New-York Tribune.

NEW-YORK, FRIDAY, OCTOBER 25, 1907.—PAGES NINE TO FOURTEEN.

DISCUSSION OF TRUSTS.

BY CIVIC FEDERATION.

Many Ideas Advanced at Meeting in Chicago.

Chicago, Oct. 24.—Herbert Knox Smith, of the federal bureau of corporations, was the first speaker at to-day's session of the National Civic Federation trust conference, speaking on "Administrative Regulation of Corporations." He suggested a system of regulation by supervision of corporations through the medium of a specialized administrative office organized for the purpose. Large corporations doing a certain gross amount of business would be required, if the plan he suggested should be adopted, to make reports, subject their accounts to inspection, and all facts of public interest would be published from time to time. On the subject of dealing with trusts Mr. Smith said:

We have the choice of two alternatives. We may either prohibit or regulate combinations. To my mind regulation is the only choice; regulation by an administrative office exercising supervision over corporate operations, accompanied by wide publicity and backed up by criminal penalties directed at unfair methods of competition; by prohibition only where supervision fails.

The anti-trust laws are wholly unsuited to accomplish any such results. They are negative and prohibitive. They condemn all combination, whether beneficial or harmful. They are enforced only by courts. They also forbid necessarily any co-operation between the government and corporate interests, because the anti-trust laws are an attack on corporate existence itself, and inevitably place corporate managers in opposition in spite of themselves.

D. A. Tompkins, of Charlotte, N. C., spoke on "The Railways and the People," urging that interstate commerce, which, he said, had grown entirely beyond the control of any one state, be brought under one general control and to a condition of uniform treatment throughout the United States.

William Jay Schieffelin, of New York, speaking on "Reasonable Agreements Beneficial to Commerce," told of the formation by the wholesale druggists of the country of their association made necessary by excessive competition in proprietary medicines. In part, he said.

Until the government suit was brought against the drug interests it had always been supposed that the Sherman anti-trust law was intended for the protection of the many against the few. It was used, however, to produce exactly the opposite result in this case. The Sherman law is such a broad one that the injunction in the government suit completely tied the hands of the two large associations existing in the wholesale and retail branches of the drug trade and prevented either of these from making any organized effort to obtain protection from the manufacturers whose goods they handle. It can hardly be conceived that the law was ever intended to work such a great hardship upon thousands of good citizens engaged in the same line of business.

Unless this law is so amended as to permit reasonable agreements which are beneficial to commerce and which do not conflict with the public welfare in any way the business men of this country will undoubtedly be placed at a great disadvantage. If this law should be literally applied it will cause the greatest possible restraint of trade, although it was intended to prevent that condition. Reasonable agreements do not restrain trade but promote it.

There is a pressing need of Congressional legislation which will make it lawful to enter into reasonable and proper trade agreements, for without such agreements it is difficult to meet the complex conditions of modern business. I therefore urge this convention to petition Congress to amend the Sherman law so as to make its provisions apply only to agreements and contracts which are in unreasonable restraint of trade.

Herman Ridder, of New York, president of the American Newspaper Publishers' Association, discussed the relation of the newspapers to the paper trust and the labor trust, saying in part:

We find that the adoption of arbitration for the adjustment of labor disputes has tended to increase the stability of investment in newspaper property, and it has afforded a means of settlement of minor contentions which formerly caused infinite trouble, often leading to destruction of property, enormous losses of wages and the engendering of passion. The payments they made for the maintenance of this arbitration arrangement and for the carrying out of the policies of conciliation were regarded by publishers as payments for industrial insurance, just as they paid for fire and accident insurance. It has been calculated that in New York City alone the newspapers pay $1,500,000 per annum as their tribute to the closed shop and to organized labor.

The unions have fallen into the habit of expecting more from a newspaper than any union could hope to obtain from any other employer. These unions are making demands upon the newspapers because of supposed friendliness of unions and because of supposed helplessness of employers in resisting such exactions. A newspaper to exist must run all the time. It cannot wait to contest strikes or to resist demands.

