

SIMS CRITIC OF NAVY. RESPONSIBLE FOR "ROW."

President's Aid Has a Strucuous Time Before Senate Committee.

Washington, March 2.—Commander William S. Sims, naval aid to President Roosevelt, by his own statement is responsible for the "row" over criticism of battleship construction.

The plan of Commander Sims to give the committee a sensation was immediately upset by Senator Tillman, who suggested that the witness be instructed to confine his testimony to alleged faulty construction and to say nothing at this time of criticism made of personnel.

When confined to criticisms of construction Commander Sims protested that the procedure of the committee "upset him."

"You would upset the committee if you went into all of these things at this time," said Senator Tillman.

Chairman Hale said the witness was not to say anything new about "resistance to criticism by naval officers," as that was a matter of ethics.

"Don't you care to know if the department has resisted criticism?" asked the commander. "No, thank you," was the reply.

The incident furnished an illustration of further proceedings. Mr. Sims got away from the line of inquiry again and again, and members of the committee called him back sharply.

"ARMOR BELTS TOO LOW." "The armor belt on all our battleships is too low," he declared, and he charged that the statements made by Rear Admirals Converse and Capps were misleading.

"If any admiral should go out of port without full bunkers—say on a cruise to the Pacific—should meet an enemy—say in the West Indies—he would be cut to pieces," said Mr. Sims.

"That's for us to get, not for you to state," said Chairman Hale.

Senator Tillman then came to the rescue of the witness—the first friendly word he had received. "All the commander is trying to say," interrupted Mr. Tillman, "is that the log books will bear out his statements."

Mr. Sims said that the French allow for extra and unanticipated weights, and that the Germans in designing ships figure on a normal line with bunkers full of coal.

"I never said that," said Commander Sims, with a show of temper.

"The notes of the official stenographer will bear me out," replied Admiral Capps.

"You have put together two of my statements," replied Commander Sims, "and made a false statement out of it—unintentionally, of course."

"I think it well that you modify that statement," asserted Admiral Capps. He wanted to know where the witness got his information regarding the water line of the battleships when they were at Rio.

Commander Sims said he consulted the logs. This information was misleading, Admiral Capps said. He asked the witness if he was informed in regard to the excess stores or ammunition carried.

Commander Sims said he had received a letter from a fleet officer, who said the armor belt was too low. This prompted Admiral Capps to observe that the criticism of Commander Sims was like that of many others—based on inaccurate information and hearsay.

"CROSS-EXAMINED BY CAPPS." At the close of his criticisms of the water lines, which were made in the most general terms, Admiral Capps obtained permission to cross-examine Mr. Sims. He did this chiefly by raising direct issues with the witness.

He declared that the German naval constructors figure on full bunkers in locating the water line and that the logs of a ship are accurate evidence, and he defied the witness to show that vessels were overdrift a foot and a half on arrival at Rio.

He asked the witness if he knew where the double bottoms of the ships were full of water when they arrived at Rio. Commander Sims had no information on this point, so Admiral Capps declined to continue.

MISS HARRIMAN ILL. Physicians Called in Consultation Yesterday.

A report that one of the daughters of E. H. Harriman was ill and that her case had been a subject for a consultation of physicians in the Harriman home, No. 874 Fifth avenue, was confirmed at an early hour this morning.

It was learned that Dr. W. G. Lyle, of No. 60 West 128th street, was in charge of the patient and that Dr. Lyle, Dr. William T. Bull and other physicians were in consultation yesterday afternoon.

It was said that the Miss Harriman who is reported ill is not Miss Cornelia, who is to be married to Robert Livingston Gerry today.

A few days ago Miss Carol A. Harriman, while attending school in the South, suffered from an ear trouble, and an operation was performed in Baltimore.

Subsequently Mrs. Harriman went to Baltimore and brought her daughter home. Dr. Bull, while declining to give the name of the patient, said the operation was an "old" one.

PLAN TARIFF REVISION. Preliminaries To Be Arranged Before Congress Adjourns.

