

Liaoyang and Mukden. This means the field telegraph line.

OFFICIAL REPORT SHOWS LITTLE. The czar to-day received a despatch from Gen. Kuropatkin, but as it was announced by the War Office it threw little light on the real situation. It announced that the fighting about Liaoyang continued yesterday without cessation and that the Russians fell back. Their losses were about 5,000. It also announced that Gen. Kuroki had crossed the Taitse River and was attacking the Russian left. Some positions on the right were taken.

The railway and telegraph station at Liaoyang was destroyed yesterday by the Japanese fire. A new one was established north of the river.

The newspapers furnish curious reading. From some of the articles the readers must infer that the arrival of the Japanese at Liaoyang inevitably involved them in disaster. One even went so far as to discuss the terms of peace that Russia would dictate to Japan, to whom it would be impossible to show any clemency owing to her barbarous methods of warfare.

Prices on the Bourse to-day were the lowest they have been since the beginning of the war.

MANY RIFLES CAPTURED. Rome, Sept. 2.—Despatches received here say the Japanese are occupying the positions around Liaoyang from which they drove the Russians. It is reported that they found on these positions 21,700 rifles, which had been left behind by the Russians.

As the Russian dead and wounded amounted to only about half that number, it is inferred that the Russian troops retreated in a panic, casting away their arms in their flight. The captured rifles will be sent to Japan for repairs.

CRITICS SAY LITTLE.

LONDON, Sept. 3.—The essence of the war news to-day is contained in the brief official despatches issued at Tokio and St. Petersburg. Beyond them almost everything is based on rumor and conjecture. Critics whose views are of any real value say little, merely pointing to the results which will obviously follow equally obvious contingencies. Other commentators write with many adjectives of the Russian rout and Sedan.

Related accounts of the fighting preliminary to the great struggle now in progress which have arrived from the muzzled English correspondents with the Japanese headquarters in the field add little to what is known. The Post's correspondent with Gen. Oku reports that when the Russians abandoned Shapaha, a position south of Liaoyang, they destroyed a bridge 250 yards long across the Shaho River. This does not seem to have hindered the pursuit by the Japanese.

WHAT KUROPATKIN'S PLANS WERE.

A mailed interview with Gen. Kuropatkin which he granted to the correspondent of the Daily Graphic at the end of June, when the Russian commander-in-chief was at Tashichao, is printed. It may possibly have some bearing on the position in the field to-day.

The correspondent quotes Gen. Kuropatkin as saying, in a calm, quiet manner, free of all display, that his tactics were to try to arrest the progress of the enemy toward the railway as long as and as stubbornly as the forces at his disposal would allow. The strength of the army, the General said, was daily increasing. The railway was exceeding all expectation, but there was still much to be done before the Russian advance could begin.

It was too soon to talk of this movement, but this much was certain, that the time would come when a sufficient force would be collected to win back what had been lost. Until then endurance, courage and patience were needed. By degrees all the friends of Russia would realize that everybody except the Japanese had overestimated the numerical strength of the Russian forces in the Far East and that the resistance against the far superior strength of the enemy had surpassed all expectations that could rightly be entertained. It was the first and foremost question of the time when the present state of affairs in Manchuria would be altered.

"Until then," concluded Gen. Kuropatkin, "Russia and her friends must have patience, patience, patience."

JAPANESE VICTORY COSTLY.

Field Marshal Oyama Admits Loss of 10,000 Soldiers Monday.

WASHINGTON, Sept. 2.—The Japanese Legation has received from Tokio the following despatch: "Marhal Oyama reports under date of Sept. 1:

"The enemy was unable to resist our fierce attacks and is retiring toward Liaoyang. Our left and center are hotly pursuing the enemy, who is in great confusion, trying to retire to the right bank of the Taitze (Taitse) River.

"We captured 10.5-centimetre (4-inch) cannon (number not given), which are now being used in bombarding the Liaoyang railroad station.

"Our right (Kuroki) is attacking the enemy at Hai-In-Tai, fifteen miles northeast of Liaoyang.

