

Football

ON COLLEGE GRIDIRONS

Roper Aiming to Get Speed in Princeton Eleven.

WORK ON FORWARD PASS

McKay May Not Be Able to Play with the Harvard Team This Season.

[By Telegraph to the Tribune.] Princeton, N. J., Sept. 20.—The most striking feature of the football practice at Princeton today was a long drill in the execution of the forward pass.

The ball was given to the first team with orders to try anything but forward pass, while the second eleven tried to break up the play.

Roper is evidently expecting to depend upon speed this year, and he constantly urged the men to get the play off faster.

T. N. Pfeiffer, '08, who coached Washington and Jefferson last year, was on the staff and seemed greatly pleased with the material, and especially at the speed of the candidates.

[By Telegraph to the Tribune.] Lakewood, Colo., Sept. 20.—The feature of the Yale football practice today was the first formation of the season.

Left end, Philbin; left tackle, Scully; left guard, Fuller; center, Morris; right guard, Paul; right tackle, Tomlinson; right end, Brooks; quarterback, Howe; left halfback, Robinson; right halfback, Captain Daly, and full back, Fields.

McKay's role in football clothes. McKay is struggling to get back his college standing, but the coaches are not banking that he will.

Clinton's Eleven at Work Best of Old Team Back Promises Scholastic Victories.

The De Witt Clinton High School football eleven promises to loom up prominently in scholastic circles during the coming season.

Athletes Going to Canada Boston, Sept. 20.—A representative team of seven New England athletes will compete in the Canadian championships at Montreal on Saturday as a result of a vote last night at the annual meeting of the Amateur Athletic Association of the United States.

Bradley Suit Settlement Two Sons Will Get \$12,000 from Ex-Senator Brown's Estate.

Sell Like City, Sept. 20.—The suit of Mrs. Anna Bradley to break the will of the late Arthur Brown, at one time United States Senator from Utah, will be settled by the payment of \$12,000 to Mrs. Bradley's sons.

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Lawn Tennis

FAST PLAY ON COURTS

Mrs. Schmitz Wins Again in Lawn Tennis Tourney.

SURPRISE IN THE DOUBLES

Mrs. Pouch and Miss Handy Play Well Together and Earn a Victory.

Shooting her drives straight to the base line, Mrs. Frederick Schmitz, the national indoor champion, yesterday won her place in the semi-final round of the women's tournament on the lawn tennis courts of the Montclair Athletic Club.

Two of the most striking contests of the day developed in the beginning of the women's doubles. One, that in the second round, savored of a reversal of form.

Mrs. Pouch elected to cover deep court on her side, with Miss Handy playing the position at the net. It was an excellent division of the work.

Women's championship singles third round—Miss Marie Wagner defeated Mrs. Robert B. Shaw, 6-4, 6-2.

Women's championship doubles second round—Miss Marie Wagner and Miss Edith Handy defeated Mrs. Robert B. Shaw and Miss Marie Wagner, 6-4, 6-2.

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BULL WINS HARD MATCH

Earns Crescent A. C. Lawn Tennis Title by Beating Martin.

In clearing the unfinished tournament schedule at the Crescent Athletic Club, on the Bay Ridge courts yesterday, Charles M. Bull, Jr., regained his honors, defeating in the final round the holding champion, Henry C. Martin, at 4-6, 6-4, 6-3, 6-2.

The summary follows: Women's championship singles (fourth round)—Harry C. Martin defeated Robert Cassamajor, 6-2, 6-3, 6-3.

Women's championship doubles (semi-final round)—Charles M. Bull, Jr. and Harry C. Martin defeated Miles S. Sargent, 6-4, 6-2, 6-2.

Women's championship singles (third round)—R. J. Wall (scratch) defeated W. D. Andrews (scratch), 6-4, 6-2.

Women's championship doubles (second round)—Charles M. Bull, Jr. and Harry C. Martin defeated Miles S. Sargent, 6-4, 6-2, 6-2.

Women's championship singles (second round)—R. J. Wall (scratch) defeated W. D. Andrews (scratch), 6-4, 6-2.

