand criminals to-day.

LAUNCH RUNS DOWN A ROWBOAT.

Seven Laborers Thrown Into the Harlem and One, a Negro, Is Drowned.

By a collision late yesterday afternoon on the Harlem River between a naphtha launch owned by Walter Elmendorf, of No. 422 Third avenue, and a rowboat, in which seven laborers were returning from work on the new bridge, at 181th street, Jeremiah Mangum, a negro, of No. 554 West 126th street, lost his life.

The boat slipped out from behind a stone abutment at 181th street, just in front of the launch, in which were the owner and a party of friends. The engineer reversed the engine, but the margin allowed was too small, and the rowboat was overturned.

Mangum did not reappear, and up to a late hour last night the body had not been found. The others were rescued by a boat from the launch. Mr. Elmendorf was arrested on a technical charge of homicide, but was later paroled, to await an inquest by Coroner McDonald, of The Bronx.

LEAD AND ZINC MINES TO CLOSE.

Action Contemplated by Missouri and Wisconsin Ore Producers.

[By Telegraph to The Tribune.]

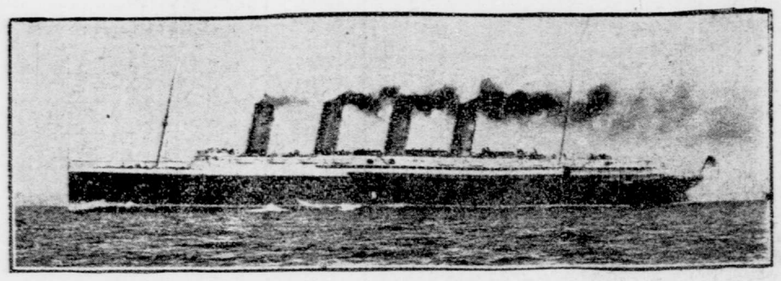
Milwaukee, Sept. 7.—A large meeting of mine operators and ore producers was held at the City Hall of Webb City, in the Joplin district, this week for the purpose of making a shutdown for one-half or more of the lead and zinc mines in Missouri. Wisconsin mines will take the same step this week.

The object is to offset the action of the zinc smelting furnaces, especially those controlled by Zinc Trust people, who have crowded down the prices of zinc ore even while the demand for spelter is increasing. Nearly a hundred mines are in the Missouri combination. The total curtailment will be 5,900 tons a week. Some of the mines in the combination break out 1,700 tons of ore a day.

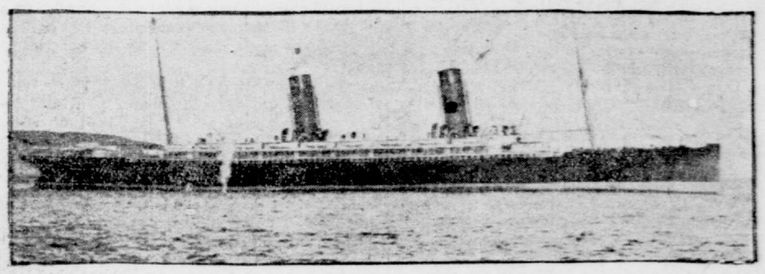
DEWEY'S CLARET OR SAUTERNE PUNCH.
Ready to serve, for all social events.
H. T. Dewey & Sons Co., 138 Fulton St., New York.
—Advt.

GIANT CUNARD STEAMSHIPS RACING ACROSS THE ATLANTIC.

THE LUSITANIA.



THE LUCANIA.



URGES REGARD FOR LAW

Atlantic Mutual Insurance Co. Head Upholds President's Trust Plans.

Anton A. Raven, president of the Atlantic Mutual Insurance Company, is one of the prominent men in the financial district who believe that great good to the country will result from the administration's insistence upon compliance with the law by corporations. Mr. Raven said yesterday to a Tribune reporter:

"The gravest menace to the welfare of the United States to-day is the general disregard for law and authority. This feeling of contempt is manifested on every side. You can find a familiar example in the daily crush at the Brooklyn Bridge, where the rights of individuals and the reasonable regulations of the railway company alike are ignored; or on the trolley cars, where men smoke although the posted rules forbid smoking. The frequency of lynchings and the violence accompanying many strikes are proof of the same tendency.

