palace and hired men to guard the palace and operate the guns.

The report reached here this morning that forty revolutionists were put to death last night at Puebla.

There are reports to-day of general fighting at Orizaba, Rio Blanco, Anogales and Santa Rosa, a group of manufacturing towns in Vera Cruz, whither troops were sent yesterday. Some of the mills, it is said, have been fired.

These are cotton manufacturing towns, and there are ten thousand employes in Orizaba alone, all said to be against the government. The sale of liquor has been prohibited there since last Friday, but several cantinas were broken into and liquor procured, which has made the mob the more difficult to control.

William Dale, a miner from Chihuahua, declares that 300 troops en route from Chihuahua to Madra, were blown up on a bridge and killed. It has been impossible to verify this report.

Dale says President Diaz has appealed to General Luis Terrazas to restore order in Chihuahua. For years Terrazas and Diaz were enemies, but Torrazas is the most influential man in Chihuahua.

FIGHTING AT MANY POINTS

Several Towns Said To Be in Possession of Rebels.

Eagle Pass, Tex., Nov. 22.—A high officer, who by virtue of his position is in close touch with the revolutionary movement in Mexico, to-night said that fighting was going on in Cuatro Cienegas, a large and prosperous city just below Monclova. This is the home of J. Carranza, brother of the candidate for Governor of Coahuila, in opposition to the administration candidate. It is a stronghold of the revolutionists.

The passenger train from the south, which is supposed to have left Torreon yesterday afternoon, has not arrived in Ciudad Porfirio Diaz, though it was due there at 11 o'clock this morning. Railroad officers say they do not know where the train is. The railway wires are not working.

Residents of Eagle Pass who have relatives at Torreon and other points down the Mexican International line have not been able to get word from them for three days.

The revolutionists have captured the three chief towns in the rich Nazas River Valley, Gomez Palacio, Lerdo and Torreon. The death toll is reported heavy at Torreon, where a thousand revolutionists armed with modern long range guns swept the city with a terrific fire for several hours. No Americans are reported killed.

Villardona, one of the biggest mining camps in Mexico, where a smelter of the American Smelting and Refining Company is located, is reported in the possession of the revolutionists. It is said that the smelting plant was damaged and many Americans were roughly treated. This information was received here to-day from what are considered thoroughly reliable sources.

The garrison of federal troops at Torreon surrendered, it is reported, only after their numbers had been depleted by more than one-half in dead and injured.

At Torreon is a colony of perhaps 450 Americans, and many millions of American capital is invested there. One of the American industries at Torreon is the Guayaule rubber factory, owned by the Intercontinental Rubber Company, of New York. The plant, including realty holdings, is valued at $5,000,000.

General Geronimo Trevino, at the head of two regiments of cavalry and infantry, left Monterey last night for Torreon, and fierce fighting is expected in that city when they arrive.

Francisco Madero, leader of the anti-reelectionists, was reported to be near Las Esperanzo this morning en route with about six hundred cavalrymen, to join the revolutionary forces at Torreon.

Fighting in the city of Durango last night and early this morning was reported, but no details were received.

Zacatecas, Orizaba, Chihuahua and San Luis Potosi are still in the hands of the government forces, according to the reports received here.

QUIET ON THE BORDER

Troops at Laredo to Enforce the Neutrality Laws.

Laredo, Tex., Nov. 22.—Everything is quiet in this city, notwithstanding an undercurrent of intense interest in the possible outcome of the situation in Mexico, now in the acute stage of a struggle between the government and anti-government forces at various points throughout the republic.

So far as local conditions are concerned there is very little fear of an outbreak of any kind. The United States government has an increased force here, and the state rangers are also on the ground, notwithstanding the general belief that their service will not be needed here or at other border points.

It can be stated on good authority that the Mexican government has a cordon of troops extending from a point below Laredo to Colombia, twenty-six miles up the Rio Grande on the Mexican side. These troops have been instructed to keep a close watch for Francisco I. Madero, who is believed to be in the neighborhood of Colombia, his family being large land owners not far from that point, which is regarded by the Mexican government officials as a hotbed of insurrection.

The Mexican and American army officers are working hand in hand to prevent the situation assuming more serious proportions along the border, and conferences having this object in view are numerous.