"Our casualties since the 29th of August are about 10,000."

Gen. Kuroki has reported that he lost 2,200 men between Aug. 24 and 28.

FROM THE YALU TO LIAOYANG.

Japs Cover the Ground in Four Months Without a Serious Check.

Gen. Kuroki crossed the Yalu River from Korea to Manchuria on April 30 and defeated the Russian army next day. In the four months that it has taken the Mikado's forces to reach Liaoyang from the river not a serious check was suffered. The Japanese campaign has not been a dashing one, but plans made long in advance have been carried out with deliberation and unbroken success. The unexpected weakness of the Russian defence at the Yalu and other points may have, and probably did, tempt the Japanese commanders to throw away their carefully prepared plans of campaign and chance success on a rush, but the temptation was resisted. When prepared to move the

Japanese have gone ahead with irresistible force.

When the war began in February there was much speculation as to the lines of attack the Japanese would adopt in the land campaign. It soon became apparent that the main army would be massed in Korea. Troops landed at Chemulpo, and later on at Chinnampo, moved slowly forward toward the Yalu. Some skirmishing with Russian scouts marked the advance, but no serious resistance was expected south of the Yalu, and none came. The engagement at the river opened with an artillery duel, in which the Japanese showed marked superiority. When the big guns had partly cleared the way the Japanese crossed the river, and the Russian Gen. Oku directed his army to the north. On April 30, and Gen. Kuroki took his men across, carrying out during that day and night the first of the successful flanking movements that have marked the campaign.

"On the morning of April 30 the Japanese had already turned my left flank," Gen. Kahtaliniski reported. In Sunday's battle the Russians were pushed back, their lines reaching 3,000, and the Japanese driving them from Kiliuicheng. They retreated to Fengwangcheng, where a determined stand was expected, but on May 4 they again retreated and the Japanese occupied the town. Here Kuroki made his headquarters and rested temporarily while the campaign developed elsewhere.

Meanwhile the second army, which had put troops ashore at Pitsewo on the Liaoting Peninsula, north of Port Arthur, in three weeks he had his army in position, and on May 28 defeated the Russians at Kinchau, taking possession of the important neck of land there, the key to a campaign against Port Arthur. Nanshan Hill, a strongly fortified position, was captured, and the Russian Gen. Oku directed his army to the north. On May 28, the Russian Gen. Kuropatkin sent it north to meet the Russians.

The clash came at Telissu on June 15 and ended in a complete Russian rout. Again the flanking operation was successful. Gen. Stakelberg pathetically reported: "I had intended yesterday to attack the enemy's right flank, but just as the troops were beginning to envelop the enemy's right the Japanese in their turn attacked my right with superior forces. I was compelled to retreat." Stakelberg left more than 500 dead on the field and it is believed that his total casualties reached 5,000.

Before this Gen. Nodzu had landed with the third Japanese army at Takshan, midway between the mouth of the Yalu and the Liaoting Peninsula. He advanced northwesterly on the road toward Haicheng and on June 7 drove the Russians from the important position at Siyuen.

In the latter part of June Gen. Kuroki and Nodzu cooperated in one of the most important movements of the campaign. Kuroki moved forward on the roads to Anping and Liaoyang, carrying the important Mon Pass, where the Russians expected to check him. At the same time Nodzu took the Fenchi Pass, giving him command of the roads to Kaiping (Kiaochou) and Haicheng. That Kuroki's victory was a severe blow to the Russians was shown by their desperate attempt on July 17 to retake Motien Pass. Kuropatkin, with 20,000 men and a 15-inch gun, fought a battle, but was unequal to the task and again fell back. Kuroki followed this up quickly, and in the succeeding two days drove the Russians further back toward Anping, improving his own position for the final movement on Liaoyang.