Women's championship doubles (first round)—Charles M. Bull, Jr. and Harry C. Martin defeated Miles S. Sargent, 6-4, 6-2, 6-2.

R. R. EARNINGS COVERED

How Illinois Central Compounded Its Income.

CHICAGO RATE HEARING

Vice-President Park Coins New Phrase, "Railroad Intuition."

Chicago, Sept. 20.—Alleged manipulation of the Illinois Central Railroad's income to cover up earnings and to compound its losses was brought into today by attorneys for the Western shippers before the Interstate Commerce Commission in the hearing now in progress.

Mr. Park had told the commission he thought a proper remedy was one which rendered a fair return for service to the shipper, and which, after paying a reasonable dividend on the capital stock, paid fixed charges and operating and maintenance expenses, and would also give the company a yearly surplus of \$5,000,000.

"And what would you do with this surplus—just hold it?" inquired John H. Atwood, of Kansas City, representing the general shippers' committee.

"But," asked Mr. Atwood, "when those stations were built, you would consider them a part of the actual property of the company and a proper subject for additional capitalization, wouldn't you?"

"Yes, sir." "Then when you later had capitalized you would say you ought to be entitled to a reasonable dividend upon that capitalization?"

"Why do you want them?" returned Lust in surprise. "We represent shippers who pay \$100,000,000 annually in freight rates."

"I want them," retorted Mr. Horton, "to produce a return on my investment. It is only 4 1/2 and see what their return is. Do I get the names?"

"We will have a consultation," answered Mr. Lust.

Mr. Park introduced a new term in railroad nomenclature—"railroad intuition." He had been asked by Commissioner Charles D. Clark to show his opinion that the present physical valuation of the road was far in excess of its \$25,000,000 capitalization.

"Why, I haven't any exact data by which to determine the physical valuation," said Mr. Park. "I depend upon what I might call railroad intuition—yes, that's it, railroad intuition. You see, a man can't do anything for thirty-five years but ride over railroads, compare property values and buy new lines without gaining an intuitive value appreciation. I couldn't name any definite figure, but it is much higher than the capitalization."

Chief Engineer A. S. Baldwin, who followed Mr. Park on the stand, said that because of the sale of property in 1907 millions of dollars' worth of repairs, new buildings and many other expenditures it would have been wise to incur and which it was false economy not to had been deferred, "and now demanded attention."

"When I call your attention to figures showing your year-end surplus in 1908 of \$28,000,000 in 1909, will you say it was poor business policy?" inquired Mr. Atwood.

"I don't wish to criticize its management, not knowing all their problems," replied Baldwin.

The interrogations of Frank Lyon, attorney for the Interstate Commerce Commission, brought out mention of the fact that the road for which three former officials of the road are now on trial in the Municipal Court. The lawyer referred to a statement that during the fiscal year 1910 2,000 cars of a total of 60,000 were "repaired," and that the discovery of the alleged swindle would take care of the normal increase in wages during the present fiscal year.

"Do you expect the cost of car repairs to be less this year?" inquired Mr. Lyon.

"We certainly do, by about \$1,000,000," replied the witness. "That was about the excess we paid last year by reason of deferred maintenance and—er—other reasons," he added, alluding to the alleged graft, and smiling grimly.

The Illinois Central announced at the close of the day's session that it had put in its case. It was understood the next railroad to present testimony would be the Chicago, Milwaukee & St. Paul. This road will appear before the commission tomorrow.

BANKERS FOR INTER-MET.

J. P. Morgan, Jr., Among Those Said To Be Blat for Board.

According to reports which were not denied in any authoritative quarter, though confirmation of them could not be obtained, important changes are to take place in the board of directors of the Interborough-Metropolitan Company, perhaps at today's meeting of the directors.

J. P. Morgan, Jr., it was said, would enter the board as the representative of J. P. Morgan & Co., and with him George F. Baker, chairman of the board of the First National Bank, or George F. Baker, Jr., a vice-president of the same institution, and Frank A. Vanderlip, president of the National City Bank.