From a source which is considered thoroughly trustworthy it was learned tonight that everything is quiet throughout north central Mexico. The territory embraced represents the district lying between Saltillo, capital of the state of Coahuila, and Nuevo Laredo, on the lines of the National Railways of Mexico and the territory between Victoria on the Tampico line and west to Torreon.

Everything is quiet in the city of Saltillo, according to latest advices. It is stated that a prominent American went to Governor Jesus Calle, of the state of Coahuila, at Saltillo, and asked regarding the safety of Americans. The Governor assured him that Americans were perfectly safe in Saltillo; he said he had put on an extra force of fifty policemen and had given them explicit instructions to protect Americans and American property at all hazards, and in the event of any effort on the part of a mob to molest the American residents of the city to shoot to kill.

ARMY-NAVY FOOTBALL

Franklin Field, Philadelphia

Saturday, November 26, 1910

SPECIAL TRAINS

via

Pennsylvania Railroad

Direct to Gates of Grounds

Leave New York, (W. 23rd St. Station)
10:25 A.M. 10:40 A.M. 10:55 A.M.

Returning, leave Franklin Field thirty minutes after game.

Parlor Cars, Dining Cars and Vestibule Coaches. Round Trip Pullman Tickets Sold.

Extra Accommodations on regular trains leaving New York 8.55, 9.25 and 9.35 A. M., running through to Broad St. Station, Philadelphia.

Pullman accommodations and full information of C. Studds, D. P. A., 263 Fifth Avenue, New York.

UNEASINESS AT CAPITAL

Authentic Reports Hard to Obtain—Conspiracy Against Officers.

Mexico City, Nov. 22.—Great difficulty is experienced in getting authentic reports from disturbed sections. The censorship is strict, and in many instances the government has taken possession of the telegraph wires to the exclusion at least of press dispatches.

In spite of this direct word from Orizaba, State of Vera Cruz, telling of severe fighting there and from Guadalajara, State of Jalisco, reporting the movements of government forces reached here to-day. The authorities minimize the gravity of the situation, but there is a general feeling of uneasiness at the capital.

Documents found in the house of a revolutionary are said to have revealed a conspiracy for the wholesale assassination of prominent officers, including Foreign Minister Creel, Vice-President Corral and other prominent Mexicans, among them Señor Spindola, editor and owner of "El Imparcial."

Miguel S. Macedo, sub-Secretary of the government, was also listed for death. President Diaz was to be taken, but his life spared because of his past services to the country. The bodies of those killed were to be suspended from electric light wires in the streets. The building of "El Imparcial" was to have been destroyed with dynamite.

The papers exposing the conspiracy were discovered during a raid by the police on Sunday. Three employes of "El Imparcial" had been furnished with the explosive and were instructed to use it at the first report of the uprising which was planned for last Sunday. The seizure of the plans on the day on which they were to be executed is thought to have a great effect in heading off the rebellion.

Fighting is reported in progress this afternoon at Chihuahua. No details have been received here.

Francisco I. Madero, reputed leader of the rebels, is believed to be near his home, in Coahuila. Yesterday three bodies of revolutionists attacked the military barracks at Orizaba and liberated and armed the prisoners, whom they freed from the prison adjoining.

The attack was well planned and executed. The revolutionists, who numbered three hundred, divided their forces. A group of one hundred stationed on the summit of a nearby hill threw dynamite bombs into the barracks. When the soldiers fled from their quarters and charged their assailants the other party, of two hundred revolutionists, attacked the prison. Beating down the guards and forcing an entrance, they liberated all of the prisoners and then armed them.

The 15th Mexican Infantry charged the revolutionists and drove them back into the woods after a hot fight, which continued until 9 o'clock last night. The number of casualties cannot be learned. During the fighting the 10th Infantry, from Mexico City, and the 16th Infantry, from Vera Cruz, reached the scene.

AMERICANS LEAVE MEXICO

"Kill Diaz and His Yankee Friends," a Popular Poster.

El Paso, Tex., Nov. 22.—Passengers arriving this morning from Mexico report a serious condition in that country. The train was loaded with American refugees and Americans are leaving the country as fast as possible.

Mexican officials permitted Americans to retain their arms to protect themselves. Passengers say the Mexican government is placing little reliance on the army, as half of it is made up of petty criminals and convicts sentenced to a term in the army instead of prison. Most of these are known to be in sympathy with the revolutionary movement, and many officers who have been offered promotion by Francisco Madero are suspected of being ready to join him.