Nodzu was not idle. Early in July he cleared the hills in front of him of Russians in a series of assaults, and on the 8th captured Kaiping, just south of Haicheng. Oku meanwhile had been advancing northward along the peninsula, and found the Russians in force at Tashichao. After three days of fighting, principally with artillery, he drove the enemy back on July 25. This left a clear road to the west to Newchwang. The Russians abandoned this important position and a small body of Japanese took possession while Oku, with his main force, Nodzu had taken the Simucheng heights after severe fighting. A general bombardment of Haicheng was begun on Aug. 1, and the Russians lost a valuable field officer in Gen. Count Ketcher. Next day the Russians retreated to Anshichan, which they in turn abandoned when the three Japanese armies began two weeks ago the advance which brought on the battle of Liaoyang.

The generally accepted figures of the Japanese armies have been Kuroki, 160,000; Nodzu, 30,000; and Oku, 50,000.

RUSSIANS BURN VILLAGES.

Chinese, Made Homeless, Are Joining the Bands.

Special Cable Dispatch to THE SUN. ROMÉ, Sept. 2.—A despatch from Tokio received here to-day says that the Russians have set fire to villages in the neighborhood of Liaoyang in their retreat, with the object of preventing the Japanese from obtaining supplies from them. Four already have been destroyed, rendering thousands of Manchurians homeless and throwing the whole country into a panic.

Natives who are able to leave their families are joining the Chunchucks (Chinese bandits), in the hope of revenging themselves upon the Russians.

MOVING WEST OF MUKDEN.

Tokio Hears Report of Russian Force at Simintung.

Special Cable Dispatch to THE SUN. TOKIO, Sept. 2.—A telegram from Shanghai states that on the afternoon of Wednesday 10,000 Russians, with twenty-nine guns and 200 wagons, occupied Simintung, west of the Liao River, and that they came from Mukden.

Simintung is about fifty miles west of Mukden. It seems improbable that Kuroki would weaken his defence by sending such a large force there at this time.

PORT ARTHUR'S FALL SOON.

Special Cable Dispatch to THE SUN.

LONDON, Sept. 3.—The correspondent of the Chronicle with the Japanese army, who was one of those who arrived at Chefoo to-day, reports that he left the front after the capture of Anshanchan. The correspondence were kept such a distance from the front that it was useless to remain. When he left it was said that the Russian retreat had already been partly cut and that Gen. Kuroki was about to complete his enveloping movement.

The correspondent says he found Yung-kow lumming with activity. Great quantities of stores and troops were being landed there. A British official at Yungkow put

the Japanese losses at Port Arthur at 10,000.

On their way to Chefoo the correspondents were obliged to anchor on the night of Sept. 1 eastward of Port Arthur for fear of the mines. They witnessed a heavy night bombardment of the fortress from the land side.

The Russians' big guns replied to those of the Japanese. The glow above the town suggested that it was afire. The ships outside were continually flashing signals which, combined with the red flashes of the guns and explosion of shells, made a luridly brilliant spectacle.

They passed a large quantity of bales of fodder floating to-day. It was surmised that some vessel had been blown up. The correspondent says he is about to cross to Dalny to witness the fall of Port Arthur, which is expected within a week."

ATTACHES ARE LOST.

German and French Officers Left Port Arthur in a Junk.

Special Cable Dispatch to THE SUN. TIENTSIN, Sept. 2.—The German gunboat Tiger, Capt. Hoffman, has returned here after a search for a junk which left Port Arthur about Aug. 10, with the German and French officers on board and has been missing. The Tiger saw nothing of the junk. Every hope of the safety of the two officers has been abandoned.

TO COURT-MARTIAL UKHTOMSKY.

Admiral Returned to Port Arthur When Attacked by Togo.

Special Cable Dispatch to THE SUN. PARIS, Sept. 2.—The St. Petersburg correspondent of the Echo de Paris says that Admiral Prince Ukhtomsky will be tried by court-martial for disobeying the order of the czar not to return to Port Arthur after the fleet was attacked by Admiral Togo and defeated and scattered. Ukhtomsky, who succeeded to the command after the death of Admiral Wittebert, returned to Port Arthur with the battleships Peresviet, Pobeda, Poltava, Retivian and Sevastopol and the cruiser Pallada.

