



LUSITANIA DUE FRIDAY PASSES SABLE ISLAND.

Wireless Report Shows All Well on Racing Liner.

Marconi Wireless Station, Sable Island, Sept. 11.—When this station came into communication with the Cunard liner Lusitania at 11:20 p. m., Eastern standard time, the steamer was 150 miles east of the station. This message was received: "All are well on board, and the turbine is running at high speed on her record breaking voyage to New York."

IS NOT FORCING SPEED.

The new Cunard liner Lusitania, according to information obtained yesterday at the company's office, will not arrive off Sandy Hook before 5 o'clock on Friday morning. It was learned yesterday for the first time on excellent authority that the big liner is not to be pushed to her utmost on her maiden passage to this port, but is running under instructions from the home office, and will arrive at the Bar, according to schedule, about 5:15 o'clock and proceed up to Quarantine through the Ambrose Channel, and be ready for the examination of the Health Officer about 6:30.

The latest advices received from her reached the Cunard Line office early yesterday morning. The message was sent to Vernon H. Brown by Captain Watt via Cape Race at 5:29 a. m., when the Lusitania was 227 miles southeast of that station and 1,185 miles east of Sandy Hook. Soon after Mr. Brown received word from the Lusitania's commander another message came from Ernest Cunard, who is a passenger. Mr. Cunard's wireless dispatch was the most significant of any message received here by cable while the steamer was still in touch with the station at Poldhu, Cornwall, England. Mr. Cunard's message read: "Everything has worked most satisfactorily. Passengers all delighted with ship."

Mr. Cunard, who is one of the directors of the company, is traveling on the big liner to observe every detail of her performance, and his brief but optimistic message was regarded in maritime circles as significant that the Lusitania was maintaining if not exceeding all that was expected of her.

It was said by a man closely associated with the line that it was absurd to think that the home office of the Cunard Line would insist on pushing the steamer to her utmost before her engines had been properly tuned up by usage.

"The Lusitania is equipped with 70,000 indicated horsepower," he said, "that drives four three-bladed propellers, and without any great effort she should beat every ship afloat in the matter of speed without being pushed at top speed to do it. There are many things to be considered in taking a big liner like the Lusitania on her maiden voyage. The working of the turbines at various speeds under various conditions of wind and sea is of as much if not more importance for future performances than the making of a phenomenal record across the Atlantic; more especially so when the Lusitania can lower all records without any tremendous effort.

Depend upon it, notwithstanding all gossip to the contrary, the Lusitania is coming here, swiftly, I admit, but absolutely according to schedule, and the plans mapped out for her on her first trip across the Atlantic will not be altered unless conditions unforeseen arise. There will be and have been all sorts of speed maintained by the new steamer. If there was any intention of running her at her best speed throughout the passage, merely for the sake of making her best record on her first voyage, she would be further along than she is now."

The day's run ending yesterday at noon was 570 knots, maintaining an average speed of twenty-three and three-fourths knots. It is generally believed that the Lusitania's time of passage from Daunt Rock to the Sandy Hook Lightship will be close to 4 days 21 hours and 46 minutes, beating the best run of the Lucania, that started from Liverpool with her, by 9 hours 30 minutes.

The Lucania, which holds the record for the Cunard Line fleet, reported to Cape Race at 2 P. M. yesterday when 1,133 miles east of Sandy Hook, and, barring fog and westerly gales, is expected to come ahead of the Sandy Hook Lightship about Friday midnight. The Lucania is thus far behind her record run by ten hours. It is thought she has met with rough weather or fog, and, while it is known that weather runs in patches, and that the Lusitania might have escaped what the Lucania encountered, the belief is that the Lusitania has outdistanced the Lucania in the matter of speed in all kinds of weather.

Vernon H. Brown, of the Cunard Line, and Lieutenant Colonel William L. Marshall, the army engineer in charge of the dredging of Ambrose Channel, will go over the channel today in a tugboat, following the course to the Hook that the Lusitania will take when she comes up to the city to-morrow.