Mexican papers arriving by this morning's mail show that conditions in Vera Cruz were serious as far back as Saturday. These papers declare that reports reached Guadalajara on Friday of serious disturbances in several villages in that state, and that trusted men are out investigating.

It also is reported that in Pachuca the Americans are fleeing, cards reading "Death to Yankees" and "Down with Gringoes" having been posted all over town. Many cards read: "Kill Diaz and his Yankee friends."

The inauguration of General Diaz as President for another term is set for December 1, and a general disturbance is expected then if the revolt has not already become widespread by that time.

An order was issued to-day by the Mexican postal officials to refuse admittance to all American newspapers containing reference to the Mexican revolution. The postal officers at Juarez received the order this afternoon and announced that no newspapers would be accepted for transmission to the frontier.

MEXICAN STOCKS SHOW DECLINES.

Banking houses identified with large enterprises in Mexico were disinclined yesterday to comment upon the revolutionary outbreak in the Southern republic, and some of them said that they had received no private advices regarding it. On the Stock Exchange there were sales of five $1,000 4 per cent bonds of the Republic of Mexico at 93½ and five at 93. On Monday the sales amounted to $10,000, par value, at 94. The last preceding transaction had been on Monday of last week, $1,000 at 96. The only dealings yesterday in National Railways of Mexico stock were in the second preferred, which closed at a net decline of ¾ per cent.

GAMBLING HOUSE SEIZED

Mayor Defends Action of Police as Entirely Within Law.

Mayor Gaynor holds that a gambling house is a public nuisance and as such may be seized and retained by the police. He declares that this is what the police intend to do with every gambling house until the nuisance is abated.

As a judge on the bench Mayor Gaynor frequently issued injunctions restraining the police from maintaining guards at alleged gambling places and the like.

Robert H. Roy, of Brooklyn, had written to the Mayor complaining that the police had taken possession of a saloon of one of his clients in Thatford avenue and had held possession for two weeks on the ground that it was a gambling place. In reply the Mayor wrote yesterday:

"A man's house is his castle, as you correctly say, but I have never yet heard it said that a man's gambling house is his castle. The law is, as I understand it, that every gambling house is a public nuisance and may be taken possession of by the police or by the citizens for abatement, and that is the theory on which the police are acting in taking possession of the place you mention.

"When the police find a public nuisance they should take possession of it and hold possession of it until the nuisance is fully abated, and that is what they propose to do with gambling places and the like. It is of very little use to walk into them and arrest the proprietor and then walk out again. We do not intend to have the law enforced in that feeble way, but, on the contrary, the ample powers given by law to the police to suppress nuisances is going to be exercised."

HARMON LOSES C., H. & D. SUIT.

Columbus, Ohio, Nov. 22.—Governor Judson Harmon, as receiver for the Cincinnati, Hamilton & Dayton Railway, to-day lost in the Supreme Court a damage suit for $3,750, to Perry Aldridge, of Lawrence County. A fight occurred on a train and in order to permit the conductor to get through the aisle and eject the cause of the trouble, it was necessary for Aldridge to step to the ground. Before he could get back on the train, it pulled out and left him.

FOR RAILWAY COMPETITION

Chairman Knapp's Views Surprise Railroad Association.

THINKS PENALTIES CRUEL

Head of Interstate Commission Says Regulation May Force Government Ownership.

Martin A. Knapp, chairman of the Interstate Commerce Commission, caused surprise in many quarters at the dinner of the Railway Business Association last night when he said:

"I advocate the legal sanction of the railroad association. This is the one sensible plan adapted to present conditions. Such a policy would promote the railroads in a manner most beneficial to the public and the railroads alike. We very foolishly still try to force the principle of competition. Every evil of which we complain about railroads has its source in the competitive system. Competition is unsuited to prevailing conditions. We can't have at the same time the presence of competition and the absence of discrimination. Unbridled competition has become unbearable."

Mr. Knapp said that he was not sure that government regulation of railroads had passed the stage of experiment. He mentioned "a sinister shadow over all of party politics and ambitions," and said there were many elements of doubt. Then he told the railroad owners present:

"If government regulation of railroads ends in disappointment and failure, you owners of these valuable properties know as well as I do that the only alternative is government ownership, with all its social dangers and all its deeper perils to Republican institutions.

Says None Can Stop Co-operation.