The Interborough-Metropolitan Company is soon to bring out a new financial plan, which will provide for a large bond issue, possibly \$20,000,000, and has arranged to place the new bonds with the three banking institutions which are about to have direct representation on the board.

A few months ago President Shonts of the Interborough-Metropolitan Company announced that the Morgan firm was prepared to furnish practically unlimited funds for the construction of new suburbs.

The Interborough-Metropolitan Company owns \$2,740,000 of the \$2,000,000 capital stock of the Metropolitan Street Railway Company, which corporation is now in the hands of receivers. A plan for reorganization of the latter corporation is expected to be submitted to the Public Service Commission before long, which must include an assessment on the stock; and it is supposed in Wall Street that the primary object of a large issue of bonds by the Interborough-Metropolitan will be to enable that corporation to secure funds with which to meet the assessment.

CARNEGIE TRUST PRESIDENT

Joseph T. Howell, of Nashville, to Succeed J. B. Reichmann.

Joseph T. Howell, of Nashville, Tenn., it was announced yesterday, will on October 1 succeed Joseph B. Reichmann as president of the Carnegie Trust Company, of this city.

Mr. Howell, who is a Southerner by birth, entered the Fourth National Bank of Nashville as a messenger thirty-one years ago, and has ever since then been connected with that institution, rising through all grades to the position of vice president.

Mr. Reichmann, who was elected president of the Carnegie Trust Company on December 20, 1909, as successor to Charles C. Dickinson, was at the time president of the National Street Company, but resigned that office soon afterward. He will continue to be a director and member of the executive committee of the trust company, and may also be made chairman of the board, it was said yesterday.

Mr. Howell will be the fifth occupant of the presidency of the Carnegie Trust Company, which was organized by Mr. Dickson in 1894. The first president was Mr. Dickinson, who succeeded in March, 1907, by Leslie M. Shaw, who had just resigned the office of Secretary of the Treasury. Mr. Shaw retired in March, 1908, as a consequence of what he described as "small differences" with Mr. Dickinson, and the latter was elected president for a second time.

In October, 1909, Mr. Dickinson was severely injured by being thrown from his horse, and his resignation from the presidency in December, when Mr. Reichmann succeeded him, was announced to be due chiefly to the impairment of his health as a result of that accident.

The balance sheet shows, among other things, that there is \$3,000,000 in cash on hand and about the same amount in bills receivable, while investments amount to \$3,500,000. The paid-up capital is \$2,000,000, the Wilmerding plant at \$2,000,000, real estate at \$1,500,000 and stock and stores on hand at almost \$2,800,000.

GOOD WESTINGHOUSE REPORT

Earnings Largest in History of Air Brake Company.

Pittsburg, Sept. 20.—The annual report of the Westinghouse Air Brake Company shows net earnings of \$4,463,102.31 from all sources. A total of \$49,321.35 was charged off to cover depreciation or other things.

The defendant in his answer says that the directors of the Wabash decided not only to buy the entire capital stock of the Pittsburg company with Wabash stock, but bought \$6,500,000 of the Pittsburg bonds for \$8,000,000 cash. These acts, he says, were confirmed by the stockholders.

MICHIGAN SUES GRAND TRUNK

Asks \$3,000,000 in Back Taxes from Subsidiary Company.

Grand Rapids, Mich., Sept. 20.—Suit was begun in the Circuit Court here today in behalf of the State of Michigan to collect \$3,000,000 back taxes from the Detroit, Grand Haven & Milwaukee Railroad (Grand Trunk).

Under its charter of 1860 the railroad pays only a tax of 1 per cent on its capital stock. The latter is nominally \$2,571,140, but Attorney General Kuhn is contending that the capital actually invested in the road can be used as a basis for taxation instead of the shares appearing on the company's books.

WABASH DIRECTORS

Exchange of Stock with Terminal Company Attacked.

STOCKHOLDER TAKES STEP

George J. Gould Named as One of Defendants.