"President Roosevelt has been severely criticised for his policy of prosecuting corporations which the Department of Justice has reason to believe have broken the laws, and it may be that in the carrying out of that policy hardship may have been worked in some instances. But when the time arrives, in years to come, for a dispassionate judgment to be formed of the acts of the present national administration, that judgment will, I believe, be that the policy of Mr. Roosevelt regarding corporations resulted in vastly more benefit than harm; and high credit will be awarded him for his successful effort to compel obedience to the law on the part of powerful combinations of capital, to proceed against which has required the exercise of no ordinary degree of courage. In forcing the corporations to respect the law, President Roosevelt has given an impressive and much needed lesson to the poor as well as the rich."

"What do you think of the business outlook here and abroad?" was asked.

"The situation will correct itself, both in this country and in Europe," answered Mr. Raven. "I don't believe that we are to have a long continued period of severe business depression. The present check should be welcomed, for if the inflation of values and expansion of business had not been stopped there would before long have come an explosion compared with which, for disastrous results, the bursting of the South Sea bubble would appear a trifle."

TRACTION CASE UNDONE.

Federal Court Reverses Decision of Judge Grosscup in Chicago.

Chicago, Sept. 7.—The order recently entered by Judge Grosscup in the United States Circuit Court, directing the receivers of the Union Traction Company, which operates the streetcar systems on the North and West sides of the city, to turn these properties over to a new corporation called the Chicago Railways Company for twenty years, was reversed to-day by the United States Court of Appeals.

The decision of the higher court remands the case to the United States Circuit Court and leaves the traction situation where it was before the formation of the Chicago Railways Company. It was the opinion of the Court of Appeals that Judge Grosscup had no power to give possession to the Chicago Railways Company without the consent of the bondholders and stockholders of the underlying companies, and that the only manner in which the railways company can get possession of the traction properties is through negotiations with the stockholders and the bondholders.

The City Council passed an ordinance some time ago granting to the Chicago Railways Company the right to operate the streetcar systems on the North and West sides of the city. This ordinance, in the opinion of Justice Brewer, of the United States Supreme Court, who read the decision, was fair and should have been put in operation. The court held, however, that the wisdom of such a decision, or even public necessity from a business point of view, could not be taken into consideration, as the interests of the private property holders were the paramount points at issue.

The action taken by the Court of Appeals hinged entirely on the question of jurisdiction. The power of Judge Grosscup to issue the order in favor of the Chicago Railways Company was the only thing assailed. The opinion of Judge Brewer praised the wisdom of the order issued by Judge Grosscup, but declared that legally it was wrong.

The ordinance passed by the City Council in favor of the Chicago Railways Company has never been formally accepted by that corporation, and as the time for its acceptance expires by limitation on September 14, it will be impossible for the company to obtain possession of the properties by negotiation with the stockholders and bondholders by that time. The entire traction situation, therefore, reverts to the period when the properties were held by receivers, and before the proposed unification of the North and West side lines was contemplated.

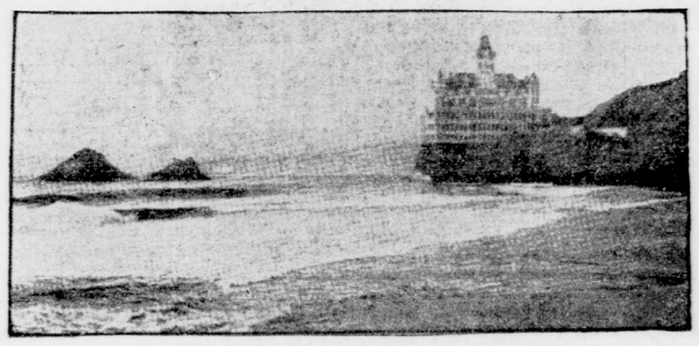
HURT IN HAMMER THROW CONTEST.