"Neither legislation nor judicial penalties nor the cry of the demagogue can prevent the spread of co-operation. Shall we increase competition by the infliction of penalties whose cruel creed is every man for himself? Is society, after all, only a mass of brutes fighting for the biggest bones and the government only a referee to see that each dog fights fair?

"I am not dismayed by the cry of the monopolies and unions. They came with the railroads, and they have come to stay."

Mr. Knapp wished it understood that the government must hold the scales of Justice in stable equilibrium. The selfishness of human nature, he said, was present on both the shippers' and the carriers' sides. He has discovered, he said, that the shipper was not always the under dog in the fight. It frequently has happened, he added, that shippers have got "quite the best of the bargain."

Mr. Knapp promised, that the Interstate Commerce Commission would never view conditions from the angle that the public was in need of help and the railroads could take care of themselves.

Eight hundred business men attended the dinner at the Waldorf. George A. Post, president of the association, presided, but said that although strongly tempted he would not "hog the spotlight." He introduced Daniel Willard, president of the Baltimore & Ohio Railroad, as a man with a full cargo of brains and heart. Owing to the death of his sister, Miss Alice Willard, at North Hartland, Vt., whose funeral will be held to-day, Mr. Willard retired immediately on finishing his speech. He said he did not wish to be understood as opposed to government supervision of railroads.

For Effective Government Regulation.

"I am convinced," he continued, "that under all the circumstances it is for the best interests of all—railroads as well as the public—that there should be effective governmental regulation. But it is also equally important that such supervision or regulation be fair as well as effective, and that it be not so extended as to destroy or discourage individual initiative and enterprise. I will even go so far as to say that I am also convinced that the only alternative to such control by the government as I have indicated is government ownership. Personally I am opposed to government ownership of railroads."

Mr. Willard was the chief witness at the Chicago hearing of the Interstate Commerce Commission on the proposed advance in freight rates. As the object of the dinner last night was apparently to counteract public anti-railroad sentiment, it was deemed significant that Mr. Willard should speak from the same platform as Mr. Knapp, the deciding voice in the Interstate Commerce Commission. Mr. Willard said, in part:

I am extremely anxious to see a better understanding reached if possible between the railroads and those who use them. I think the roads, through their proper officers, should co-operate as far as possible with the Interstate Commerce Commission in trying to bring about a better understanding. The commission, charged with greatly increased responsibilities, will, I have no doubt, gladly welcome a spirit of co-operation on the part of the carriers. I have confidence in the intelligence and integrity of the commission. It is the duty of the roads to see that the commission is fully informed concerning the roads' necessities. It is of great importance also that the atmosphere of public discussion should be so free from heat that the commission may be assisted and not impeded by public opinion in reaching just and wise conclusions. To this end, I believe, most of the railroads by their present policy in dealing with the public are earnestly endeavoring to avoid needless antagonism. In the past certain objectionable practices grew up which greatly exasperated the people, but laws have been passed forbidding the things complained of, and establishing a commission to see that the laws are obeyed. The rebate and unjust discriminations have disappeared, or if not altogether so, then relief is to be found in the enforcement of existing laws.

I think the roads should keep out of politics. This makes it necessary to take the public into their confidence as far as possible, so that the public, being fully and correctly informed, may act intelligently and fairly toward the railroads.

I positively know that there is to-day in the minds of railroad managers a feeling of uncertainty, of hesitancy, as regards the future. Possibly that feeling is not justified by the conditions. None the less the feeling is there, and it is dominating the situation. The all important question is, as I view it, how can the feeling of distrust which now rightly or wrongly so powerfully influences the policy of the railroads be allayed? I should say by removing the cause.

Let the people who use the roads and want the roads now indicate that, having secured the passage of such laws as they considered necessary in order to create the conditions complained of, they are now willing to forget the past and open a new account with the future. Let them consider each new proposal for legislative restriction with studied freedom from any spirit of retaliation. Let them hold their official representatives strictly accountable for adopting no new restriction which is not urgently needed. There has been too much legislation. If a more conservative attitude should result in giving the railroads a respite from further regulation, for a time at least, and until they can work out some of the many problems confronting them, the patient now indisposed will immediately show signs of convalescence.