Washington, March 2.—Tariff revision conducted by the Republican party—revision in consonance with the policy of protection and accomplished without any blasts of trumpets or beating of drums—will be insured by the course of the party in power this spring.

The preliminaries will be arranged before Congress adjourns, and when the party goes into the campaign it will be not only with a platform pledge of readjustment of the Dingley schedules but with a considerable amount of preliminary work already to its credit.

Before adjournment Senator Aldrich will obtain from the Senate authority for the Finance Committee to hold sessions in the recess and conduct such examination into the tariff schedules as may be deemed wise in view of the approaching revision.

The Ways and Means Committee of the House will also obtain similar authorization from that chamber and will arrange for preliminary work to be done in the early fall, immediately after the election.

The President will also contribute his share by detailing, through the Secretary of the Treasury, a committee of appraisers, collectors and other Treasury experts, who will gather statistics and prepare a report in which they will embody suggestions for the use of Congress regarding such administrative changes as may be deemed desirable.

There will be no public hearings, no widely advertised consideration of particular schedules to upset business and possibly frighten importers, but the work will go on in a quiet and orderly manner, so that when Congress meets again everything will be prepared for prompt and efficient action.

There is entire harmony among the leaders of Congress with the Executive, and only the details of the programme remain to be worked out. Before adjournment all the minutiae will have been arranged, and almost before the industries of the country have felt the first breath of disturbance the operation will have been performed and the patient will be convalescing.

There will be no tariff commission created to hold public hearings and inquire into private enterprises.

CREEL'S BANK ROBBED. Chihuahua Institution Loses \$300,000 (Mexican).

El Paso, Tex., March 2.—A telegram from Chihuahua, Mexico, says that the Banco de Mifmore, owned by Ambassador Creel, has been robbed of \$300,000 in Mexican money. No arrests have been made.

Officers here have been instructed to watch the border closely. The banknotes taken are in denominations of \$1,000, \$500, \$200.

A telegram from Señor Creel, who is Governor of Chihuahua, said that a large reward had been offered for the capture of the bank robbers. The American immigration officers have issued instructions to their border riders to watch for the missing bills.

A GHOST FURNISHED TO CLARK. Matilda Kelley Reports a Case for Use Under Bequest to University.

Pittsburg, Mass., March 2.—Clark University will not have to wait for a chance to use the \$5,000 bequest of George Kelley, who died in 1892, as with two weeks of the turning over of the money the ghost has been produced.

The police reported the supernatural visitor to the university authorities to-day after Matilda Kelley had reported it to them. She says that strange noises disturb her slumbers. Loud rattings are heard at windows. The doors open and close with no one entering or departing.

"Voices are heard in lamentation, the visitor has gone so far even as to seize her and her son by the neck and caress them. The university authorities are going to investigate the case for her."

THREE FALL INTO AMMONIA TANK. Jersey City Workmen Lose Lives Trying to Save Companion Overcome by Fumes.

Three workmen were overcome yesterday by the fumes of ammonia in the chemical factory of Colm Brothers in West Side avenue, Jersey City, and fell into the ammonia tank on which they were placing a cover.

BIG "VELVET" ACCOUNT HELD IN KNICKERBOCKER. Appraisers Say Nearly All These Securities Are Worthless.

The Knickerbocker Trust Company carried a secret security account, known as "velvet" and not entered on the company's books, it was learned yesterday with the filing of the inventory and appraisal of the suspended institution's assets by the temporary receivers with Justice Clark, of the Supreme Court, at St. George, Staten Island.

Practically all the "velvet" securities are worthless. Most of these securities are appraised at present prices as either worth nothing or of "nominal" value. The appraisers were Maryn Souder and Charles M. Talbot.

How the Knickerbocker Trust Company ever came into possession of the "velvet" securities is not told in the inventory and appraisal filed with the court. It hardly seems possible that the company lent money on securities of such doubtful value.

It is more likely that they were received as bonuses in connection with the various underwriting enterprises in which the company is known to have been interested with the late Charles T. Barney, its former president. How the "velvet" securities escaped entry on the company's books is also a mystery.