The Ambrose Channel will be declared open for navigation on Friday for steamers of 600 feet in length or over and for steamers drawing not less than 29 feet of water. The channel will be buoyed to-day.

The Lusitania will get a great reception from the time she steams into the channel until she warps into her pier in the North River. Nearly all the tugboats and smaller craft from Stapleton to the Battery have been engaged to take private parties down the bay to meet her.

Frederic B. Dalzell, president of the Association for the Protection of Commerce, announced yesterday that when the big liner comes aboard of the Statue of Liberty every craft in the harbor will at a signal from the tower of the Slinger Building blast their sirens and unfurl their flags. From the tower will fly the word "Welcome" in the international code of flags.

Philadelphia, Sept. 11.—Mrs. Marguerite Croft, bride of a few weeks, and wife of John Croft, said to be a resident of New York City, was swept overboard from a yacht in the Delaware River here to-night and drowned.

Mrs. Croft and her husband were guests of C. F. M. Bennett, of this city, on the sloop yacht M. R. E. A. heavy storm broke and the helmsmen were lost by a gust of wind. The boat jibed and the boom swung round and struck Mrs. Croft, knocking her over the rail into the water. Mr. Croft plunged into the stream after her and Mr. Bennett launched a small boat, but the efforts to reach the body were futile.

Hudson River Day Line Fall Outings. Steamers "Hudson River" and "New York" Music.—Adv.

NEW GREATEST STEAMER. White Star Plans 40,000-Ton Vessel to Surpass Lusitania.

Belfast, Sept. 11.—The shipbuilding firm of Harland & Wolff admits officially that it is at work on plans for a White Star Line steamer that is to be bigger than the Lusitania. The keel of this vessel is to be laid in a few months, and she will be fitted with reciprocating engines and turbines.

According to information received from another source, the new vessel is to be of 40,000 tons register.

THE FISHERY TERMS.

Wrong Impression in England—Sir Robert Surprises Washington.

London, Sept. 11.—While the London papers are devoting considerable space to the Newfoundland question not one of them gives credit to the United States for proposing to submit the dispute to arbitration at The Hague. The Newfoundland Premier, Sir Robert Bond, is quoted in interviews published here as claiming credit for the proposal. The fact is that Secretary Root, through Ambassador Reid, first offered this solution of the difficulty in a letter to the Foreign Office three months ago, and it took considerable urging to get Premier Bond to agree to it. Nevertheless, in the mind of the British public the impression prevails that Sir Robert and the British government are responsible for the reference of the Newfoundland dispute to The Hague.

Washington, Sept. 11.—Being under the impression that Sir Robert Bond had obtained about everything of importance which he wished included in the modus vivendi relative to the Newfoundland fisheries, the State Department officials here were considerably surprised to read the bitter denunciation which the Premier has bestowed on the imperial government for concluding the arrangement which was absolutely necessary to prevent serious friction between two great nations. They were disposed to draw a parallel between the attitude of the Newfoundlanders and the Californians in this matter, each, according to the view of the Washington government, showing a lack of appreciation of the impropriety of attacking treaty rights by local legislation.

The statement is made that with the single exception of asserting the right of American vessels to ship Newfoundlanders as fishermen, the American government has for the sake of peace surrendered all of the extreme points claimed by it. This right of shipping fishermen is to be exercised in a manner least likely to offend Newfoundland pride, for the men are to be taken aboard well off shore, and not within the territorial waters of the colony. Although the Americans have always insisted that they had the right under treaty to take the men off the piers if they cared to ship them there.

The further discussion of the subject is regarded by officials here as purely academic, as the modus is now a completed instrument. If the Newfoundland Premier carries out his announced purpose of executing the Colonial laws, even where they conflict with the American treaty rights, it will be the duty of the British government to deal with the case, and not the concern of the State Department.

HELPS MINE WORKERS.

More Pay as Result of Coal's Tied-water Price in August.