Correspondents Turned Back.

Special Cable Dispatch to THE SUN. CHEFOO, Sept. 2.—Four American and English newspaper correspondents, including Richard Harding Davis, have arrived here on their way back from before Liaoyang. They are disgusted at the limitations imposed upon correspondents by the Japanese commanders.

Violation of Neutrality Rumored.

Special Cable Dispatch to THE SUN. TOKIO, Sept. 2.—A despatch from Kiaochow, German concession in China, to the Echo says that on Thursday the Russian warships in the harbor there sent a junkload of provisions to Port Arthur.

Viceroy Alexieff Ill.

Special Cable Dispatch to THE SUN. ST. PETERSBURG, Sept. 2.—Viceroy Alexieff will leave Vladivostok shortly for Harbin. He is indisposed.

'T WAS THE PROTECTOR SHE TOOK.

Fortuna's Agent Confirms It and Is Glad to Be Rid of Disagreeable Business.

Daniel Bacon, agent for the steamship Fortuna, now back in port after a voyage to Russia, returned from his vacation yesterday, but beyond practically confirming the suspicion that it was the Lake Torpedo Boat Company's submarine torpedo boat was the Protector, he replied: "Why, I guess you've got that pretty well established by this time. There is no other name. She's got another name, I suppose, if she's still in the water, but I don't care what she's called, and I don't care what she's doing."

It is generally believed that the Protector was sunk while making experimental dives near St. Petersburg. Concerning the captain, engineer and marine electrician who went with the submarine, it is reported that "they were here on these waters."

Mr. Bacon said he felt under obligations to the persons for whom the Fortuna crewed, and he disclosed any more concerning her exact course, or where she put the Protector over her side or the condition of the submarine when she was turned over to the Russian officials.

"Personally, I don't care a rap about secrecy," he said, "I'd as soon tell all I know as not, but I don't want any more on the other side coming back at me and asking me why I talked so much. And really, you know, it's none of my business. The authorities here are very particular about making official port entries until she reached Uleaborg in Finland. After that I can tell you her whole crew, the names of the pit water, the Talbot, England, for use in mines there. Then she came back home. She's going to Taku now for the Standard Oil Company."

Capt. Rogay of the Fortuna felt he was bound to secrecy for the same reasons as Mr. Bacon. He hurried away, remarking: "I'm through with that business. I'm busy now getting ready for the voyage to Taku."

TOM FOLEY'S PICNIC.

Astonishes Gov. Jennings of Florida. Who Never Saw Such a Sight.

Tammany Leader Thomas Foleys picnic for the Second Assembly district at Sulzer's Harlem River Park yesterday was attended by 25,000 persons, more or less, from that district, 5,000 of whom were children. The youngsters had all the free ice cream they could eat and so many free rides on the merry-go-rounds that their small heads were dizzy when going home time came.

Pretty nearly all the Tammany leaders in town responded to the call. Among the other guests was Gov. William S. Jennings of Florida, who said that it was the first outing of the kind he had ever attended. "What he saw seemed to astonish him."

Ulster County's Candidate for State Treasurer.

ALBANY, Sept. 2.—Ulster county friends of John N. Cordts of Kingston say he must be nominated for the nomination for State Treasurer this fall. Mr. Cordts is a substantial business man of Kingston and is very popular in the Hudson River Valley. His Republican friends say the only thing which will prevent Mr. Cordts' nomination will be his disapproval to accept any office which will interfere with his business activities.

Toga County for Resubmission of Canal Proposition.

OSWEGO, N. Y., Sept. 2.—The Toga county Republican to-day renominated Edwin S. Hanford of Waverly for the Assembly. A resolution instructing the Senator and Assemblyman to vote and work for a resubmission to the voters of the State of New York of the one thousand ton barge canal proposition was adopted.

Primitives in Oyster Bay.