In listing the "velvet" securities in the official inventory no book value or par value is given, but only the appraisal rate and valuation. The total appraised valuation is \$97,943.

Prominent in the list of the "velvet" securities are nearly one hundred thousand shares of the Alaska Gold Syndicate Company and more than twenty-six thousand shares of the Gold Creek-Nevada Mining Company.

The appraisers give the value of the syndicate company stock as "nominal" and that of the mining shares as nothing. Wall Street men have a vivid recollection of the meteoric records of these two concerns. Nearly three thousand shares of American Ice Securities Company stock also figure in the list, but here is an actual value of nearly \$40,000 at current quotations.

The full list of the "velvet" securities follows:

Table listing securities with columns for Name, Appraisal, and Amount. Includes Alaska Gold Syndicate, Gold Creek-Nevada Mining, American Ice Securities, etc.

The inventory and appraisal substantially conform to the usual form for the published annual reports of trust companies and contain the items of the investments of the Knickerbocker Trust Company in bonds and stocks of corporations and real estate owned in detail and the investments of the company in loans and discounts under general terms.

The total appraised value is given as \$97,943.83, as against the book value of \$5,473,892.66. The full statement is as follows:

Table showing Assets, Liabilities, and Total. Assets include Bonds and mortgages, Stocks and bond investments, etc.

The items in the stock and bond account which show the greatest depreciation from the book value as carried by the company are as follows:

Table listing Stocks with columns for Name, Book Value, Rate, and Appraisal. Includes Am. Malt, Am. Sugar, etc.

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Table listing Bonds with columns for Name, Book Value, Rate, and Appraisal. Includes Am. Ice, Am. Sugar, etc.

DEWEY'S CLARETS AND OLD BURGUNDY. Taken with the Meal, expires the food.

JACKSON MAN JUBILANT. DRAWS OUT P. D. CRAVATH. Now Expects to Win Case Against N. Y. City Railway Company.

Important admissions made by Paul D. Cravath, counsel for the New York City Railway Company, in the suit of Attorney General Jackson to dissolve that corporation on the ground that it was insolvent for more than a year prior to the date of its going into the hands of receivers, caused H. R. Limburg to express the opinion after adjournment of court yesterday afternoon that he had practically won his case.

"I admit," said Mr. Cravath, "that the so-called asset entry of \$4,500,000, being the discount on the \$15,000,000 ten-year 3 per cent notes of the Metropolitan Securities Company, should be disregarded in comparing the value of the assets with the liabilities as of a given date. We contend that under the rules of the Interstate Commerce Commission it was a perfectly proper bookkeeping entry, but we concede that it should be disregarded in determining the real assets as opposed to the bookkeeping assets."

Mr. Limburg, special counsel for the Attorney General, gasped with astonishment at this admission, then he declared: "You admit that it is not a true asset entry. Whether or not it is a proper bookkeeping entry will be for an entirely different tribunal to determine."

The admission would save two days of the trial, Mr. Limburg said after adjournment. "The reason why Mr. Cravath made this admission," he said, "was that he knew in proving it we would bring out some damaging testimony regarding what was done with the money. District Attorney Jerome has always contended, in refusing to take action in the New York City Railway matter, that this \$4,500,000 was a perfectly proper asset. He may look at it in a different light now."

Mr. Limburg also said that, including the \$4,500,000, he had succeeded in the afternoon in making good the \$7,000,000 to the deficiency of \$6,232,960.55 appearing on the balance sheet of June 30, 1907.

Among the witnesses examined yesterday were Mortimer L. Schiff, of Kuhn, Loeb & Co., which firm agreed to underwrite a part of the debt issue of the Metropolitan Securities Company, which was discounted at a loss, Daniel B. Hasbrouck, vice-president, and Charles E. Warren, secretary and treasurer, of the New York City Railway Company.

Mr. Schiff was excluded early, as he had planned to sail for Europe to-day to join his father. The trial took place before Justice Davis in Part IV, Special Term of the Supreme Court.