Leg of John Walsh, a Judge of Athletics at Jamestown, Fractured.

Jamestown, Va., Sept. 7.—Judge John Walsh, of New York, one of the judges in the Amateur Athletic Union championships, was struck today and had his leg fractured during the hammer throwing contest.

He was standing close to John Flanagan, of the Irish American Athletic Club, who was whirling the heavy hammer for the put. The hammer struck the ground, slipped from Flanagan's hand and struck Mr. Walsh on the leg. The cracking of the bones in his leg was heard as he fell to the ground. He was attended by physicians and afterward sent to Pocohontas Hospital.

The greatest tourist thoroughfare in America. Hudson River Day Line. Unsurpassed service.—Advt.



CLIFF HOUSE AND SEAL ROCKS.
Famous California hotel destroyed by fire.

CLIFF HOUSE BURNED

Famous California Hotel Blackened Heap of Ruins.

San Francisco, Sept. 7.—The Cliff House, San Francisco's first attraction for tourists, was burned to the ground to-night. The fire left only a blackened heap of ruins in place of the wooden structure that overhung the Pacific Ocean, just outside of the Golden Gate.

The Cliff House had been closed for some time for repairs. Workmen left the place at noon, and how the fire started is not known. This is the second Cliff House to be destroyed by fire. The building which was burned to-day was built a dozen years ago by Adolph Sutro, of Sutro tunnel fame. The hotel was owned by the Sutro estate, and was valued at $50,000. John Tait, the lessee, estimates his loss at $50,000, minus $35,000 insurance.

The Cliff House was built on a rocky promontory, directly above the washing waves of the Pacific Ocean, and its broad verandas afforded a close view of the seals disporting on Seal Rocks, near the shore. From this point also one could watch ships entering and leaving San Francisco Harbor through the Golden Gate to the right and see the endless waters of the Pacific Ocean to the left.

The magnificent Sutro baths near by were not damaged.

TWENTY-SEVEN KILLED.

Many Miners Injured in Fire in Esperanzas Shaft.

San Antonio, Tex., Sept. 7.—A dispatch to "The Express" from Monterey says that news reached that city from Musquiz, Coahuila, today that another fire has occurred at the Esperanzas mines, in which twenty-seven miners were killed. The fire originated in No. 1 shaft and is supposed to have been caused by firedamp. A number of medical men are at work doing all in their power to alleviate the sufferings of the wounded, while every effort is being made to get the bodies of the dead miners out of the mine. There is consternation among the miners employed at Esperanzas on account of the number of fires that have occurred there recently.

NAB BOWERY SPEEDERS.

Police Catch Fourteen in Two Hours While Sightseers Look On.

Determined to break up automobile speeding on the Bowery and lower Third avenue, Sergeant Casey, of the Mercer street station, mounted on a motor bicycle, and Bicycle Patrolmen Gibson, Pierce and Cunningham, of the same station, last night arrested fourteen men for speeding in a little less than two hours. Several chauffeurs escaped, but the police got their numbers.

First to land in the net last night was Emil Kerereneu, of No. 102 West 79th street, chauffeur for Solom W. Wertheim, of the Hotel San Remo, Central Park West and 75th street. Sergeant Casey says the machine was going at the rate of thirty miles an hour. Bail was furnished.

Dr. Charles Bellows, of No. 149 Hancock street, Brooklyn, was arrested after a long chase. The automobile had reached the middle of the Williamsburg Bridge before it was stopped. Dr. Bellows was taken back to the station house and furnished bail.

An enterprising man in charge of a sightseeing automobile, which was filled with passengers, addressed them as follows:

"Now, ladies and gentlemen," shouted the megaphone man, "you have before you a chase. The man on the motorcycle is a policeman. He is trying to catch the man in the automobile, who, you can see, is breaking the speed limit."