Serious as this labor trust may appear in some of its aspects, it does not compare in objectionable features with a paper combination, which is probably the most remarkable financial freak that we can find in a long list of combination monstrosities. The newspapers insist that the paper manufacturers who induced Congress to protect them against competition from abroad are under obligations to provide for the present and prospective demands of consumers in this country. To repress manufacture, or to starve the market so that the paper maker is in position to create a famine and to stop the supply to any publisher, should rank as a crime. Many newspaper proprietors are unable to obtain any quotations for paper next year, and do not know where to obtain a supply. In all the history of crimes charged against combinations and trusts, such a situation is unprecedented. It demands immediate remedy.

The first speaker at the afternoon session was Professor F. W. Taussig, of Harvard University, who discussed the policy of the federal government toward corporations. He said prohibition, penalizing, dissolution and trust busting are hopeless as a means of dealing with the trust problem. "The present drastic measures," he said, "must be regarded as opening the way not to the restoration of competition or the final destruction of combinations, but to the co-operation of the combinations with the public." These policies were suggested by Professor Taussig: Federal incorporation and federal regulation; careful, not slap-dash, legislation; careful administration and continuity in administration, and the divorcing from politics of the Bureau of Corporations and the Interstate Commerce Commission; time to work out the complex problems, and, finally, realization by the public that money making is not necessarily bad.

Thomas C. Spelling, of New York, representing the American Federation of Labor, said he believed the only hope of solution of the trust question lies in an amendment to the federal Constitution. He said "the only kind of business to which the anti-trust act was found to be clearly applicable was interstate transportation, and that act has been practically nullified in its applicability to interstate railroads by the Hepburn rate act, as construed by the Interstate Commerce Commission."

Professor George H. Gore, of George Washington University, delivered an address upon "The Relations of Industrial Combinations to Export Trade." A paper on "The Adjustment of Labor Problems and the Policy of Incorporating Unions," prepared by D. C. Seitz, of New York, was read, Mr. Seitz being unable to be present. Th paper advocated the incorporation of labor unions, so that they shall be upon the same plane before the law as are combinations of capital.

Charles G. Dawes, ex-Controller of the Currency, spoke last night, in part, as follows:

I cannot say that it is intentional on the part of the Department of Justice, but some of its actions look remarkably as if favoritism was being displayed in the selection of the combinations to be investigated and in the manner of attack. It is inevitable that the man who does things is in the public eye, and an attack upon him will always win publicity. It is remarkable that the cases handled by the Department of Justice always are tried in the newspapers before they get into the courts.

He then entered upon a defence of the financiers of New York, asserting that many of the men who have borne the lash during the last four years are doing work for the good of the country the value of which it is hard to estimate. "They are seeking," he said, "to uphold the credit upon which prosperity rests. They are seeking to save the opportunity for the profitable continuance of men who handle merchandise, of men in manufacturing enterprises, and in all other walks of life."

MINERS' UNION ENJOINED.

Officers Restrained from Organizing Non-Unionists.

Wheeling, W. Va., Oct. 24.—What is said to be the most sweeping injunction ever issued against organized labor was granted at Philippi, W. Va., to-day by Federal Judge Dayton. The injunction, which is temporary, restrains John Mitchell, president; T. L. Lewis, vice-president, and the district officers of the United Mine Workers of America from organizing or interfering in any way with about one thousand non-union miners employed by the Hitchman Coal Company, the Glendale Coal Company and the Richland Coal Company, located in the Wheeling district.

A final hearing in the case will be held in Parkersburg, W. Va., next month.

When informed of the granting of the injunction, Vice-President Lewis said this afternoon:

Denunciation of injunctions never had one modified, and condemnation of judges never changed their attitude. I can say in regard to the West Virginia situation what I said at Parkersburg to the late Judge Jackson, that "Regardless of all the power and influence of the corporations and courts of West Virginia, the time is coming when the miners will be organized, and it will not require violations of injunctions to establish the union in this state. I do not believe in intimidation where applied to courts, corporations or non-union men; neither do I believe in allowing any person to intimidate me, and for this reason, as a representative of the United Mine Workers, I expect to comply with the mandate of the courts. But that will not prevent me from talking to my fellow workmen and advising them to become members of the United Mine Workers."

HERTS BROS.' SALE OPENS.

Good Attendance at Furniture Offering in Fifth Avenue Galleries.