Nathan Vidaver, who recently prosecuted the Kissena Park scandals before the Queens County Grand Jury, was in court, and said he had been retained by the Attorney General to watch the proceedings with a view to getting any points that might be of interest to the grand jury of this county.

On the balance sheet of the New York City Railway Company for June 30, 1907, appeared an asset item of \$2,534,602.15, being monies due from the subsidiary companies.

"Did you ever attempt to collect these items?" asked Mr. Limburg of Mr. Warren.

"That would be impossible," said Mr. Warren. "Why?"

Mr. Cravath objected and continued to object when Mr. Warren was asked if it was an asset that was collectible and as to how the monies had been advanced to the subsidiary corporations.

Mr. Warren did say, however, that it had been used in construction and betterment work for the subsidiary companies without any specific request from the various boards of directors of such companies. As treasurer he had never called the attention of the New York City directors to the fact that these debts could not be collected.

Mr. Limburg asked Mr. Warren if he had ever looked into the question of materials and supplies on hand, which appear in the balance sheet of the company at \$800,000.

He said he purposed to show that much of the material was junk and not worth what it was scheduled at. Mr. Warren said he was not familiar with this department, but would produce to-day the checks covering the purchase of materials from March 31, 1906, to June 30, 1907.

"I suppose you would be surprised to know," said Mr. Limburg, "that an automobile was put in as an equipment asset in June, 1906, at exactly the same figure it was listed at in June, 1902."

Then Mr. Limburg started to delve into a certain lump sum of \$159,000 which was charged to the construction account, including the printing of certain debenture bonds and certain legal expenses, but did not have time to go deeply into it before adjournment.

"I know well about those legal expenses," said Mr. Cravath with a smile.

Daniel B. Hasbrouck was placed on the stand and asked if he had signed the annual report for 1906. He said he had, but admitted he had not examined any of the statements in detail, as he had relied on the word of the officers who prepared it that it was a correct statement of facts.

He was excused, and Mr. Warren took the stand. He had signed the report as secretary and treasurer, but did not compare any of its entries with the books, relying on Mr. Brown, the controller, and Mr. Moorehead, the auditor.

He admitted that the item of \$8,683,527.64, being stocks and bonds of other companies held, had been carried along at the same figure for years, nothing being written off for depreciation.

In opening his case Mr. Limburg said he would show that the New York City Railway Company had been insolvent practically from its inception. He referred to the agreement of the Metropolitan Securities Company to furnish \$23,000,000, needed for betterments, to the New York City Railway Company, which was to turn it over to the Metropolitan Street Railway Company.

"We shall show you," he said, "that the New York City did not receive the cash from the Securities Company. We shall show that the \$15,000,000 of notes issued at 70 were redeemed at par and reissued at 70, netting a clear loss of \$4,500,000."

Mortimer L. Schiff testified regarding the underwriting of the Metropolitan Securities note issue. He was asked if Kuhn, Loeb & Co., his firm, had made an investigation of conditions between the first and second call for subscriptions which would cause them to withdraw from the agreement. He was not permitted to answer.

After the admission of Mr. Cravath as to that this would be in a measure compensated for by charging against it \$3,638,500 due on the subscriptions to the note issue of the Securities company, but Mr. Limburg said it did not appear in this way in any balance sheet he had seen.

This loss of \$4,500,000 is the subject of a special suit for recovery against the directors of the Metropolitan Securities Company by the receivers of the New York City Railway Company.

BRADLEY FOR FAIRBANKS. Believes Republicans Will Be Defeated if Taft Is Nominated.

Frankfort, Ky., March 2.—The Fairbanks boom in Kentucky received a boost to-day when Senator-elect W. O. Bradley announced that he favors Mr. Fairbanks for President and believes that if Mr. Taft is nominated by the Republicans he will be defeated.