A moment later Gibson flashed by on his wheel in pursuit of an automobile. The megaphone came into use again.

Among the others arrested were Joseph Fartue, chauffeur for E. J. Travis, of Tarrytown. Mr. Travis and two women were in the car. A chauffeur for E. R. Bradley, a bookmaker; Jeffery O'Flynn, chauffeur for G. F. Hulburt, of the Grand Hotel, Broadway and 31st street, and the chauffeur for J. B. Regan, manager of the Hotel Knickerbocker, were also arrested. All furnished bail.

Fourteen arrests were made in all. The chauffeurs or their employers all furnished bail.

FOUND MURDERED IN A STABLE.

James Cash, a dealer in fertilizer, was found dead in a stable at No. 432 East 108th street last night, and is believed by the police to have been murdered. The stable is owned by a man by the name of Rudder.

Cash started to work there about 8 o'clock last evening. Two hours afterward Donnelly, who assisted him, while in front of the building heard some dogs barking in the rear. He went inside and could not find Cash. After a search the man was discovered in the back part of the stable with his face downward.

He was severely cut about the face and body with a knife. The police from the East 104th street station were informed, and are now looking for traces of the murderer. As the man was not believed to have any money with him, it is difficult to find a motive for his murder unless it was revenge.

AFTER ALL, USHER'S THE SCOTCH that made the highball famous.—Advt.

SUICIDE ON "L" TRACKS

Brooklyn Crowd Fights to Get Mementos of the Tragedy.

Not for months has the morbidness of a crowd been more strikingly emphasized than it was yesterday in Brooklyn, when Edward C. Halbach, a stenographer, killed himself after a quarrel with his sister. He threw himself under an elevated train at the Halsey street station of the Lexington avenue line. The train swept on, stopping when his body was imprisoned beneath the rear trucks of the first car. Only a part of the body was there, however, for several pieces fell into the street below. Then for three hours, while the "breakdown" gang of the road, the police and the firemen labored to get out what remained of the stenographer, the crowd fought to get some memento of the grewsome tragedy.

Half an hour after the suicide ten thousand persons were fighting for a chance to see some part of the body, portions of which protruding from the structure could be seen from the street. Thirty patrolmen cleared a space immediately beneath and by dint of putting the ends of their nightsticks forcibly against the stomachs of the ghouls who fought for a closer view, kept most of them back.

The wrecking crew came down with a crane and began at once the work of lifting the train, so that what was left of the body could be extricated. Firemen placed ladders from the street to aid them, but could do little, although they fought, with the police, to keep the morbid throngs within bounds.

As soon as the breakdown gang had lifted the car a few inches Dr. Da Costa, of the Bushwick Hospital, wormed his way between the ties to reach the body. He took a big "gun," full of morphine, with him, but he did not have to use it. Halbach was unmistakably dead. Then the police had to pull the physician out backward, so confined was the space. After two and a half hours of hard work, the dismembered body was extricated and traffic was resumed. The block had reached back to East New York.

Halbach lived with his sister, Mrs. Edward W. Shaw, at No. 615 Decatur street. Yesterday morning before he went to work they quarrelled. What it was about neither she nor her husband will tell, but Halbach went through his work all day in a manner showing that some great load lay on his mind.

For an hour he stayed on the platform at Halsey street before he killed himself. As every train approached he would leave his position near the ticket chopper and walk toward the edge of the platform. While this attracted attention, it was thought by the chopper and ticket agent that he simply was impatiently waiting for some one, and they gave him no further notice. By 5 o'clock the stairs leading to the station were choked by those who could not get on the platform. As a Lexington avenue train approached Halbach had got to the edge of the platform. As the train began to slow down he waited until the last moment and then cast himself on the track.

The motorman, George Ehring, saw something flash by his window. The "feel" of the train beneath him, as it lifted to the unmistakable soft jolt that comes when it strikes a living thing, caused Ehring to jam hard on the brakes. The shoes bit so quickly that the passengers in the crowded cars were thrown forward, and what with the horror on the station platform and the fright on the train there was an incipient panic for some time. It was not until the police had cleared the platform and train that it was overcome. Afterward Dr. Da Costa had to revive fifteen women who had fainted.