OSTER BAY, Sept. 2.—Republican primitives to-day debated in the Democratic convention from the Third Assembly district. Resolutions were adopted favoring the nomination of Supreme Court Justice D. Cady Herriot for Chief Justice of the Court of Appeals.

Creative ability is restricted, and in its higher forms—whether in the evolution of a poem or fabrication of a hat—the author is awarded the palm of genius. It is this distinct quality that has caused the

KNOX HAT to take precedence everywhere.

Agencies in all the principal cities in the world.

WILLIAM SULZER THE MOSES.

DEVERITIES BOOM HIM FOR GOVERNOR AT ROSEMOUNT.

They Tell Judge Parker That He Only Can Lead the Democrats Out of the Swamp—Judge, After a Talk With Watson, Decides Not to Go to St. Louis.

ROSEMOUNT, Sept. 2.—William Sulzer is the Moses looked to by the Deverities to lead New York Democrats out of the wilderness. In fact the Deverities are calling him a muggy swamp. According to William E. Ryan of the Devery Association and Capt. Charles Campbell, a retired master of a marine commerce schooner, both of whom talked with Judge Parker to-day, Tom Watson, the Populist candidate for President, has his eye on the votes of Bryan Democrats in New York, and Sulzer is the only man able to head him off.

"We're goner," said Ryan, "unless Sulzer comes to the rescue." "It's the gangplank for the party unless Sulzer is named," said Campbell. Judge Barthe of Connecticut, who once taught school in Kingston, N. Y., while Judge Parker was practicing law in the same town, was at Rosemount in the discussion. He wanted to know if the voice of the "pee-pul" up State could be heard calling for "Sulzer."

"Why, he has friends in the upper tier and in the lower tier of counties," said Ryan. "Yes, for popularity he can beat any two other men lashed together," emphasized Campbell. Then, in unison: "Up State! That's where Sulzer is strong. Just you watch him."

Ostensibly Messrs. Campbell and Ryan called on Judge Parker to get him to explain the plank in the Democratic platform on the subject of marine commerce. Capt. Campbell said that he was anxious to get an address on the subject and signed by Vice-President Skitt of the Manhattan Railway Company, occurs the following:

"The company, appreciating the long and meritorious record of its locomotive engineers, desiring to retain in its service all such employees, and to that end creates a special class to be known as 'senior motormen,' who will be paid at the rate of \$5.00 per day. These engineers were not motormen when they were trained in their duties as such; many of them were familiar with the vacuum brake only (then being used on the Manhattan railway), and had to be instructed in the use of train air. In many instances they learned such duties as would younger men."

Preparatory to the opening of the subway careful investigation was made of the motormen employed as such and thoroughly familiar with automatic air; also the hours required for service from such motormen; and the rate of \$3 per day for ten hours was fixed as the salary for motormen in the subway, there being no higher rate of pay or shorter hours for similar service anywhere in the United States.

All employees in the train service of the Manhattan railway have been given to understand that preference would be shown them for positions in the train service in the subway.

The Amalgamated Association of Street Railway Employees, consisting of a large part of the train employees of the Manhattan railway, other than motormen and firemen, had identified their willingness to accept the position offered in the subway at the hour named, and many of them have applied for positions as motormen.

At this time a committee of the Brotherhood of Locomotive Engineers and Firemen appeared before the officers of the Interborough company, demanding that the same rate of pay and same hours which applied on the Manhattan should be applied on the subway. The conference was had with this committee, and it was explained to them that the contract made with their brotherhood would be strictly adhered to by the Interborough, and that if they could not have it extended to the subway a division.

"Explanation was made to the committee of why they were given the rate of pay, and that they could not consent on the opening of a new enterprise, where a large number of outside men would begin service, to the establishment of a rate of pay and hours for labor given to them as a mark of special favor for their long service, and which are more favorable than the rates of pay and hours of labor on any other electrically operated railroad in the United States."