John Claflin, president of the H. B. Claflin Company, represented the shippers. He said:

"It will be advantageous for the average merchant outside of New York to pay some increase in freight rates to help the general situation? I think it will. Let us take as a unit a retail business of medium size amounting in sales to perhaps $1,000,000 per annum. If this business is located pretty far West, say beyond the Mississippi River, it may now pay $25,000 per annum for freight and express from the East. If freight rates should be raised 12 per cent on the average it would pay $3,000 additional per annum to the railroads. What would such a business be likely to gain? Let any merchant look back carefully over his records and note the fat years and the lean years and then mark the years of general railroad extension and improvement on the one hand and the years of railroad retrenchment on the other, and I am sure he will find that his prosperity on the average has increased with the progress of the railroads and has waned with their lack of progress.

"I think the railroads will satisfactorily answer the question how the general growth and general prosperity may be best promoted if by friendly co-operation we give them the power to go ahead."

Among those present were William Barbour, president of the Linen Thread Company; N. J. Beckley, president of the Toronto, Hamilton & Buffalo Railroad; Justice Blanchard, W. C. Brown, president of the New York Central Lines; William Cotter, president of the Cincinnati, Hamilton & Dayton Railway; Ralph M. Easley, chairman of the National Civic Federation; S. M. Felton, president of the Chicago Great Western Railway; Benedict J. Greenhut, J. T. Harahan, president of the Illinois Central Railroad Company; Edwin Hawley, chairman of the Missouri, Kansas & Texas Railway; L. F. Loree, president of the Delaware & Hudson Company; William G. McAdoo, president of the Hudson & Manhattan Railroad; Thomas McCarter, president of the Public Service Corporation of New Jersey.

Norman E. Mack, F. E. Marshall, president of the Phœnix National Bank; W. H. Marshall, president of the American Locomotive Company; Robert Mather, chairman of the Westinghouse Electric and Manufacturing Company; Rear Admiral George W. Melville, U. S. N. (retired); Paul Morton, Rollo Ogden, Ralph Peters, president of the Long Island Railroad Company; Samuel Rea, vice-president of the Pennsylvania Railroad; Daniel G. Reid, chairman of the Rock Island Lines; E. P. Ripley, president of the Santa Fe Railway; Isaac N. Seligman, Theodore P. Shonts, James Speyer, G. W. Stevens, Nathan Straus, W. H. Truesdale, president of the Lackawanna Railroad; F. D. Underwood, president of the Erie Railroad; W. K. Vanderbilt, jr., George Westinghouse, W. H. Whiteside, Edwin W. Winter, president of the Brooklyn Rapid Transit Company, and Samuel Woolverton, president of the Gallatin National Bank, New York.

MRS. EMERSON'S DENIAL

Says Relations Are Unstrained—No Divorce Contemplated.

[By Telegraph to The Tribune.]

Baltimore, Nov. 22.—That she and her husband, Captain Isaac E. Emerson, the millionaire drug man of this city, and the father of the recently divorced Mrs. Smith Hollins McKim, will not separate, and that the relations existing between them are strained was positively denied by Mrs Emerson at her home here to-night. Mrs. Emerson stated that the report was absolutely without foundation, and that her husband did not contemplate going to Reno to get a divorce.

"We were never on better terms in our lives," said Mrs. Emerson. "The papers have stated that the relations were so strained between us that he moved to a club in 40th street, while I remained at the Waldorf-Astoria. At that time he was living at the club. He stays there the most of the time he is in New York. So that was nothing unusual. We had luncheon together that afternoon, and later he went to his club and met some friends. My daughter had rooms at the Waldorf and I engaged one next to hers. I thought that it would be convenient for me to do that and let Captain Emerson stay at the club, for the hotel was very crowded during the Horse Show.

"On Sunday morning I received a note from my husband telling me that he would be down to luncheon. In the mean time, however, I had made another engagement with a friend of mine, and so, when the captain came in I was in the dining-room. Then he found one of his friends and dined with him. After luncheon I met him in the lobby and we talked of some business that he had on hand. He told me that he wanted me and my friends to come with him to his estate in South Carolina. The majority of the friends were from Philadelphia, and they said that they couldn't go, on account of having to be home at Thanksgiving. I said that I had to come back to Baltimore, for I had some workmen in the house fixing the stairway, and I wanted to see that the work was done properly. I told him that I would probably be down later. Captain Emerson and Mrs. McKim then got ready to go South and I to come to Baltimore. We never had a disagreeable word, and I cannot imagine where the report came from."

"FALSE," STOVER ASSERTS

Never Sent Bridge Stand Keeper To Lawyer, Commissioner Says.