NO LIBEL AGAINST CANDIDATES.

[By Telegraph to The Tribune.]

Pittsburg, Sept. 7.—Judge Martin Bell, of Blair County, sitting at Somerset to-day, made an important ruling in a libel suit. Clinton A. Wagner, a Somerset politician and recent candidate for prothonotary of the county, had brought suit against A. Kendall, editor of "The Myersdale Republican," for libel, alleging that he had been attacked in the paper during the campaign.

After hearing the evidence Judge Bell took the case from the jury and returned a verdict in Kendall's favor. Judge Bell declared that when a man becomes a candidate for office a newspaper may criticise him or his actions with impunity.

ADDICKS IS FOR CORTELYOU.

[By Telegraph to The Tribune.]

Wilmington, Del., Sept. 7.—Edward Addicks is again in the limelight. He announced to-day, as the Republican national committeeman from Delaware, that he favors the nomination of Secretary Cortelyou for President, "in order to defeat Bryan." Addicks is no longer regarded as a political factor, and will be retired as Delaware's member of the national committee at the next national convention.

KINGSLAND ESTATE $4,000,000.

William H. Macy, jr., handed in his account yesterday of the estate of the late William M. Kingsland to Surrogate Millard at White Plains, in which he says that the property is valued at over $4,000,000. Mr. Kingsland died on May 30, 1906, at Mount Pleasant. The court appointed Mr. Macy as temporary administrator of the estate, with instructions to report to the Surogate.

AGREE ON FISHERIES.

Modus Vivendi for Newfoundland Signed at London.

London, Sept. 7.—It is not denied now, either at the American Embassy or at the Foreign Office, that Ambassador Reid and Sir Edward Grey to-day signed a modus vivendi to cover the present fishing season in Newfoundland, but at both places it is said that the details must come either from Washington or Newfoundland. Their publication at both places may be expected soon. In the mean time The Associated Press believes itself warranted in saying that the modus vivendi of last year, as then carried out, has practically been renewed. Newfoundland fishermen will be enlisted by American vessels, in place of resorting to purse seines and Sunday fishing. Besides, if Premier Bond and the American fishermen should prefer to agree on any form of the Premier's latest proposals, Great Britain and the United States are favorably inclined to sanction it.

[From The Tribune Bureau.]

Washington, Sept. 7.—The modus vivendi with Great Britain, providing the conditions which shall govern the taking of fish in Newfoundland waters pending the adjudication of the questions at issue by the Hague tribunal, was completed in London to-day, and the signature of Ambassador Reid affixed, according to official dispatches received here late to-night.

While it is not deemed advisable to make public the full particulars of the modus vivendi at present, it is intimated that it is substantially a renewal of last year's agreement. The hope is expressed that further advices will reach here to-morrow in time to permit the announcement of the exact terms in the newspapers of Monday morning. Its terms will then be communicated by telegraph to Professor Alexander of the Fish Commission, who, as a result of the foresight of Senator Lodge, accompanied the Gloucester fleet to the fishing banks on the revenue cutter Gresham. Senator Lodge urged that Professor Alexander be designated to accompany the fleet, so that as soon as the new modus vivendi was completed he could be advised of its terms and could, in turn, communicate them to the masters of the fishing vessels.

While previous advices from Ambassador Reid have clearly indicated the successful conclusion of the negotiations, in which he has been for some time engaged, great satisfaction has been expressed by the President and the Secretary of State, both of whom have been in communication with Washington this evening, over the news that the modus vivendi has been completed.

BURTON NOMINATED.

Cleveland Republicans Name Him for Mayor by Acclamation.

Cleveland, Sept. 7.—Representative Theodore E. Burton was nominated by acclamation by the Republican city convention to-day for Mayor. The convention, practically speaking, was harmonious, although several interesting contests requiring a number of ballots enlivened the proceedings in making other nominations.