A final declaration of their demands was made on Sept. 1. The chief officer of the Brotherhood of Locomotive Engineers has been present at several of the conferences, and has admitted that at large terminals to fix the hours, his men are working ten hours per day, and in some instances twelve. The facts were given to the committee, and the hours for engineers and firemen are twelve, that is, they are required to report and take their engines at 8 o'clock in the morning and are relieved at 8 o'clock in the evening.

We regard the action of the chief officer of the Brotherhood of Locomotive Engineers as being an effort upon his part and his associates to establish a rate of pay and hours for engineers whom he hopes to install as motormen upon the completion of the electrification of several of the large steam systems now working toward that end for their termination and adjacent to New York.

The Interborough company will fulfil the letter of the contract made by the Manhattan company with its engineers and firemen, collectively or individually, regardless of any action that may be taken by the Brotherhood of Locomotive Engineers or the Brotherhood of Locomotive Engineers.

E. P. BRYAN, Vice-President.

PREPARING FOR POLICE PROTECTION. General Manager Bryan, and Supt. Frank Hedley of the Interborough had a long conference at Police Headquarters yesterday afternoon with Commissioner McAdoo. Later Mr. McAdoo said that the matter of police arrangements in the event of a strike on the elevated railroad had been discussed. He said that such a strike would be a serious one for the police, but further than that he would not discuss the matter.

Named for the Assembly.

Second Niagara District—John B. Leggett, Republican, renominated for a fifth term on the twenty-second ballot. Albany County—Second district, Henry T. Whitbeck of Renasawler; third district, William V. Cooke of Albany; Democrats.

NOTE FOR STRIKE.

Continued from First Page.

In order to win this fight," said one of the Amalgamated Association men, "we have the assurance of the engineers and firemen for that. They will not throw us down this time as they have before. We have their agreement in black and white. But there will be no disposition on the part of the engineers to throw us down. They have got too much at stake themselves. They know that the electric motor is coming on the railroads and that if they do not make their stand now and win, their organization's end is in sight, and near at hand at that."

"Not only will the suburban steam service and the surface car service in New York and Brooklyn be brought to a standstill very early in the game, but the steam railroad service out of New York to long-distance points will be brought to a standstill. The Brotherhood of Locomotive Engineers cannot afford to lose this fight as a matter of prestige alone. Mr. Stone cannot afford to lose it for the same reason, if for no other. It is his first big struggle since he has been made chief of the order and he cannot afford to be whipped or outwitted."

"But there is no danger of either. It was tried on at the last conference. Mr. Belmont had him at his house and showed him every attention and offered suggestions of compromise of one sort and another, but Mr. Stone would not yield an inch."

General Manager Bryan's statement, which he gave out last evening, follows:

THE INTERBOROUGH'S SIDE OF IT.

On Sept. 1, 1902, an agreement was made between the Manhattan Railway Company and the Brotherhood of Locomotive Engineers and the Brotherhood of Locomotive Firemen. This contract provides that nine hours or less shall constitute a day's work for motormen, all over nine hours to be paid for pro rata for each and every hour or fractional part thereof.

This contract was inherited by the Interborough Rapid Transit Company upon its lease of the Manhattan Elevated Railway. The chairman of the Brotherhood of Locomotive Engineers and the chairman of the Brotherhood of Locomotive Firemen, with their respective committees, have been officially advised on several occasions that the Interborough Rapid Transit Company adheres strictly to the provisions of this agreement made by the Manhattan Railway Company, and they have all at times done so.

The Interborough company was aware that the contract provided for a higher rate of pay and for less hours than were being granted motormen anywhere in the United States. The former management of the Manhattan Railway explained their reasons for giving these exceptional rates of pay and hours of work as being on account of the long and faithful service of the engineers. In the official bulletin issued Feb. 17, 1903, addressing the motormen and signed by Vice-President Skitt of the Manhattan Railway Company, occurs the following:

"The company, appreciating the long and meritorious record of its locomotive engineers, desiring to retain in its service all such employees, and to that end creates a special class to be known as 'senior motormen,' who will be paid at the rate of \$5.00 per day. These engineers were not motormen when they were trained in their duties as such; many of them were familiar with the vacuum brake only (then being used on the Manhattan railway), and had to be instructed in the use of train air. In many instances they learned such duties as would younger men."