Mahanoy, Penn., Sept. 11.—Umpire Neill, of the anthracite strike award commission, has announced the average price of coal at tidewater during August as \$4.67. This gives the mine workers 2 per cent above the basis for August, an increase of 1 per cent over last month.

MAY AFFECT P. S. LAW.

Brackett to Oppose Order Reducing Gas Price in Saratoga.

Albany, Sept. 11.—It was announced here to-night that ex-Senator Edgar T. Brackett, of Saratoga, would argue at the present term of the Appellate Division, Third Department, in session at Saratoga, the right of the Legislature to delegate its powers to another body to regulate the price of gas and electricity. Mr. Brackett will appear in favor of an order staying the order of the State Commission of Gas and Electricity, which was recently legislated out of office, directing the reduction of the rates for gas, directing the reduction of the rates for gas, directing the reduction of the rates for gas.

FINDS THIEVES IN TREE.

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BRIDE SWEPT TO DEATH FROM YACHT.

Mrs. Marguerite Croft, Wife of New Yorker, Drowned in Delaware River.

Philadelphia, Sept. 11.—Mrs. Marguerite Croft, bride of a few weeks, and wife of John Croft, said to be a resident of New York City, was swept overboard from a yacht in the Delaware River here to-night and drowned.

ACCUSED OF BIGAMY AT SEVENTEEN.

In the Essex Magistrate court yesterday Harry Grossman, a Russian Pole, of No. 22 Seigel street, Brooklyn, who said he was seventeen years old, was arraigned on a charge of bigamy made by his first wife, Mrs. Bettie Grossman, who is thirty years old and lives at No. 306 7th street, where she years ago and lives at No. 306 7th street, where she years ago and lives at No. 306 7th street.

AFTER ALL, USHER'S THE SCOTCH THAT MADE THE HIGHBALL FAMOUS.—Adv.

JUDGE GARY AS HEAD. ALLIS-CHALMERS SHIFT.

U. S. Steel Man to Have Management of Milwaukee Company.

(By Telegraph to The Tribune.) Milwaukee, Sept. 11.—Judge E. H. Gary, one of the prime factors in the United States Steel Corporation, is to become the managing head of the Allis-Chalmers Company, it was stated today.

Judge Gary has been connected with the Allis-Chalmers Company since its formation, but never has taken an active part in its management. Now he is to take hold of the active management of the big company, and bring to its aid the large financial support he has back of him.

W. V. Kelly, who became president of the American Steel Foundry Company, when it stood in need of rejuvenation, is to be Judge Gary's right hand man in his new role.

Charles Allis, of Milwaukee, one of the largest stockholders, has tendered his resignation as chairman of the executive committee, and E. D. Adams, of New York, has tendered his resignation as chairman of the finance committee. Judge Gary will head the directory of the company and Mr. Kelly will become chairman of the executive committee.

The change in management will enable the Allis-Chalmers Company to carry out the large contracts it has on hand, to capitalize which was a source of embarrassment to the management. The working capital, it was stated, was inadequate to enable the company successfully to carry out its work.

These changes, it is said, will be officially announced at the annual meeting of the company on September 25.

The Allis-Chalmers Company was incorporated in New Jersey in 1901, and is the largest producer of heavy machinery in the United States. Its authorized capital stock is \$25,000,000 and, of which \$19,820,000 is outstanding; and \$25,000,000 7 per cent cumulative preferred, which \$16,150,000 has been issued. No dividends have been paid on the preferred since February, 1904. In the middle of August there was a sharp fall in the market prices of its stocks, which gave rise to rumors that the company was financially embarrassed. These reports were promptly denied by leading officials of the company.

The officers of the Allis-Chalmers Company are: E. H. Gary, chairman of the board; E. D. Adams, chairman of the executive committee; Charles Allis, chairman of the finance committee; Walter H. Wittelside, president; L. F. Bower, first vice-president; Henry Woodland, second vice-president and treasurer; W. M. Nicholas, third vice-president and secretary.

