

LINE ANTILLA AFLAME AT SEA

Craft 120 Miles Off Shore Sends Wireless Call for Help.

CREW OF 46 FORCED TO PUT OFF IN BOATS

Coast Guard Cutters and Steamer Somerset Go to Rescue.

Newport News, Va., Oct. 7.—A wireless message picked up shortly before 9 o'clock to-night from the Ward liner Antilla, en route from Cuba to New York, said the steamer was about 120 miles off the Virginia Capes, and that her ship's company was taking to the lifeboats.

At 10:15 o'clock another message from the Antilla stated that most of the crew already had taken to the small boats and that the wireless operator expected to be forced to leave at any minute. He urged boats coming to the aid of the steamer to hurry.

The steamer Somerset, which is twenty-five miles from the Antilla, is proceeding to her rescue, and the coast guard cutters Onondaga and Apache also have left for the scene.

The steamship Antilla sailed from Guantanamo, Cuba, on September 30 for New York. She was in command of Captain Blackadder and carried a crew of forty-six, but no passengers. The vessel, owned by the New York and Cuba Mail Steamship Company with general offices in New York, was built in West Hartlepool, England, in 1904. Her gross tonnage is 3,652, and she is 358 feet long. Formerly she was under British registry and was known as the Luristan.

The Antilla was loaded with sugar and lumber and was due to arrive in New York to-morrow.

AGED GERMAN FOUND DEAD

Veteran of Franco-Prussian War Was Teacher of Languages.

George Gantzer, a veteran of the Franco-Prussian War and a graduate of the universities of Berlin and Leipzig, was found dead in bed at the rooming house at 20 West Eighteenth Street, last night. He was sixty-seven years old. Gantzer was a teacher of German, Greek and Latin.

A few days ago he complained to his landlady that his age was a drawback in his profession, and he was gently discouraged. Dr. Webb, of New York Hospital, said death was due to heart disease. Gantzer had no relatives in this country, Mrs. Schoenmann said.

INFANTILE PARALYSIS IN ALL BOROUGHES

	Cases		Deaths	
	Fri.	Sat.	Fri.	Sat.
Manhattan	5	5	5	2
Bronx	6	5	1	2
Brooklyn	5	1	0	0
Queens	3	1	0	0
Richmond	1	0	0	0
Totals	19	12	6	5

Total cases to date, 9,130.
Total deaths to date, 2,326.

COTTON GROWERS URGE FEDERAL PROTECTION

Demand 12-Cent Minimum Loan Guaranty.

(By Telegram to The Tribune.)
Fort Worth, Tex., Oct. 7.—In a memorial to Congress, issued to-day, entitled "The American Farmer and his Government," H. N. Pope, president of the Association of State Farmers' Unions, favors protection on all agricultural products, declares that no country can thrive half protected and half free, insists that there is no such thing as a hyphenated tariff and asks that cotton be protected by a 12-cent minimum loan from the government.

The memorial says in part: "The Southern cotton farmer, in demanding that Congress empower the Federal Reserve Board to fix and protect a 12-cent a pound minimum loan price on cotton, advances no new doctrine in government, for it has been the policy of this nation ever since we have had a nation to protect home industries. Cotton is our only agricultural product that cannot be helped by a protective tariff, and must, therefore, seek other means of protection."

Modish Apparel for MATERNITY

As complete an assortment of inconspicuously smart, up-to-the-minute modes as you would expect to find elsewhere for the normal figure. Differ in no outward way from prevailing modes; therefore conceal condition. Expand automatically; fit at all times.

Dresses \$1.65 to \$24.50
Coats 12.50 to 25.00
Suits 24.85 to 44.75
Skirts 2.95 to 29.75
Waists 1.85 to 12.75
Neckties 1.95 to 29.75
Corsets and Underwear.
Entire 2d floor devoted to a complete assortment of BABY NEEDS—25% lower in price than elsewhere. Catalogue sent out of town on request.

Lane Bryant
25 West 38th St., N. Y.

PLAGUE DROPS TO 12 NEW CASES

Five Deaths Reported in City — Slight Increase for State.

A decrease in new cases of infantile paralysis, as well as deaths, was reported by the Department of Health yesterday. There were twelve new cases and five deaths, against nineteen new cases and six deaths on Friday. Reports of fourteen upstate cases and one death were received by the State Health Department at Albany yesterday, an increase of three in the number of cases over yesterday's figures. The death was at Oswego.

New cases were reported from the following counties: Tompkins, Onondaga and Oneida, three each; Cayuga and Westchester, two each, and Oswego, one.
Eighteen new cases of paralysis were reported to the New Jersey State Department of Health. The new cases reported are: Trenton, five; Paterson, three; Newark, two; Waterford, Millburn, Menham, Dover, Madison, Prospect Park, Franklin Township, Somerset County and Hope Township, one each.