The exchange by the directors of the Wabash Railroad Company of \$10,000,000 of the company's common stock for an equal amount of the capital stock of the Wabash-Pittsburg Terminal Railway Company, now in the hands of a receiver, is attacked in a stockholder's suit which has been brought in the Supreme Court by James Pollitz, who holds \$900,000 worth of the Wabash stock.

He names as defendants George J. Gould, Edwin Gould, General Thomas H. Hubbard and other directors of the Wabash, and alleges that they acted in violation of the laws of five states, in one of which, Michigan, he declares, they have made themselves amenable to the law.

Pollitz, who is an importer at No. 41 Warren street, says that the defendants were responsible for the increase of the Wabash common from \$25,000,000 to \$75,000,000, and then used \$10,000,000 of the stock to obtain possession of the practically valueless Pittsburg company.

He says that in doing so they hoped to get \$10,000,000 of the Wabash stock for themselves without consideration. In this, Pollitz alleges, the defendants violated the laws of Illinois, Indiana, Michigan, Ohio and Missouri, to which the company is subject, and he seeks to recover for the stockholders the \$10,000,000 which he alleges was wrongfully taken from the company.

Pollitz relates that the increase of the Wabash stock was made on March 22, 1904, about two weeks after the Wabash-Pittsburg Terminal Railway Company was organized as a consolidation of existing railroads. He says that at that time the defendants dominated the Wabash board.

General Hubbard has filed his answer to the suit, and among other things he says that Pollitz, who acquired his stock in 1906, did not acquire it in good faith, but for the purpose of annoying the defendants so that they would buy his holdings at a higher price than the market quotation.

General Hubbard, denying the allegations of the plaintiff, says that in 1904 the Wabash directors, including himself, through consolidation with the Cross Creek Railway, in West Virginia, and the Pittsburg, Toledo & Western, was united with the Wabash-Pittsburg Terminal Railway Company, and that the Wabash stockholders gave the defendants authority to make certain trackage and traffic agreements with the Wheeling & Lake Erie and the Wabash and Erie.

The close traffic alliance, says General Hubbard, makes them practically a single system. Subsequently there was a modification of the agreement which provided that the Wabash and the Wheeling & Lake Erie, if it became necessary to acquire an interest in the Pittsburg company's bonds, should pay up to 25 per cent of the gross earnings of either road on traffic delivered to the Pittsburg company from points east of Chicago and St. Louis.

General Hubbard says that the directors believed that the arrangement would be to the advantage of the Wabash.

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GOOD WEATHER FOR CORN

Bureau Says, Too Dry for Cotton and Too Cold for Pacific Coast Fruits

Washington, Sept. 20.—Favorable weather for corn, plenty of sunshine, but not enough rain for fruit and generally not enough rain on the Great Plains was the report for the week over the crop growing area. In a summary for the week, issued today, the Weather Bureau says:

"The weather of the week as a whole was favorable over the corn growing states, although it was somewhat too cool and length over all 72°; temp. beam, 76°; depth, 52 1/2 feet; displacement, 26,000 tons; engine, turbine, 40,000 horsepower. She is expected to have a speed of 23 1/2 knots, which will allow the voyage to be made in less than six days."

GREAT STEAMER LAUNCHED

La France Expected to Make Havre Trip in Less than Six Days.

St. Nazaire, France, Sept. 20.—La France, the great steamship built for the Compagnie Generale Transatlantique for its New York and Havre service, was launched here today. La France is the largest ship in the French merchant marine and is second in size to only the Lusitania and Mauretania. Her dimensions are: length over all, 722 feet; beam, 76 feet; depth, 52 1/2 feet; displacement, 26,000 tons; engine, turbine, 40,000 horsepower. She is expected to have a speed of 23 1/2 knots, which will allow the voyage to be made in less than six days.

FAR ROCKAWAY MUST BE GOOD

Police Court Will Close from October 1 to April Next.

October 1 to April 1 is to be the "close season" for the Far Rockaway police court. Any one hunting for a magistrate in Far Rockaway between the above mentioned dates will be referred to Jamaica.