The efforts of John Antonopoulos to resist Park Commissioner Stover's purpose to eject him from his fruit stand under the Brooklyn Bridge stairway at the City Hall Park were continued yesterday before Justice Whitney, in the Supreme Court. To show that Jacob Katz and his brother, Albert Katz, of No. 132 Nassau street, were known at the Park Department, counsel for Antonopoulos put on the stand John J. Cruise, formerly a clerk in the department, who testified that both Katzs were frequent visitors at the office of the Park Commissioner.

Mr. Godley, Assistant Corporation Counsel, who appeared for Mr. Stover, objected on the ground that the testimony was not material, and Justice Whitney agreed with him.

Antonopoulos had told in an affidavit of being sent to one Katz at the Nassau street address after he had applied for a renewal of his permit, and that the Katz he saw promised to "fix things" for $1,000.

Commissioner Stover on the stand said that the Katz incident was "false from beginning to end." The commissioner said that he never sent Antonopoulos to see Katz and that the owner of the stand did not tell him of having seen Katz.

Counsel for Antonopoulos asked Stover whether he had not often seen the stand before he became commissioner, and when the witness said he had the lawyer wanted to know whether it was not on occasions when he was on his way to the office of Katz. But the court ruled out the question on an objection. The case will go on to-day.

CANDIDATE SPENT 42 CENTS

Mr. Cullen, Who Opposed Grady, Man of Many Ups and Downs.

James P. Cullen is an elevator conductor at No. 165 Broadway. In his spare hours he takes an active interest in politics and at the recent election he was the Independence League candidate for the Senate in the 14th Senate District. His chief opponent was Senator Thomas F. Grady, so Cullen did not find it necessary to spend much money in his canvass. It cost him just 42 cents, according to the report he filed in the County Clerk's office. Cullen itemized his account as follows:

Receipts—None.
Expenses—Matches, two boxes, 2c.
Used in looking for names in dark hallways while canvassing the district.
Postage, 20c.
Used to answer questions of people and associations who seem to have no time to read the platforms or study the record of the political parties, whose candidates they ask questions of at the very last moment.
Medicine for throat to relieve hoarseness incurred in addressing open air meetings, 20c.

But the County Clerk returned the statement to Cullen because he forgot to swear to it.

CAPT. SHMITTERS GETS DIVORCE.

Justice Putnam, of the Supreme Court, Brooklyn, granted an interlocutory decree of divorce yesterday to Captain Ferdinand Shmitters, a surgeon and bacteriologist of the United States army, who is stationed at Fort Slocum. He married Mary Hill at St. Louis on August 17, 1907. Mrs. Shmitters did not defend the suit.

NEW OFFER BY M'ADOO

Continued from first page.

final acceptance of any contract which would leave out such operation."

Asked whether he would delay awarding contracts for construction if offers for operation should keep coming in, Mr. Willcox said:

"I would, emphatically, just as long as offers kept coming in that seemed to demand attention before awarding bids. It is possible that we may receive another offer that will be much more desirable for the city than Mr. McAdoo's. In that case, I would most certainly consider it, and if necessary I would delay awarding bids until careful consideration could be given."

"Then, by putting in additional proposals from time to time, it will be a very simple thing to hold up the triborough indefinitely," it was suggested.

"By no means," replied the chairman. "How many responsible offers do you expect? The Hudson and Manhattan Company has offered to give bond in the sum of $1,000,000 to guarantee the execution of their contract. I don't think there is any great likelihood of many such offers."

No offer was made by the Interborough yesterday. The directors of that company will hold their regular weekly meeting to-day, and it was intimated yesterday that every member of the directorate will make it a particular point to be present. From this it was inferred that the question of an offer covering the McAdoo proposal will be discussed.

Mr. McAdoo called yesterday on Borough President Steers of Brooklyn and explained to him the new proposal. Mr. Steers said later that he was unable to give an opinion at present, and would refrain from comments until the matter comes up before the Board of Estimate and Apportionment.

"I think," he said, "that this is the biggest thing that will ever come before me, and one of the most important matters that can come before the city, and we should not hurry with our judgment till we have had an opportunity to study the problem thoroughly."

A committee of fifteen, headed by Edward Moriarty, president of the Triborough League, called yesterday afternoon on Mayor Gaynor and the members of the Board of Estimate and Apportionment, to plead with them for the triborough route.