Having behind it the prestige of the newly elected Senator, the announcement is thought by politicians here to mean that Mr. Fairbanks probably will get the Kentucky delegation. Mr. Bradley said:

"The Republican federal officeholders of the state, with few exceptions, are banded, organized and earnestly laboring to carry the state for Mr. Taft. Should they succeed they will lead the party to another defeat. I sincerely hope that the Republicans of Kentucky will rebuke these self-constituted masters and see to it that the boys in the trenches and the people who constitute the brain and sinew of the party go to the various county conventions, assert their independence and forever break the yoke of official control. Each and every Republican is entitled to elect his candidate for President without dictation or fear from any source, high or low. I don't believe there is any doubt of the state with Cannon, Fairbanks or Hughes nominated. Frankly, I favor the nomination of Mr. Fairbanks, because I believe he is the most available candidate."

"First, he is the unanimous choice of the Republicans of his state. Second, he is a man of exalted integrity, spotless record, great ability, and will not antagonize any element of the Republican party. Third, he is our neighbor and friend. In the late campaign he came to this state and did effective service for the success of the Republican ticket."

"Fourth, the people of Indiana did more to assist us in that campaign than those of any state in the union. Fifth, Mr. Fairbanks is the intimate friend of Mr. Roosevelt, and any attempt to make the contrary appear is unfair and unjust to both the distinguished parties. It is perhaps unnecessary to add that whoever the nominee of the Republican party may be, he will receive my hearty and unqualified support."

Resolved, That the Maritime Association of the Port of New York strenuously disapproves of the bills introduced by request in the Assembly by Mr. A. Smith, Nos. 279 and 280 (introductory Nos. 268 and 269, January 27, 1908) entitled acts to amend the greater New York charter relative to the acquisition of wharf property, purporting to amend the charter Sections 823 and 822, similar to bills which have been introduced in the Senate by Mr. Mullany, by request, and described by Nos. 295 and 325 (introductory Nos. 299 and 199, January 27, 1908).

These bills seek to abrogate provisions of the charter insuring publicity in the actions of the Dock Department and are specifically condemned on this ground.

While the exchange has consistently stood for improvement of the waterfront, it has never stood for a general method on drastic as what these bills contemplate. It is particularly concerned that any such legislation which exceeds anything which any Dock Board or Dock Commissioner up to the present moment has advocated.

It is resolved that to justify these bills on the ground that they are an endeavor to apply to waterfront property within the city's limits similar methods to those applied to upland property, the city should be satisfied that there is no similarity between these two classes of property, one being extremely limited, while the other may be considered as unlimited.

Excited and indignant citizens have had the opportunity by extended previous knowledge of intentions of the city to adjust themselves to coming conditions, no such method as that now sought to apply to the waterfront should be permitted. These bills seek to not only eliminate the necessity of an offer of purchase by the city before condemnation proceedings may be instituted, which is the only harmless part of the present legislation, but they seek to permit anywhere in the city, without previous notice, the taking of not only waterfront but uplands without payment by the city, a serious and particularly objectionable feature of the proposed legislation.

Resolved, That the passage of these bills would be a serious and particularly objectionable feature of the proposed legislation. It is resolved that the passage of these bills in and out of the Cities Committees of both houses of the Legislature.

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HOSPITAL SANS DOCTOR. No Surgeon on Bayonne Ambulance—Patient Dies.

Just as he reached the platform of the West 8th street station of the Central Railroad of New Jersey at Bayonne yesterday Henry Dietrick, a mechanical draftsman, who lived at No. 202 Plane street, Newark, dropped unconscious.

An ambulance from the Bayonne Hospital was called. When it arrived, in charge of Patrolman Kroeller, there was no physician on it. The unconscious man was put aboard and hurried to the hospital, but died on the way.

Dr. F. M. Corwin, president of the medical board of Bayonne, said last night that it was true no physician had responded with the ambulance. He said the institution had been without a resident doctor for the last two months. "We are doing all we can," continued Dr. Corwin. "We have sent out applications to the various colleges and hospitals in the country, but have not heard from any of them."

Dr. Corwin added that the patients were being taken care of by nurses and by neighboring physicians.

DRY WAVE IN BAY STATE. Ninety Per Cent of Yesterday's Elections for No License.