TO SPEAK AT BANKERS' MEETING.

NEW TRAGEDY OF THE RING

Fore-Evening Closes in Harlem When Owner Regains Diamond.

Mrs. Mary Schlichterlein strode into the East 194th street station house last night holding two small and sullen faced boys by their ears.

She had been shopping, and, as baby was inclined to be peevish, had given it her purse, as the readiest substitute for a "pacifier."

Something in a shop window attracted her attention. No sooner had she stopped to look than the go-cart was snatched from the purse of one of the boys, then all the boys began to run, and Mrs. Schlichterlein gave chase, while a number of women stood guard over the human freight in the baby carriage.

The press boy, Mrs. Schlichterlein said, passed it to a third boy, who out-sprinted her, and gave it on to a fourth boy as he fled.

Lieutenant Laskey put the youngsters through a stiff course of sprouts, and they finally said the fourth boy was James Folia, of No. 32 East 193d street.

Lieutenant Laskey sent Patrolman Grotte to the boy's home. At first the lad denied all knowledge of the perambulating purse, but when the policeman told him that he would have to go around to the station house he pointed to a clock standing on the mantelpiece.

WOULD PAY DEBTS IN STOCK

Oregon Short Line Issue May Be Increased to \$100,000,000.

The stockholders of the Oregon Short Line Railroad Company, at the annual meeting to be held at Salt Lake City on October 12, will vote upon a proposition to increase the capital stock from the present authorized issue of \$27,460,100 to \$100,000,000.

The purpose of the proposed increase in the capital stock of the Oregon Short Line, according to President Robert S. Lovett, is to offset that road's indebtedness to the Union Pacific, and all of the new stock, he said, would be taken by the latter company.

The Oregon Short Line Railroad Company was incorporated in February, 1891, as a successor to the Oregon Short Line & Union Pacific Railroad, which had a capital of \$25,000,000.

Of the present authorized issue, \$27,460,100, all of which is owned by the Union Pacific, is outstanding, the remaining \$100,000,000 of the capital stock is in the Oregon Short Line treasury.

SAYS HE IS LOST HEIR

Danish Title and Estate Waits for Wanderer.

Seattle, Sept. 20.—A well dressed man of thirty years appeared at detective headquarters yesterday and said he was Olaf Holstein, the sailor who has been hunted for two years, at the request of the King of Denmark, as the heir to an estate and title in Holstein. He has been known in this country as "Ben" Suhr.

"I am the son of Countess Holstein, but the eldest son of her sister, who died several years ago," said Suhr. "However, I am the heir to the title and estates of the Holstein family. The estate of my mother, which amounts to several million dollars, has never been settled on account of my absence. I wired my whereabouts to the countess yesterday, and as soon as I can close up my affairs I shall leave for Copenhagen to take my place in my family again."

Suhr is now employed by a railway, in charge of a commissary department. He left Seattle for Stockholm today.

The search for Holstein, urged constantly by the Danish Brotherhood of America, has led over the seven seas, where he was a sailor, into Texas and this state, where he was a laborer, and into the gold fields of Nevada and Alaska, where he was a miner.

BUSINESS TROUBLES

Petitions in bankruptcy filed yesterday in the United States District Court were as follows:

Judge Holt has appointed Walter C. Low receiver for John E. Claffy, dealer in contractors' supplies and an insolvent, with a bond of \$1,000. The assets were \$1,200 and liabilities \$2,000.

ONE CHOLERA DEATH IN ITALY.

TO BE NO CUT IN STEEL

Gary Denies There Is Danger of a Price War or Any Disturbance.

CONDITIONS ON THE MEND

Export Business Picking Up Rapidly, Being Considerably Higher than Last Year.

Ex-Judge E. H. Gary, chairman of the United States Steel Corporation, made a reassuring statement late yesterday afternoon in reply to the reports which had been circulated recently in Wall Street that a sharp reduction in the prices of finished steel products was imminent and that a price war, such as took place in 1909, might result.