The Fifth Avenue Art Galleries, at No. 546 Fifth avenue, were well filled yesterday afternoon for the opening of the sale of Herts Bros.' collection of furniture, tapestries, bronzes and clocks. It will be continued this afternoon and Saturday at 3 p. m. Herts Bros., whose former stand has been obtained for the Columbus Bank, have moved to No. 28 West 38th street, where their business of interior decorating will be continued. James P. Silo is conducting the sale.

Among the articles placed on sale by Herts Bros. are several tapestry suites worth thousands of dollars. There are inlaid vitrines and cabinets of the finest workmanship, and a large collection of various pieces of the three most interesting furniture epochs. The tables of the Louis XIV period, carved and gilded, with porphyry tops, attracted much attention yesterday. Six suites in Ambusson and Louis XV and XIV, and a severe Empire suite in the Rose du Barry scheme were greatly admired. Among the tables is a replica of President Félix Faure's library table.

There is a large collection of mirrors and tapestry panels, among the former being several Florentine etched mirrors. A carved Carrara marble font is one of the articles in the offering, which also includes many prints from famous paintings. The opening sale attracted considerable attention, and the initial purchases indicated a good demand.

FISHERIES COMPANY IN TROUBLE.

Big Concern Must Show Cause Why Receivers Should Not Be Permanent.

[By Telegraph to The Tribune.]

Trenton, N. J., Oct. 24.—The Fisheries Company, controlling fishery concerns from Maine to North Carolina, has been ordered to show cause in the United States Court, this city, next Monday, why the temporary receivers should not be made permanent and wind up the concern's business. The receivers are Judge Garret D. Vroom, of Trenton, and Ordener J. Delaney, of Moorestown. The complainant is Robert R. Haydock, of Pennsylvania, vice-president of the company.

Mr. Haydock charges that the company has assets of about $1,000,000 and liabilities of half that amount, but is not in shape to meet its obligations or continue business because of lack of funds. He says the Franklin National Bank of Philadelphia holds the company's note for $12,500, due last Monday. He also says that twelve hundred men, costing $40,000 a month in salaries and $20,000 for board, are being kept in unprofitable employment. Fire losses and scarcity of fish are blamed for lack of profits.

The company controls many boats and fisheries, including the factories of the Wharton Fisheries Company, at Cape Charles, Virginia, and also farm lands in Ocean and Burlington counties, this state. It is capitalized at $3,000,000.

NEW SCHOOLSHIP TRANSFERRED.

The Newport Turned Over to Board of Education at Navy Yard.

The United States ship Newport was formally turned over to the Board of Education of this city as a nautical school by the Navy Department yesterday afternoon at the Brooklyn navy yard. At 3 o'clock the government tug Narkeeta left the pier at East 23d street and the East River with members of the Board of Education, representatives of the State Naval Reserve and a goodly number of the alumni of the St. Mary's.

At the navy yard the party went on board the Newport. Captain James Dexter Adams, U. S. N., captain of the yard, on behalf of the navy formally turned the vessel over to the State of New York. Lieutenant Kingsley L. Martin, 2d Battalion, of Brooklyn, accepted the vessel on the part of the state and then formally turned it over to the Board of Education. Egerton L. Winthrop, jr., president of the Board of Education, was down on the programme for the speech of acceptance, but on account of the financial situation downtown he could not be present. His place was taken by Richard B. Aldcroft, jr., chairman of the executive committee on the Nautical School.

"During the existence of the St. Mary's as a nautical school," Mr. Aldcroft said, "there have been about one thousand boys graduated from her, and there are 2,500 others who have been in the school at some time. Up to the present time steam and electrical engineering have not been taught, but with the Newport we hope to be able to do all that was done on the St. Mary's, and even greater things."

The national flag was run up the mast by John E. Hatsel, president of the alumni association of the Nautical School. Then the state and Nautical School pennants were broken out, and in a formal manner the ceremony of transforming the Newport as a nautical school home for Captain Hanus and his boys was completed.

Congressmen Bennet and Goulden spoke briefly.

The Newport will be towed over to the East 23d street pier to-day, and moored just west of the St. Mary's. The latter vessel will be continued as a nautical school in connection with the Newport.

MR. MEYER TALKS TO POSTMASTERS.

Washington, Oct. 24.—An important feature of the convention of postmasters of the second, third and fourth classes to-day was the address by Postmaster General Meyer, who urged the extension of the parcels post, the creation of parcels post rural delivery routes and the establishment of postal savings banks. The Second and Third Class Postmasters' Association elected George E. Marcellus, of Leroy, N. Y., president, and selected Indianapolis for the next convention. The visiting postmasters were received by the President at the White House.