New cases and deaths were reported yesterday from the following addresses:
New Cases—Borough of Manhattan.
60 East 111st Street, 318 East Eighty-ninth Street, 542 East Fifteenth Street, 307 East 116th Street and 322 East Thirtieth Street.

New Cases—Borough of Bronx.
288 East 155th Street, 605 Walton Avenue, 1501 Holmstead Avenue, 801 East 168th Street and 3805 Third Avenue.

New Cases—Borough of Brooklyn.
14 Grafton Street.

New Cases—Borough of Queens.
788 Seneca Avenue, Ridgewood.
Deaths—Borough of Manhattan.
144 Sullivan Street and 237 East Seventy-third Street.

Deaths—Borough of Bronx.
353 Kelly Street.
Deaths—Borough of Brooklyn.
250 Prospect Street and 449 Williams Avenue.

Two Die in Rail Collision.
Danville, Ind., Oct. 7.—Two trainmen were killed when an eastbound Cincinnati, Indianapolis & Western freight train crashed into a westbound freight which was switching cars on to a siding at Maplewood to-day.



This Shoe \$5.85

One of the best models of the moment. Patent coil vamp, white washable glaze kid top, Goodyear welted soles, leather Louis heels—built on a very modish last—this is not only correct in style, but at this price is a particularly attractive value.

Sizes 2 1/2 to 8—A to D widths.
Bloomingdale's
39th to 60th St. ex. 10 3d Av.

Nicole de Paris

Patrons of this exclusive Hat Salon have the satisfaction of knowing that all models are personally selected by Madame Nicole in Paris. Fresh importations are now being received. Here is one of the latest Parisian arrivals—a particularly neat model, smart graceful and beautiful. But you must see this hat exhibit in its entirety to get a real conception of the variety of models.

49 WEST 37th STREET, NEW YORK

MILK STANDARDS AT STAKE

MR. MAYOR:

What the people of New York know about milk is that they want over 2,000,000 quarts of it delivered to their doors before sunrise each morning. We—the milk dealers in New York—with the co-operation of the Board of Health—have looked after their interests, supplied their wants, and set the standards of CLEANLINESS, COOLNESS, RICHNESS and SAFETY which the people now enjoy.

CLEAN MILK—Until recently no farmer was made to keep his barns clean, his stables sanitary, his open milk pail from catching filth. This has been corrected. **FIRST**, we pay our farmers an extra price per quart if his barn and cows and dairies are kept clean.

SECOND, our inspectors at unexpected times visit the farms to check up conditions, and if a barn doesn't score 68 out of a possible 100 points that milk gets no premium and falls into Grade "C," which Grade should be eliminated as soon as possible.

This standard costs hundreds of thousands of dollars, but we propose to improve it rather than to lower it.

THE ONLY TEMPERATURE REQUIREMENT of the old days was anything that got the milk to your door before it soured. Today under the City's regulation, milk has to be delivered and kept at 60° or less—because that allows less dangerous bacteria to develop.

QUALITY—You used to get skim milk, watered milk—anything so it was white. The city has now set a minimum standard of 3% butter-fat plus 8 1/2% solids besides the fat for legal milk.

Our standard is nearly 4% (3.8%) and we get the richer milk again by paying extra for it—for every 1-10% more butter-fat in his milk we pay the farmer an extra amount per quart. We have done so for years. The 3% milk, which is the basis of the Dairymen's League, will give New York City poorer milk and, furthermore, 3% milk does not contain the legal amount (8 1/2%) of solids (besides the butter-fat) and would, therefore be "criminal milk."

We have built standards of richness now 30% higher than the League's basis—and we don't propose to sacrifice them.

THE STANDARD OF SAFETY brought about by Pasteurization has been done at an expense of millions to the milk distributors. As we were the pioneers in promoting it so we now stand to guard it and to ask you, Mr. Mayor, and the people of New York, whether you want us to permit any one to lower a standard that has done more than any other one thing, according to the Board of Health's statistics, to save the babies of New York.

THE REAL ISSUE is shall we allow some one else to run our business or lower the high standards we have built, and we say, "NO."

We say "NO" for the city's sake. We say "NO" for our own sake and we say "NO" for the sake of you, Mr. Farmer.

MR. FARMER:

If some of the smaller dealers are capitulating under pressure against their better business judgment, just so they can get milk, no matter at what sacrifice, then that is the more reason why we and other dealers, large and small—and you farmers, too—who believe in high milk standards must see that these high standards are maintained.

The dealers who have surrendered cannot believe the terms are just, or right or practicable.