Judge Gary said last night that he knew nothing about the report that Messrs. Allis and Adams were to retire from the offices now held by them in the company. Asked about the statement in the dispatch that W. V. Kelly was to leave the presidency of the American Steel Foundry Company to become president of the Allis-Chalmers Company, Judge Gary answered that he was not prepared to talk about that. He added that he himself had been chairman of the board for about two years, having been elected to succeed William W. Allis, but that his part in the executive management had been a nominal one.

The judge denied that any connection existed between the United States Steel Corporation, in which he holds the office of chairman of the board and chairman of the finance committee, and the Allis-Chalmers Company.

SUES HIS SON-IN-LAW.

Plaintiff Asks \$250,000 for Alienation of Wife's Affections.

John P. Weber, said to be a former hotel proprietor in Westchester County, has brought suit in the Supreme Court, through Henry J. Goldsmith, of No. 21 Park Row, to recover \$250,000 from his son-in-law, Owen De Witt, for the alleged alienation of the affections of his wife, Emma, and Mr. De Witt's mother-in-law, Mrs. De Witt and Mrs. Weber are said to be living at No. 45 Oxford street, Westchester, N. Y. The plaintiff has been brought with the money of Mr. Weber, who is reported to be worth about \$300,000.

Mr. and Mrs. Weber were married in 1884, in this city. It is alleged in the complaint that the defendant, prior to June, 1906, has "enticed the wife of the plaintiff, whereby her affection was alienated, and the plaintiff has wholly lost the comfort, society and assistance of his wife," and that the plaintiff has suffered distress to the extent of \$250,000.

CHINA REBELS ROUTED.

Over One Hundred Killed—Protection for Missionaries.

Yang-Chow, Hoo-Nan, Sept. 11.—It is reported here that troops of the empire have had a serious engagement with the insurgents. The latter were routed. Over one hundred were killed and twenty of them were taken prisoners. The Chinese authorities are affording adequate protection to the missionaries at Lin-Chow and Pakhoi.

ENGINE AND SIX CARS OVERTURNED.

Engineer Killed on Central New England, Near Poughkeepsie.

Poughkeepsie, N. Y., Sept. 11.—Extra freight train No. 42, eastbound, was wrecked at Lloyd, five miles west of this city, on the Central New England Railroad, shortly before midnight to-night. The locomotive and six cars were derailed, and after ploughing up the roadbed for a distance of 150 yards, turned over on their sides. William B. Prince, the engineer, of Maybrook, N. Y., was crushed to death under his engine.

After the engine left the track Prince yelled to Wickeloff, the fireman, to jump to save his life. He did so, and escaped with a few bruises. The dead engineer was a member of Division 348, Brotherhood of Locomotive Engineers, of New London, Conn. A wrecking train has been sent to the scene from this city and traffic will be tied up for many hours.

MONROE FARMERS PELT HIM WHILE AWAITING TRAIN.

Middletown, N. Y., Sept. 11.—Word received here to-night stated that Ferdinand Pinney Earle, whose wife went to France that he might wed his affinity, was pelted with stale eggs in that town last night. He escaped on a train to New York with his clothes badly besmirched. The farmers were sorry that he got off so easily, for they had planned, it is said, to give Earle a coat of tar and feathers at midnight. It is believed that Earle heard of the attack which had been planned, and hastily beat a retreat. His train was late, and it was while waiting for it that he was pelted with eggs and fruit.

WIFE REMONSTRATES WITH HIM, THEN HE USES PISTOL TO END REMORSE.

Following a trivial quarrel with his wife of four months, Herman Rosenheim, twenty-seven years old, committed suicide last night by shooting himself, in his home at No. 447 Wendover avenue, The Bronx. His wife and father were in an adjoining room when he took his life.

Rosenheim's wife remonstrated with him for drinking. He went to a room adjoining that in which were sitting his father and wife, and then they heard a pistol shot. Rushing into the room, they found him lying on the floor with a bullet wound in his right temple. In his hand was a revolver. Two physicians were called, and they said that he had been instantly killed.