GOOD FOOD and constipation are ill-mated companions.

Use ½ Glass

Hunyadi János Water

On arising and enjoy your food.

A NATURAL LAXATIVE WATER.

Bottled at the Springs.

Avoid substitutes.

AHEARN CASE CLOSED.

Borough President Under Cross-Examination Thirteen Hours.

Albany, Oct. 24.—President John F. Ahearn of the Borough of Manhattan left the witness stand before Governor Hughes at 5:40 p. m. to-day, after a total of thirteen hours of minutely searching cross-examination. A few minutes later came the end of the long hearing of the charges preferred by the City Club of New York against him as a result of the report by Mayor McClellan's Commissioners of Accounts of their investigation of the several bureaus of the borough government.

President Ahearn has been indisposed since last night, and during the last few hours of the cross-examination was evidently in severe bodily pain, but he refused to permit his counsel to ask for a recess. At the close of the hearing he said to Governor Hughes:

"Governor, no matter what conclusion you may reach as to removing me from office, I want to thank you for the consideration you have shown me throughout this hearing."

No oral argument, or summing up, was made by counsel on either side, and the Governor gave them until Monday, November 11, to file briefs, cautioning them that he would receive nothing from either side after that date. He gave no intimation as to his decision, but complimented counsel on both sides upon their conduct of the case.

Nelson S. Spencer, of counsel for the City Club, conducted the cross-examination, with inexorably minute persistence, assisted by Charles H. Strong. President Ahearn stoutly held his ground, and the result was a number of sharp tilts between counsel and witness. Martin W. Littleton and Charles A. Collin, Ahearn's counsel, intervened only once or twice. Governor Hughes listened intently, and seldom took his gaze from the face of the accused official. Those who had expected that he would examine the Borough President were disappointed. The only important question the Governor asked this afternoon had reference to the firms furnishing supplies to the borough departments.

"Do you still deal with the Metropolitan Equipment Supply Company?" asked the Governor.

"I don't think so," replied Mr. Ahearn.

"When did you discontinue?"

"I believe when Mr. Thompson, the new Commissioner of Public Works, took charge."

Replying to Mr. Spencer, President Ahearn said that the open orders, without contracts, were given now to more firms than formerly, and that efforts were made now to obtain contracts and competitive bidding for many supplies formerly purchased on open orders.

President Ahearn admitted that he knew little about the details of any of his bureaus, trusted his appointees implicitly, and did not closely scrutinize requisitions, orders, vouchers or payrolls, relying upon the reports and recommendations of his subordinates and upon the vigilance of the Controller's office to detect extortionate charges for supplies or work furnished, until disclosures through the investigation by the Commissioners of Accounts opened his eyes to evils in the departments under his jurisdiction. Then he demanded the resignations of several of the bureau officials.

When Mr. Spencer demanded to know what steps he would take to improve certain conditions, the Borough President replied, looking straight into the Governor's eyes, "That depends on the future."

REBATE CASE PETITION FILED.

Great Northern Asks the Supreme Court to Review Devereaux Action.

Washington, Oct. 24.—A petition for a writ of certiorari for the transfer of one of the rebate cases of the United States against the Great Northern Railroad Company was filed to-day in the Supreme Court of the United States. The case arose out of the alleged granting of rebates to W. P. Devereaux on fifteen shipments of goods from Minneapolis to Seattle. The United States District Court for Minnesota found the railroad guilty on each count and imposed a total fine of $15,000. The Circuit Court of Appeals affirmed that verdict, and the company now asks the Supreme Court to review the entire case.

This is one of many suits of a similar character pending in the United States courts throughout the country, and much interest is felt in the outcome. The railroad alleges that the portion of the Elkins law under which the fine was imposed was repealed by the Hepburn act, which provided for imprisonment as well as fine. It contends that in changing the penalty the older law was effaced.

SUIT AGAINST GOULD ON TRIAL.

Ohio Man Asks $460,000 for Making Deal for 180,000 Acres of Coal Land.