Others nominated with Mr. Burton were:

Vice-Mayor—FRANK W. TREADWAY.
City Auditor—THOMAS E. MONKS.
City Treasurer—GEORGE E. MEYERS.
City Solicitor—Judge W. B. NEFF.

The platform adopted attacks Mayor Tom L. Johnson's administration for allowing the Public Works Department to lag in its work and for increasing the bonded indebtedness. Immediate settlement of the streetcar question at no fewer than seven tickets for 25 cents is offered. The limit of franchise is to be twenty years, with readjustment of fares every ten years. The road is to be subject to the right of the city to purchase at the end of twenty years, any company to have the right to buy at the price fixed by arbitration.

The Democratic convention, at which Mayor Johnson and the ticket with him are to be nominated, will be held on September 19.

AUTHOR'S TRAGIC DEATH.

Body of H. B. Baildon Found in Quarry Near Dundee.

Dundee, Sept. 7.—Henry Bellyse Baildon, a biographer of Robert Louis Stevenson, has been found dead at the bottom of a quarry near this city. He started for a walk yesterday with his dog, but the animal returned alone. A search was made for the missing man, and his body was discovered this afternoon. There was a wound behind the right ear, but whether it was the result of an attack or an accident has not developed.

Mr. Baildon was lecturer on English language and literature at University College, Dundee, and formerly was lecturer on English in the Imperial University of Vienna. He was the author, among other works, of "Robert Louis Stevenson, a Life Study in Criticism," "Emerson, Man and Teacher," and "Introduction to the Poetical Works of Sir Walter Scott" and many articles in the encyclopædias and magazines.

WIVES OF STRIKERS ENJOINED.

[By Telegraph to The Tribune.]

Pittsburg, Sept. 7.—Judge Shaffer granted a preliminary injunction in Common Pleas Court this afternoon to the United Engineering and Supply Company, restraining the wives of the former employes from interfering with the present non-union workmen. The machinists have been on strike for several months, and the company recently obtained a permanent injunction against the strikers. The men obeyed the injunction, but their wives, it is alleged, have been congregating about the plant, hurling stones at the non-union workmen and doing all in their power to interfere with the operation of the plant.

WHITE MTS. EXCURSIONS.
Tickets on sale Sept. 14th to Oct. 5th. Fare only $8.50. Inquire of N. Y., N. H. & H. R. R. Ticket Agents.—Advt.

RACE FOR SEA'S RECORD

THE LUSITANIA SAILS.

Intense Interest in the Trip of the Giant Cunard Steamer.

[Special by French Cable to The Tribune.]
[Copyright, 1907, by The Tribune Association.]

London, Sept. 7.—Euston Station has been an animated scene twice to-day, on the departure of trains for the Lucania and the Lusitania, which are described as racing across the Atlantic. Wagers are reported between travellers on the rival ships, but these do not hang upon the passage of the bar at Sandy Hook. The Lusitania is conceded to be a certain winner, even if the Lucania has a start of two or three hours at Queenstown and a better trained body of stokers, with 70,000 against 30,000 horsepower. The only practical ground for betting is whether the Lusitania overhauls the Lucania on the second or third day. Every increased knot will have a high cost. The daily consumption of coal will be doubled, and the crew enlarged from 220 to nearly 400, and that is considered too small a working force for obtaining the best results in speed. Crowded as the Lusitania is to-day with cabin passengers at maximum rates, the engineering enterprise can hardly be reduced to commercial terms without a government subsidy, and the speed record will be worth all it costs the treasury. The list of the Lusitania's cabin passengers numbers more than five hundred, chiefly Americans. Countess Dunmore, Lady Victoria Murray, Lady Muriel Gore Browne, Hon. Cecil Campbell, Count Ward and Robert Balfour are among the more conspicuous foreigners, and there are many wealthy Americans. The company's agents intimate that not a few important names are concealed, since a masked battery of reporters is looked for at Sandy Hook. I. N. F.