Boston, March 2.—The no-license wave struck Massachusetts hard to-day, according to the indications late to-night, nearly 90 per cent of the 186 towns in which elections were held to-day going dry for the next year. Last year these towns were divided about evenly on the license question. There are a number of surprises in the results. Two of these were in Revere and Lynn, where the no-license people thought last night they had no chance of carrying a ticket. The full vote has not yet been recorded, but it is certain that these places have gone dry by several hundred majority.

The same result is shown in the vote along the South Shore and in the western part of the state, where a hard fight had been made by both parties. In nearly every contested town no license carried.

TO BUY U. S. TRANSPORTATION CO. Hartford and New York Obtain Additional Steamship Lines to New England.

Hartford, Conn., March 2.—Announcement is made that the Hartford and New York Transportation Company is to purchase the property and goodwill of the United States Transportation Company.

This will give it, in addition to the business it handles at present, the Joy Line between New York and Providence, the Neptune Line between New York and Fall River and the control of the Maine Steamship Company, operating between New York and Portland, Me.

"PROSPERITY CONVENTION" OPENS. BROKERS EXPECTED IN ASHEVILLE.

Baltimore, March 2.—The "Prosperity Convention" under the auspices of the Travelers and Merchants' Association, opened to-night at the Lyric, with about twelve hundred persons in attendance. Addresses were made by Governor Austin Le Crothers, Mayor J. Barry Mahood, former Mayor Ferdinand C. Latrobe and President F. J. Lamotte of the Travelers and Merchants' Association.

TO FIGHT DOCK BILLS. AUTHORS KEEP IN DARK. Give Department Power to Seize Lands Without Advance Payment.

Senator Dominick F. Mullany, a Tammany Senator, and Assemblyman A. E. Smith, a Tammany Assemblyman, have introduced at Albany bills which authorize the Dock Department to do business without publicity. If the bills, which are similar, become a law, it will be possible for the Dock Commissioner, if he wants to do it, to go ahead and seize uplands along the waterfront without paying for them in advance.

The bills allow such unlimited opportunities for wholesale blackmail and grafting that the Maritime Exchange last week decided to oppose them. The City Club and Merchants' Association also are out against the bills.

A hearing on Assemblyman Smith's bill has been set for this afternoon at 3 o'clock before the Assembly Cities Committee. Telegrams were sent last night to Chairman Hammond of the Cities Committee asking that the hearing be deferred until counsel for the Maritime Exchange can give the bill further consideration.

If the Mullany-Smith bills get through the Legislature they will be opposed when they come up before Mayor McClellan for a hearing. The significant thing about the bills is that no one seems to be willing to "stand for" them. Assemblyman Smith says he introduced the bill by request, and Senator Mullany says the same thing about his bill, the two being the same.

In Corporation Counsel Pendleton's office no one seems to know who drew the bills. It was admitted there yesterday that the office had heard about them, but no particular member of the Corporation Counsel's staff would admit authorship. The bills look innocent enough on their face, but that they will give the Dock Commissioner authority to put through all sorts of big schemes without making them public is charged by the Maritime Exchange, which has been scrutinizing the bills for the last month.

MARITIME EXCHANGE RESOLUTION. On Wednesday of last week the Maritime Exchange in executive session passed the following resolution:

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AUTOISTS TAUNT WOMAN THEY HIT. Screaming with laughter, three women in a large touring car urged their two men companions to put on all speed.

They were on the road from New York to New Haven, where Mrs. Edith was thrown some distance. She cried to the automobilists to stop, but the women laughed at her as the car sped down the road.

Mrs. Edith was carried to her apartment home, which she had just left, where it was found that one of her legs was broken and that she was badly cut and bruised. A man on a bicycle chased the automobilists and the women directed the chauffeur to slow down until he got near them, then they ordered full speed. They kept up this game some time, and finally sped away.

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(Continued on third page.)

POLAND WATER. Leads all in Reputation, Health and Medical Properties. H. H. H. & Sons, Proprietors. New York Depot and Office, 1180 Broadway. B. S. Robinson, Manager.—Adv.