Justice Goff and a jury in the Supreme Court yesterday begun the trial of an action brought by John S. Jones, a coal dealer of Ohio, against George J. Gould, William E. Guy and Joseph Ramsey, jr., to recover $460,000 for services, commissions and expenses in examining, drilling and purchasing eighteen thousand acres of coal lands in Southern Ohio in October, 1902. The case has been before the Supreme Court, the Appellate Division and the Court of Appeals, Jones having obtained an attachment against the property of George J. Gould in this city.

Mr. Gould put up a collateral bond and had the attachment vacated, but Sheriff Hayes objected to the release of the securities attached by him until his poundage fees had been paid. Two decisions were obtained in his favor, but the suit is still in the Appellate Court.

When David McClure, of counsel for Mr. Jones, opened the case he said that in October, 1902, Mr. Ramsey, then president of the Wabash Railroad Company, in which Mr. Gould and Mr. Guy were also interested, commissioned the plaintiff to buy the coal lands as an individual and later turn the property over to the corporation through another concern which was to take part in the deal. He asserted that the lands cost $370,000, and that other expenses amounted to nearly $90,000, payment of which was refused and the company repudiated the order. Some of the lands, he said, were owned by Judge Walsh, of St. Louis, and options on fifty thousand acres had been obtained because of the agreement.

Mr. Guy was the only one of the three to appear in court when the jury was impanelled. A general denial was made by the defence, and after Jones had been examined it was decided to adjourn the hearing until to-day.

"BOSTON DAILY TRIBUNE" SUSPENDS.

Boston, Oct. 24.—The employes of "The Boston Daily Tribune" were informed to-night that the paper will not be published after to-morrow morning's issue. "The Tribune" was started on January 1 by C. F. King.

THE CENTRAL OF GEORGIA.

Macon, Ga., Oct. 24.—President J. F. Hanson of the Central Railroad of Georgia to-day telegraphed Oakleigh Thorne, of New York, asking him for information of the reported sale of the controlling stock of the Central of Georgia. To-night he received a reply by wire, signed Oakleigh Thorne, saying:

"Absolutely no change in situation."

DAVIS RELEASED ON BAIL.

Washington, Oct. 24.—Eugene Davis, who as vice-president of the Capuzaya Mining Company was indicted with Edward C. Bryan, the treasurer, last Tuesday on the charge of obtaining money under false pretences, conspiracy and embezzlement, appeared in court to-day and was released on $10,000 bond. Bryan already had been released on $5,000 bond.

OCEAN STEAMERS.

NORTH GERMAN LLOYD.
Fast Express Service.
PLYMOUTH—CHERBOURG—BREMEN.
K.Wm.II.Oct. 29, 10 AM | K.Wm. II.Nov. 26
Kronprinz.Nov. 5, 2 PM | Kronprinz..Dec. 3
Cecilie(new)Nov.12,10AM | Cecilie(new)Dec. 10
Kaiser....Nov. 19, 10 AM | Kronprinz..Jan. 7
Twin-Screw Passenger Service.
PLYMOUTH—CHERBOURG—BREMEN.
†Kurfuerst.Oct.31,10 AM | †Barb'r'ssa.Nov.28
*P. Irene..Nov. 7, 10 AM | †Kurfuerst..Dec. 5
*Gneisenau.Nov.14,10AM | *Rhein....Dec. 12
*Main....Nov. 21, 10 AM | *Gneisenau.Dec.19
*Bremen direct. †Cherbourg and Bremen.
Mediterranean Service.
GIB'LTAR—NAPLES—GENOA, at 11 AM.
Connecting at Gibraltar for Algiers.
*Neckar.....Oct. 26 | *Neckar.....Dec. 4
Friedrich.....Nov. 2 | Friedrich.....Dec. 7
K. Luise.....Nov. 16 | K. Luise.....Jan. 4
K. Albert.....Nov. 30 | P. Irene.....Jan. 11
*Omits Genoa.
From Bremen Piers, 3d & 4th Sts., Hoboken.
AROUND THE WORLD TOURS.
East and West.
N. G. LLOYD EXPRESS LINE.
MARSEILLES—NAPLES—ALEXANDRIA.
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Marseilles—Genoa via Naples to the Levant.
ROYAL ROUMANIAN MAIL STEAMERS.
Constanza—Constantinople—Smyrna—Alexandria.
North German Lloyd Travellers' Checks Good All Over the World.
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$50 AND UPWARD, ACCORDING TO STEAMER AND LOCATION.
To London, Paris, Hamburg
by most modern and luxurious leviathans.
P.Lincoln(nw)Oct.26,8 am | †Waldersee.Nov.2
Kaiser(nw)Oct. 31, noon | Bluecher....Nov.7
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Gibraltar / Naples / Genoa / Via Gib. & Italy / Alexandria — Hamburg..Nov. 5, 3 P.M. / Batavia..Nov. 21, Jan. 14 / Moltke..Nov. 28, Jan. 21 / P. Lincoln (new), Dec. 5 / Hamburg..Jan. 4, Feb. 15 / Special trip by S. S. Hamburg, Jan. 4 and Feb. 15.