APPLE TREE IN FULL BLOOM.

Manchester, Conn., Sept. 11 (Special).—In Walter Luegner's orchard an apple tree is in blossom for the first time this year. Small fruit is forming on it.

NEW BIG CUT IN RATES. CUNARD AND TRUST AT IT.

Entire Fleet of International Mercantile Marine Reduced.

After a week of watching and planning among the various steamship lines operating between this port and Europe, during which time no announcements were made concerning eastward first cabin rates, the cutdels of the rate war were taken up again yesterday by the International Mercantile Marine Company and the Cunard Line.

It was thought that the North German Lloyd Line would do something in the matter of rate slashing on the arrival of Gustav H. Schwab, the New York representative, who was a passenger on the Kronprinzessin Cecilie, which came in on Tuesday. Mr. Schwab, however, said he had no announcements to make in the matter of rate cutting, but added that there would have to be an adjustment among the various transatlantic lines.

Throughout the entire controversy the International Mercantile Marine had maintained a sphinx-like silence until several days ago, when it made big cuts in the rates of several of the steamers of the White Star Line and the entire fleet of the American Line. This was followed by a reduction of 35 on the steamer Adriatic, which had not been included in the first cut of prices.

Although the shipping interests of the city expected a new onslaught from the trust in the war of rates, it was not generally believed that it would chop off as much as \$2250 on such steamers as the Baltic, the Cedric and the latest steamer, the Adriatic, down to \$77.60 from \$95, to which figure it had been reduced several days ago from \$100. The reductions have to do only with eastbound traffic.

The announcement of the reduction yesterday completes the cutting of the entire fleet of the International Mercantile with the exception of the Red Star Line.

The trust also made reductions yesterday on the Arabic and all the steamers of the Atlantic Transport Line. The minimum first cabin rate eastward on the Arabic, Milwaukee, Minneapolis and Minoncha was reduced from \$80 to \$57.50. The Mesaba's rate was reduced from \$70 to \$50. All will go into effect to-day.

The rate slashing of the International Mercantile Marine had hardly become known yesterday before the Cunard Line met it by cutting the rates on the steamers Caronia, Carmania, Campania, Lucania, Umbria and Etruria.

The minimum first cabin rate on the Caronia and Carmania, which was originally \$95, was reduced to \$72.50, the price likewise put upon the faster Lucania and Campania, which was originally \$100. The Umbria and the Etruria, which were recently reduced from \$82.50 to \$60, received a slash yesterday of \$2.50.

The Cunard Line maintains that the cut was made to equalize the rates of the fast and the slow steamers. The company contends that the travelling public to-day is not anxious to get to Europe in fast time and prefers the comfort and conveniences afforded on the luxurious Carmania and Caronia, which are slower than the Campania and the Lucania. The Cunard Line further argues that it is unfair to charge \$100 on older but faster steamers while \$55 was charged on the latest and most comfortable steamers.

Julius P. Meyer, representative of the Hamburg-American Line, said yesterday that he had no comment to make on the rate war. Herman Winter, of the North German Lloyd Line, said the company was studying the situation.

HUGHES AND INTER-MET.

Ivins Denies He Will Ask Governor to Interfere.

From a friend of the Attorney General came the statement yesterday that William M. Ivins, special counsel for the Public Service Commission, would in the next few days send extracts of the testimony taken at the investigation of the Interborough-Metropolitan transit system to Governor Hughes, expressing the opinion that the testimony showed many causes for criminal action against officials of the merger, and request the Governor to designate special counsel to institute such action.

This request, if granted by the Governor, would take the matter out of the hands of William Travers Jerome, the District Attorney, who by law is the official who should prosecute in such cases, and probably put it in the hands of the Attorney General, although the Governor has statutory power to appoint special counsel other than him.

It is understood that Mr. Jackson, the Attorney General, is anxious to have the Governor designate him for the case, and for that reason wished it taken out of Mr. Jerome's hands.