Mayor Gaynor told the committee he was glad to see them, as they talked intelligently on the subject, and he likes to get suggestions from good sources. The Mayor intimated later that he has no further need to go down on his knees to study the maps and the suggested routes, but he has the whole scheme now in his head and has mastered the details.

Borough President McAneny of Manhattan would not discuss anything pertaining to subways. In answer to a question whether he considers it necessary that the Board of Estimate should assume the judicial attitude of knowing nothing about a matter until it comes before the tribunal, he said that the board should have a chance to consider the route, the plans, the size of tubes and the equipment of the proposed lines, and that a period of six weeks should not appear too much for such consideration.

WIFE ACCUSES COL. AMMON

Hales Him to Court to Explain Why He Took Her Tin Box.

Colonel Robert A. Ammon was arraigned yesterday before Magistrate Marsh in the police court at Stapleton, Staten Island, on a charge made by his wife, who accused him of having carried off a tin box which she said belonged to her. The colonel admitted having taken the box from his house on Grymes Hill, to the office of his lawyer, William Holt, at No. 152 Broadway, Manhattan.

He said that in so doing he had no intention of stealing anything belonging to his wife. He was not aware, he said, that there was anything in the box that belonged to Mrs. Ammon. For the last four years, he asserted, he had been trying to induce his wife to open the tin box so he could get papers that he believed to be in it that related to a civil action he had brought in the courts.

Mrs. Ammon said the box and its contents belonged to her and not to her husband.

An adjournment until next Friday followed, to permit Miss Freda Ammon, daughter of the colonel and Mrs. Ammon, to testify as to whether Colonel Ammon had requested her to ask her mother for the key to the box.

GAINING ON TAXICAB STRIKE

Owners' Association Reports Chauffeurs Seeking Work and Increased Traffic.

All the companies in the New York Motor Car Owners' Association reported yesterday that more cabs were running, mostly with strike breakers. Later Allan Lexow, president of the association, said that 10 per cent of the striking chauffeurs of the Connecticut Cab Company had applied for reinstatement. He said that all the companies were doing 50 per cent of their normal business, and that there would be few openings to offer to strikers who applied for work to-day.

Rumors that more peace conferences were to be held had not been heard by Mr. Lexow, who said that the employers had no objection to any conference if the closed shop demand was dropped.

At the headquarters of the strikers M. C. Perkins, president of the Chauffeurs' Union, said:

"We will not confer until the companies offer us something better than their open shop proposition."

A few disturbances took place during the day, and one taxicab driver was beaten by a mob and dragged from his machine.

TRYING TO ARBITRATE STRIKE

Failure May Mean Building Trades War Affecting 100,000 Workers.

Through the efforts of representatives of the State Board of Mediation and Arbitration an effort is to be made to arbitrate the trouble between the Employing Roofers and Sheet Metal Workers' Association and the Amalgamated Sheet Metal Workers, owing to strikes of the latter against carpenters who are setting hollow metal doors and trim.

The trouble so far has resulted in a general lockout of the 1,800 sheet metal workers in the union and the calling of a sympathetic strike on the Whitehall building.

Colonel Michael J. Reagon, H. C. Rogers and Thomas McManus, of the State Board had a conference yesterday with the Emergency Committee of the Building Trades Employers' Association, and it was agreed that a proposition in the matter will be submitted to the Amalgamated Sheet Metal Workers to-day.

If it is accepted the trouble will be settled by arbitration, if not a building trades war affecting about 100,000 workers will follow.

COURT FREES W. H. CUTLER

Evidence Insufficient to Hold Him, Magistrate Decides.

William H. Cutler, who was arrested on Saturday on a charge of grand larceny, was discharged yesterday by Magistrate Barlow in the Jefferson Market court.

Counsel for the complainant, who was Alfred F. White, a publisher, of No. 27 Thames street, asked an adjournment of two weeks in order to find a witness. Magistrate Barlow said there was not sufficient evidence to grant such a long adjournment.

At the time he was arrested on the complaint of Mr. White it was said that Cutler went to Alaska in May, 1909, with a large sum of money with which to open up fur stations, and that he had failed to account for all the money.

22 H. P. LIMOUSINE.

Now Ready

ALCO

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A stock touring ALCO, by winning the Vanderbilt Cup twice in succession, gave the greatest demonstration of efficiency and endurance ever known.

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—TO—

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—IN—

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