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Special cruises by superb steamers, lasting from 16-79 days. Cost from $75-$300 and up.
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$50 TO EUROPE
and up, according to steamer. FIRST CLASS BY THE FOLLOWING LINES
AMERICAN LINE From Pier 15, N. R. Sailing at 9:30 A. M.
PLYMOUTH—CHERB'G—SOUTHAMPTON
St. Paul....Oct. 26 | St. Louis.....Nov. 9
New York....Nov. 2 | Philadelphia...Nov. 16
RED STAR LINE From Pier 14, N. R.
NEW YORK—ANTWERP—PARIS.
Vaderland.Oct.26,8:30 AM | Zeeland...Nov. 20
Kroonland.Nov.6,5:30 AM | Finland....Dec. 4
WHITE STAR LINE From Pier 48, N. R.
NEW YORK—Q'NSTOWN—LIVERPOOL
*Baltic...Oct. 31, 1 PM | *Celtic....Nov. 14
*Cedric.....Nov. 7, 6 AM | *Arabic...Nov. 21
PLYMOUTH—CHERB'G—SOUTHAMPTON
*Majestic.Oct.30, 10 AM | *Teutonic.Nov. 13
†*Adriatic.Nov.6,5:30AM | *Oceanic..Nov. 20
New 27,000 tons has Elevator, Gymnasium, Turkish Baths and *Band.
NEW YORK & BOSTON TO ITALY & EGYPT
Via Azores, Madeira, Gibraltar, Algiers.
*ROMANIC.....Oct. 26, Dec. 5, Feb. 1
*CRETIC.....Nov. 7, Dec. 11, March 28
*CANOPIC.....Nov. 16, Jan. 11, Feb. 22
*REPUBLIC.....Nov. 30, Jan. 25, Mar. 7
*CEDRIC 709 ft. long, 21,035 tons. JAN. 4, FEB. 15
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Freight Office, Whitehall Bldg., Battery Pl.

"LA VELOCE"—Fast Italian Line.
Sailing from Pier 64, North River, ft. of 24th St., for Naples and Genoa.
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36th annual series. Programs.
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All the Way by Water Between New York & BOSTON
THE METROPOLITAN LINE.
New Express Triple-Screw Turbine Steel Steamships
YALE AND HARVARD
An entirely New Service-Route via Long Island Sound and the Atlantic Ocean. Fastest and Most Luxurious Steamship Service in America. Leave N. Y. week days only Pier 45, N. R., foot West 10th Street, 5 P. M. Leave Boston, India Wharf, same hour. Due either city 8 o'clock following morning. Music. Daintily furnished staterooms with bath. Cafe on Hurricane Deck. Lounging, Reading and Writing Rooms. Tickets and stateroom at 290 Broadway, Pier 45, N. R., and at Tourist and N. Y. Transfer offices.
EXPRESS SERVICE FOR FREIGHT AND AUTOMOBILES.

BOSTON AND POINTS IN NEW ENGLAND.
FALL RIVER LINE, via Newport and Fall River Lv. Pier 19, N. R., ft. Warren St., week days and Sundays, 5:00 p. m. Strs. Plymouth (new) and Providence. Orchestra on each.
NORWICH LINE, for New London, Norwich, Worcester. Lv. Pier 40, N. R., ft. Clarkson St., week days only, 5 p. m.; Pier 70, E. R., ft. E. 22d St., 6:30 p. m. Strs. Chester W. Chapin and City of Lowell.
NEW HAVEN LINE for New Haven and North. Leave Pier 20, East River, week days only, 2:45 p. m.; foot East 22d St., 3 p. m. Steamer Richard Peck.