When the report was called to Mr. Ivins's attention last night he denied it and said that such a course had never been thought of by him for a moment.

BAD EGGS FOR EARLE.

Monroe Farmers Pelt Him While Awaiting Train.

Middletown, N. Y., Sept. 11.—Word received here to-night stated that Ferdinand Pinney Earle, whose wife went to France that he might wed his affinity, was pelted with stale eggs in that town last night. He escaped on a train to New York with his clothes badly besmirched. The farmers were sorry that he got off so easily, for they had planned, it is said, to give Earle a coat of tar and feathers at midnight. It is believed that Earle heard of the attack which had been planned, and hastily beat a retreat. His train was late, and it was while waiting for it that he was pelted with eggs and fruit.

THE M'KINLEY SARCOPHAGI READY.

Will Be Shipped from Buffalo to Canton To-day—Cost \$10,000.

(By Telegraph to The Tribune.) Buffalo, Sept. 11.—There will be shipped to-morrow morning from Buffalo to Canton, Ohio, the granite sarcophagi which were made here for the McKinley mausoleum and in which will be placed the bodies of President and Mrs. McKinley. The sarcophagi have just been completed. They are alike, except for the names, which are cut into the granite at one end and then filled with bronze letters.

Each sarcophagus weighs about four tons, and each was cut from a solid nine-ton block of Windsor Vermont green granite. In the mausoleum the sarcophagi will rest on a base of black Berlin marble in the form of an immense cube, having an edge of twelve feet. After the bronze coffins containing the bodies of Mr. and Mrs. McKinley are placed in the sarcophagi the latter will be sealed hermetically. The sarcophagi cost \$10,000.

BRIDEGROOM KILLS HIMSELF.

Wife Remonstrates with Him, Then He Uses Pistol to End Remorse.

Following a trivial quarrel with his wife of four months, Herman Rosenheim, twenty-seven years old, committed suicide last night by shooting himself, in his home at No. 447 Wendover avenue, The Bronx. His wife and father were in an adjoining room when he took his life.

Rosenheim's wife remonstrated with him for drinking. He went to a room adjoining that in which were sitting his father and wife, and then they heard a pistol shot. Rushing into the room, they found him lying on the floor with a bullet wound in his right temple. In his hand was a revolver. Two physicians were called, and they said that he had been instantly killed.

DEWEY'S SAUTERNE OR MOSELLE.

Manchester, Conn., Sept. 11 (Special).—In Walter Luegner's orchard an apple tree is in blossom for the first time this year. Small fruit is forming on it.

THE STANDART ON ROCKS. Russian Imperial Family on Board, but Not in Danger.

Hango, Finland, Sept. 11.—The Russian imperial yacht Standart, with Emperor Nicholas and Empress Alexandra and their family aboard, is fast on the rocks off Hango, a point on the coast west of this place. The yacht is apparently in no danger, as the Emperor and his family remain on board.

The Standart ran on the rocks, which were submerged, at high tide at 4:30 o'clock this afternoon and remained fast. A steam lifeboat from Reval, on the Gulf of Finland, has arrived at the scene of the accident, and seven torpedo boats, which have been escorting the imperial yacht on its voyage in Finnish waters, are standing by to render assistance if needed.

DUKE STRIKE BREAKER.

Tobacco Man Causes Arrest of Seventeen Italians in His Employ.

Somerville, N. J., Sept. 11.—James B. Duke, president of the American Tobacco Company, who employs several hundred laborers and skilled mechanics on his estate here, and has a payroll of \$8,000 a week, made a record as a strike breaker to-day by putting seventeen union boat carriers in the county jail and breaking the back of what was intended to be an extensive strike before it was an hour old.

Mr. Duke is building an addition to his mansion that is to cost \$5,000, and to hasten the work the contractors yesterday imported an additional number of bricklayers to work with laborers employed on the estate. This morning eighteen union boat carriers marched to the Duke mansion and drove the non-union laborers from the building and guarded the structure to keep other non-union men from work. It was then that Mr. Duke personally conducted the warfare against the strikers. Justice Sutphen held the prisoners to await the action of the grand jury under \$500 bonds each.