You know that wages have increased, that cows and cow feed have gone up, and you figure that milk must go up to offset this, and so far you are right. We have always agreed to be more than fair on prices.

We, too, have had to pay a whole lot more for every single item that enters into the handling and delivery of milk.

Wages, horses, wagons, feed, cans, ice, glass bottles, bottle caps—everything is costing us a whole lot more—hundreds of thousands of dollars.

You think of one cent on a quart and it seems small; but we must also think of it in the big totals. Our original offer to the farmers before the present "strike" was on the basis of paying the farmer nearly \$4,000,000 more for the milk that comes to New York next year than last year. The price the farmer insists on NOW means an added cost of about \$8,000,000 a year, and that's some money just to think of as an INCREASE, and it must be arranged for in our prices to the consumer or, in plain language, the milkmen will go broke and NO ONE will be paid.

We believe the consumers of New York are willing to pay a price that will allow the farmer a fair profit. We know that the New York Board of Health and the consumers will not stand for one minute for lowering the standards. If the farmer knows anything about the milk business in a broad way he too knows (no matter how much he has kicked) that it is these higher standards of clean barns, rich milk, cold temperature and Pasteurization that have made milk better, and by making it better have brought the people to use two quarts where they used to use one. The salvation of the business for every one lies in maintaining these high standards.

There is a whole lot yet to tell of the milk business which the farmer, the milkmen and the public would ALL do well, especially in these days of stress, to keep in mind, FOR NO CONCLUSION THAT IS NOT FAIR TO ALL IS AT ALL FAIR, but over and beyond all things we commend to the support of all, those standards of QUALITY and SAFETY which safeguard the public on one hand and increase the demand for milk on the other. We will not permit a third party to manipulate these for us.

We made these standards and we will turn them over to no one—but public opinion itself.

We have made them by dealing directly with the farmer, and we shall always feel it our privilege and his privilege to deal together when and wherever we both want to.

SHEFFIELD FARMS-SLAWSON-DECKER COMPANY
Loton Horton President.
Sheffield Farms Milk

OUR allotment of Marmon 34 cars, inadequate to meet the demand in the past, has been increased for the time-being through enlarged factory production. We can now make a few immediate deliveries and suggest that those who have been waiting to purchase communicate with us promptly.

MARMON NEW YORK COMPANY, Inc.

BEFORE YOU BUY A CAR

Get the Vital Facts From 350 New York Owners of the

MARMON 34

THE distinguished appearance of this long, low car, and its many scientific advances made it the leading attraction of the 1916 season. Now—for 1917—the Marmon 34 remains unchanged because the year's experience has revealed no important points where this Luxury Car could be improved. 1100 pounds lighter than cars of equal size and power, it has sold more rapidly than its makers could produce it.

It has won and held a popularity throughout the year that, we believe, has never been equaled. It was driven from New York to San Francisco, 3476 miles, in 5 days 18 1/2 hours.

Here—in New York and vicinity—are 350 Marmon 34 owners who have bought this car since January last.

Many, just back from tours through the Berkshires and the Rockies—as far east as

Maine and as far west as California—these owners know the comforts of riding in the Marmon 34, and how easily this car is handled. They know how it holds the road when touring at high speeds over country pikes.

They know how easily it runs up mountain roads—how smoothly, how securely, for miles and miles.

WE REFER YOU TO THESE OWNERS

Talk with them. Ask them what riding qualities they find due to the Marmon's 136-inch wheel-base, the compound cantilever springs, and the perfect balance of sprung weight (above the springs) and unsprung weight (below the springs). Ask them about the saving in tires, gasoline and upkeep as the direct result of the Marmon Scientific Construction and the extensive use of aluminum in the body, motor and other parts.

You will find many, we believe, who have not had to pay the least attention to lubrication all summer. For the Marmon's oilless bearings and automatic system of motor lubrication require only four grease cups on the entire car. Some cars have as many as fifty grease cups.

This Luxury Car rests its case with the men and women who own it. The fact that most Marmons are sold to their friends is significant. Before you buy a car, at least see the Marmon and scan the list of New York owners. Then ask those of your own acquaintance for the reasons why the Marmon 34 is unsurpassed.

MARMON NEW YORK COMPANY, Inc., 42-44 W. 62d St., near Broadway. Telephone 1928 Columbus.

Auto Shop Co., 10 Crosby Place, Paterson, N. J.
 Harold J. Binette, 31 North Ave., New Rochelle, N. Y.
 Pierre L. Smith Co., 254 Central Ave., Newark, N. J.
 Arthur I. Clark Co., 1710 Main Street, Bridgeport, Conn.
 Gilbert B. Perkins, 1418 Bedford Ave., Brooklyn, N. Y.
 Kirk's Garage, 213 Crown Street, New Haven, Conn.