NEPTUNE LINE
TO BOSTON, $2.00
Via Boat & Trolley. — Via Boat & Rail.
Fall River.....$1.00 | Providence.....$1.20
Newport.....$1.25 | New Bedford....$1.20
Corresponding Reductions to All Points.
Strs CONNECTICUT & RHODE ISLAND.
Safety—Convenience—Comfort. Leave N. Y. Daily and Sunday, Pier 84, N. R., ft. W. 44th St., 5:30 P. M. Tel. 4354—Bryant.
Ticket Offices | 290 Broadway | Tel. 3419 Worth | 31 West 30th St. | Tel. 5432 Mad. Sq.

FARES REDUCED PEOPLES
ALBANY, $1.50 EXCURSION, $2.50.
Superb Steamers C. W. Morse and Adirondack.—Leave Pier 32, N. R., week days only, 6 p. m. ALBANY, the West and North. Fine service. Gorgeous searchlight exhibit. Comfortable staterooms, with or without bath.
LOW RATES — CITIZENS LINE. TROY N. Y. TO TROY, $1.25; EXCURSION, $2. Steamers Dean Richmond and Greenport.—Leave Pier 46, N. R., week days (except Saturdays) and Sundays at 5 p. m.

CATSKILL, HUDSON AND COXSACKIE BOATS
Leave Pier 43, N. R., week days, 6 P. M.

CENTRAL HUDSON LINE.
Newburgh, Po'keepsie & Rondout
From Pier 24, North River, week days, 4 P. M.
For NEWBURGH, week days, 5 P. M.; Sundays, 9 A. M.; West 129th st., 9:30 A. M.

LOST—BANKBOOKS.

BANKBOOK No. 429,362 of the Union Dime Savings Institution is missing. Any person having a claim to it is hereby called upon to present the same within ten days or submit to having said passbook cancelled and a new one issued.

BANKBOOK No. 389,078 of the Union Dime Savings Institution is missing. Any person having a claim to it is hereby called upon to present the same within ten days or submit to having said passbook cancelled and a new one issued.

LOST OR STOLEN.—Bankbook No. 342,741 of the German Savings Bank in the City of New York, corner 4th ave. and 14th st., issued to Julius and Hulda Schmidt. All persons are cautioned against negotiating the same. If not returned to the bank on the 15th day of November, 1907, a duplicate will be issued.

LOST.—Bankbook No. 400,102 of the Union Dime Savings Institution is missing. Any person having a claim to it is hereby called upon to present the same within ten days or submit to having said passbook cancelled and a new one issued.

ADVERTISEMENTS and subscriptions for The Tribune received at their Uptown Office, No. 1364 Broadway, between 36th and 37th sts., until 9 o'clock p. m. Advertisements received at the following branch offices at regular office rates until 8 o'clock p. m., viz.: 264 8th ave., s. e. cor. 23d st.; 153 6th ave., cor. 12th st.; 92 East 14th st.; 257 West 42d st., between 7th and 8th aves.; 263 West 125th st.; 1338 3d ave., between 76th and 77th sts.;

OCEAN STEAMERS.

CUNARD LINES.
From Piers 51-52, North River.
TO LIVERPOOL, VIA QUEENSTOWN.
PASSENGERS BOOKED THROUGH TO LONDON AND PARIS.
Special Low Saloon Rates To Europe.
$50 AND UPWARD
UMBRIA.....OCT. 26, 9 A. M.
CAMPANIA.....NOV. 2, 2 P. M.
CARMANIA...Nov. 5 | LUSITANIA..Nov. 16
LUCANIA.....Nov. 9 | CAMPANIA..Nov. 30
Lusitania, Nov. 16, at $72.50.
Largest, Fastest, Finest in the World.
HUNGARIAN-AMERICAN SERVICE.
TO FIUME VIA
GIBRALTAR, NAPLES AND TRIESTE.
PANNONIA.....Nov. 14, noon; Mar. 26
CARPATHIA.....Nov. 28, noon; April 9
SLAVONIA.....Mar. 12
SPECIAL MEDITERRANEAN CRUISES, CALLING AT MADEIRA.
Nov. 23, 1907
Caronia 20,000 tons *Jan. 4, 1908 *Feb. 18
Carmania 20,000 tons. *Jan. 16 1908
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