"There is no justification for the statement, purporting to originate in Pittsburgh," said Mr. Gary, "that a wide-open cut in prices of steel is likely to occur before the end of the week. It is well known that the new business offered at the present time, though quite large, is less than that of the previous year. If the railroad companies were buying as much as usual or up to their necessities, the mills would be crowded."

"There has been a shading of prices of some of the commodities by a few of the smaller producers. However, the principal manufacturers are disposed to maintain fair prices, and to co-operate, so far as they may legally and properly do so. As usual, there has been an effort for stock jobbing or other improper purposes, to greatly exaggerate, if not misrepresent, the facts. On the whole, the steel business should be considered satisfactory, and I see no reason to expect any change in this respect. Indeed, there has been a slight improvement during the last few days. Our export business is exceedingly good, being at the rate of at least 25,000 tons a month in excess of the export business of last year."

The persistent and circumstantial reports from the West that steel prices were to be severely cut had an unsettling effect on the stock market, which turned weak in the speculative offering after early strength. Steel common declined from 84 to 82 1/2, steel to 86 1/2 at the close, a net loss of 3/4 per cent. Ex-Judge Gary's statement was issued two hours after the market's close, as a response to many inquiries. The weekly meeting of the Steel Corporation's finance committee was held yesterday, but it was said in its adjournment that no subject of possible price reductions by the corporation.

HOPE FOR POTASH CHANGE

Trade Here Believes Germany Will Modify Monopoly Law.

A representative of the International Chemical Corporation, whose president, W. Schmidtman, is now in Europe in company with other large American chemical companies seeking to secure a modification of the potash monopoly law passed by the Reichstag at the last session, said yesterday that the cable dispatches from London that the German government had declared its inability to recede from its position were not taken seriously by the trade here.

"The information, he said, was, on the contrary, that the law would be modified. If this was not the result of the present negotiations, he added, although he felt confident it would be, pressure would no doubt be brought to bear on Germany by this government to bring about the desired result."

In addition to Mr. Schmidtman, Robert S. Bradley, chairman of the board of directors of the American Agricultural Chemical Company; its second vice-president, James M. Gifford, and a committee representing about eighty of the independent fertilizer companies of the South and Europe try to convince the German government that American companies can do business on a basis of something like an equality with their German competitors. At present they have to pay a prohibitive tax on all the potash they ship from the country, which practically gives the German potash manufacturers a monopoly of the trade with this country.

TO RESTRICT OPIUM TRAFFIC

Ambassador Reid Notifies State Department England Agrees to Conference.

Washington, Sept. 20.—Whitehall, British Embassy, London, has cabled the State Department that the British government agrees to the projected opium conference upon several conditions preliminary to the conference.

The British government will be glad to give its general co-operation with the United States in the conference. The opinion is expressed in the British answer to the American invitation that it is impracticable to fix a date for the conference until later on.

It is understood at the State Department that the government of China, a most important factor in the projected conference, may not be ready to participate for at least a year. The Secretary of the United States has obtained the acceptance in principle, by all the powers, of the arrangement of the details will be left to the hands of the government of the various countries which will be convened in fixing the exact date for the conference.

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Petitions in bankruptcy filed yesterday in the United States District Court were as follows:

Judge Holt has appointed Walter C. Low receiver for John E. Claffy, dealer in contractors' supplies and an insolvent, with a bond of \$1,000. The assets were \$1,200 and liabilities \$2,000.

The Spencer-Blake Realty Company has been filed against the Spencer-Blake Realty Company, of 23 West 121st street, in a voluntary petition given liabilities of \$86,000, unsecured, and assets as \$9 cent.

The petition in bankruptcy against Edward Silverthorn, doing business as the International Skirt Company, at No. 106 Grand street, by Henry Fruchterberg and two other creditors with claims for goods sold and delivered and security given for employment as a designer amounting to \$20,000, was filed yesterday.

The petition in bankruptcy against the United States Realty Company, of 23 West 121st street, in a voluntary petition given liabilities of \$86,000, unsecured, and assets as \$9 cent.

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