GREAT CROWDS AT START.

One Hundred Thousand Persons Sing "Rule Britannia."

[By The Associated Press.]

Liverpool, Sept. 7.—Amid the cheering of tens of thousands of well-wishers and the shrieking of many sirens, the giant Cunard Line steamer Lusitania sailed this evening on a 3,000-mile race against time across the Atlantic, and there is hardly a person in England to-night who is not convinced that by next Friday the greatest turbine steamer ever constructed will have won back for the Cunard Line the laurels wrested from it ten years ago by the North German Lloyd Line.

Probably never before has so much interest been shown in the maiden voyage of a new vessel. This can be attributed partly to the intense rivalry between England and Germany in the transatlantic passenger traffic, partly to national pride in ownership—the Lusitania is believed to be the greatest triumph of the shipbuilders' art—and to no small extent to the sporting element afforded by the prospects of a race between the youngest Atlantic flyer and the Lucania, at one time the holder of the record.

The Lusitania was over one hour late in starting, and it was five minutes past nine this evening when the huge vessel swung clear of the landing stage and started to chase her smaller sister, the Lucania, which, with four hours' start, already was far down the Irish Sea.

Fully one hundred thousand spectators lined the landing stage and the river banks near the pier, and yelled themselves hoarse as the liner gathered headway down the river, and every steamer and riverside factory for miles along the Mersey joined in the chorus of goodbys. The din was deafening.

Lighted from stem to stern along the rows of portholes that marked her numerous tiers of decks, the mammoth proportions of the Lusitania were emphasized by the illuminations, and the vessel presented a fine spectacle as she began to move away. The demonstration reached its climax when the vast multitude broke out with "Rule, Britannia." This song was taken up by the crowds on the Cheshire side of the river and sung until the ship, with her three thousand passengers, had passed beyond the sight of the four-mile-long riverside promenade.

The Lusitania will be allowed to go easily as far as Queenstown, but from there it is expected that she will be driven at her full speed of 25½ knots an hour. Of course, the officials of the Cunard Line say that no race is contemplated, but the engine room crews of the two vessels have been busy for a week in getting everything in readiness with the expectation that the engines will be called upon to do their best on this occasion. Twenty hours is about the lowest estimate by which the Lusitania is expected to beat the Lucania into New York.

All the accommodations on both vessels have been taken. For the Lucania 370 first class and 360 second class passengers have been booked, and for the Lusitania 480 first class and 495 second class. The lists include many prominent persons. Among the passengers on the Lusitania will be E. C. Barber, H. G. Dolan, Mr. and Mrs. Louis Hay, Mr. and Mrs. Robert Goelet, Mr. and Mrs. Cyrus H. McCormick and S. C. Perkins. The Lucania takes the team of the Marylebone Cricket Club, which will play a series of games in America, and Bishop P. J. OReilly.

BETS HIS LIFE ON DICE AND LOSES.

Young Pennsylvania Man Put Under Bond When He Tries to Pay Wager.

[By Telegraph to The Tribune.]

Belle Vernon, Penn., Sept. 7.—Frank Jefferson, a well known young man of this place, was put under bond this afternoon to prevent him from taking his own life to pay a bet which he lost.

For some time Jefferson and John Johnson have been in the habit of shaking dice for money. Jefferson invariably lost, and he finally owed Johnson several hundred dollars. Johnson wanted to stop, but Jefferson insisted on continuing.

Johnson refused this morning to shake unless Jefferson put up some stake. Jefferson finally staked his life on a single throw. If he won Johnson was to pay him $10 and cancel his debt. If he lost he was to kill himself. Johnson took first throw and turned up a pair of fives. Jefferson shook the box carefully, but got only a pair of deuces.

Without a word Jefferson left the room and hurried to the bridge across the Monongahela River. Johnson gave the alarm and friends caught Jefferson just as he was about to jump into the river. He was placed under bond to keep the peace. Johnson has told him that he could "owe it."

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