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GENERAL NOTES ON STEAM RAILROADS.

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ROCHESTER, Sept. 2.—Monroe's thirty delegates to the Republican State convention will go unopposed for any candidate. State Committee Chairman W. Aldridge heads the delegation from the First Assembly district and Mayor James G. Cutler from the Second district. The other two districts will choose delegates to-morrow.

SOAP NEWS

We are all of one mind; Fels-Naptha cuts wash-day in half.

And that's only half the good news. All grocers sell it.

Fels-Naptha Philadelphia

PLAN NO STRIKE IN BROOKLYN.

Elevated Employees There Are Satisfied, Though Wages Are Less.

The motormen and other employees on the Brooklyn Elevated Railroad and the Kings County Elevated Railroad, which are a part of the Brooklyn Rapid Transit Company's system, are watching the developments in Manhattan, but there is little apprehension on their part that they will be mixed up in the trouble.

The Brooklyn motormen form a branch of the Brotherhood of Locomotive Engineers, but the conductors, gatemen, ticket choppers and other employees on the Brooklyn elevated roads are not members of the Amalgamated Street Railway Employees' Association or of any other organization. The Brooklyn motormen are not as well paid as their Manhattan brethren, their wages being only \$3 for a ten hour day. Several of them who were seen last night said that they were perfectly satisfied with existing conditions. They also said that the Brooklyn branch of the Brotherhood of Locomotive Engineers had so far taken no part in the fight of the Manhattan motormen with the Interborough company and was not likely to in the future, even should the threatened strike be ordered.

STILL FIGHTING MCCARREN.

Delegation to the State Convention Not Likely to Be United.

Deputy Fire Commissioner William A. Doyle, the leader of the hostilities against Senator McCarren in Brooklyn, and all his assistants yesterday were emphatic in their denials that even a truce, much less peace, had been proclaimed between the rival factions. Mr. Doyle made this statement: "I am in just the position that I was eight months ago. I have not changed one whit. The fight against McCarren is still on, and it is going to be pushed with vigor. The report that Mr. Murphy and Senator McCarren have come together is pure rot, and it is surprising to me how any one could believe it. I positively know that it is untrue."

Unless Doyle, Farrell, Walsh, Kehoe and Doyle, the leaders in the five Assembly districts which were carried against McCarren in the primaries, change their plans, the fifteen delegates from these districts to the State convention will absent themselves from any caucus called by McCarren, so as not to be bound by any action the caucus may take. If this course is pursued McCarren will only control 48 of the 63 delegates to the State convention.

One of McCarren's chief lieutenants, however, made this positive statement: "A united delegation will go from Brooklyn to the Saratoga convention. The unit rule will prevail, and the sixty-three delegates will vote for Comptroller Edward M. Grout for the gubernatorial nomination. There is no doubt about that."

Influential Democrats in Brooklyn who have not been actively identified on one side or the other in the factional squabble, but who are deeply interested in having an old-time Democratic plurality of from 20,000 to 25,000 voted up for Judge Parker, make no secret of their depression over the situation. They are apprehensive that the bitter controversy will not only result in the loss of a large number of votes, but will finally emerge as the recognized leader of the anti-McCarren faction.

DAN FINN CELEBRATES.

Cheerful Procession of His Followers, on Foot and by Auto, to Harlem.

Dan Finn, "Battery Dan," the triumphant re-elected Tammany leader of the First Assembly district, led the faithful in his district yesterday to Sulzer's Harlem River Park, where they celebrated in soothing ways. Four big double-deck automobiles of the kind that tourists rubber from were used by Leader Finn to transport his chief supporters to the park. Most of "De Finn's" other took the trolley or hooped it, but their cheers for "Battery Dan" were none the less demonstrative when they finally got to the park, hot and thirsty.

The feature of the foot parade was a big floral horseless leader: "To Our