DIES TO ESCAPE ARREST.

Merchant, Accused of Larceny by Stock Broker, Inhales Gas.

Hartford, Conn., Sept. 11.—Rather than return to his home in Detroit and face charges of larceny by conversion of several thousand dollars, preferred by Gibson Williams, a stock broker of Buffalo and a member of the New York Stock Exchange, Edgar A. Davis, a wholesale fish merchant, of Detroit, turned on the gas and killed himself in his room at the home of his sister, Mrs. C. F. Taylor, of No. 55 Girard avenue, on Monday night, and the mystery which first surrounded the discovery is cleared.

Williams went to Detroit and obtained a warrant on August 21, alleging that Davis interested Williams in the purchase of a Detroit chemical company, of which Mrs. Johnson, a widow, had the controlling interest. The purchase price was placed at \$15,000, of which Williams was to put in \$7,500, ex-Mayor Fleming of Windsor \$2,500 and Davis himself \$5,000. Fleming and Williams sent their checks to Davis for the amounts agreed on, and all Mrs. Johnson ever received was \$6,000.

The body was shipped to Detroit to-day. Davis left a wife and one child. It is understood that his wife thwarted an attempt at suicide while Davis was in New York with her. Fearing to tell her that he dare not return to Detroit, he came up to his sister's house from New York on Monday afternoon.

HITS 14TH AMENDMENT.

Georgia to Attack Its Validity in Pending Railroad Fight.

Atlanta, Sept. 11.—The State of Georgia will attack the validity of the 14th amendment of the Constitution of the United States, in the pending railroad rate litigation that has been instituted in both the state and federal courts.

The state also will make the point that the defendants in the suits have nothing to do with the enforcement of the reduced passenger rates. The two issues will be raised through demurrers now being prepared.

The Central of Georgia Railroad's suit to prevent the enforcement of the new rates is set for hearing September 18 before Judge Newman or some other United States judge, and that of the Atlanta & West Point has been set for the same date in the Fulton County Superior Court.

Although questioned by many, the validity of the 14th amendment never has been attacked in court. In the pending rate litigation the railroads seek protection of the federal government under the 14th amendment, alleging that the order of the Georgia railroad commission is confiscatory because it denies them equal rights under the law.

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NEW YORK COUNTY.

Assembly Dist. 1. 4,719 1,768 4,704 1,766 4% 2. 2,961 1,042 2,952 1,038 7% 3. 3,738 1,871 3,804 1,871 gain 4. 2,529 1,519 2,517 1,515 gain 5. 4,024 1,562 4,375 1,822 8 6. 4,988 2,292 5,255 2,295 2,095 7% 7. 4,877 1,301 5,132 1,301 gain 8. 3,083 2,073 3,073 2,073 9% 9. 4,444 2,008 4,399 2,005 11% 10. 5,615 2,269 5,515 2,263 gain 11. 2,827 1,894 2,827 1,894 gain 12. 4,934 1,791 4,879 1,791 14% 13. 4,081 2,063 4,081 2,063 14% 14. 2,427 1,567 2,427 1,567 13% 15. 2,648 1,360 2,638 1,360 13% 16. 4,974 1,621 4,964 1,620 13% 17. 2,919 1,875 2,916 1,875 13% 18. 2,911 1,875 2,911 1,875 13% 19. 2,911 1,875 2,911 1,875 13% 20. 2,911 1,875 2,911 1,875 13% 21. 2,911 1,875 2,911 1,875 13% 22. 2,911 1,875 2,911 1,875 13% 23. 2,911 1,875 2,911 1,875 13% 24. 2,911 1,875 2,911 1,875 13% 25. 2,911 1,875 2,911 1,875 13% 26. 2,911 1,875 2,911 1,875 13% 27. 2,911 1,875 2,911 1,875 13% 28. 2,911