

RAILROADS SCORE IN ARBITRATION CASE

Witness for Men Says He Has Faith in Companies Observing Award.

GARRETSON IS SCEPTICAL

Board Adjourns for Mayor's Funeral, at Which Seth Low Is Pallbearer.

The principal witness before the railway arbitration board yesterday was Claude Dillon, a freight conductor on the West Cumberland division of the Baltimore and Ohio Railroad.

Time and one-half will be paid to crews handling double headed trains of two engines. If more than two engines are used or if either of the engines used is a double headed train the Mallet type double time will be paid.

It appeared from the evidence of the last two days that while the advances demanded by the men averaged 15 per cent the advances made in various sections differed. G. E. Gibbons, the freight conductor on the Cresson division of the Pennsylvania, said in his testimony of Thursday that the advance demanded on the division for freight conductors acting \$3.50 a day would raise the wages to \$4.84 a day for regular trains.

Dillon, the B. & O. conductor, said the demands would raise the wages of the men on his division up to \$4.18 a day.

Witness Proves Unreliable.

Dillon was put through a long examination as to the demand for \$6.22 a day for handling double headed trains of two engines, and \$6.36 a day in case one or both of the engines are of the Mallet type.

In his examination by the representatives of the men he expressed an opinion frankly at variance with what they expected to bring out.

Asked by W. W. Atterbury, one of the arbitrators representing the railroads, as whether he desired to testify in support of the demands for these higher rates he replied in the affirmative. He said that he was in a hilly district where two engines were liable to be necessary.

In reply to a question by G. Lee of the tribunal he said he would rather have \$4.18 a day as conductor on a train with one engine than \$3.86 for being conductor on a train with two Mallet engines.

In reply to a question by Mr. Garretson, and fewer double headed trains with Mallet engines will run, it will be found that very few of the conductors will get \$8.36 a day.

The witness thought that some of them would get \$8.36 a day from the companies? asked Garretson.

The witness replied that he did in case he was conductor on a double headed train with Mallet engines.

Asked what object the railroads would have in paying double rates to pay with the smaller engines and only one crew with the larger engines. He added that he believed the railroads would be willing to pay these rates in the case the arbitrators concede the demands.

"Well, all I have to say," said Garretson, "is that you are very hopeful."

Adjourns for Mayor's Funeral.

The last witness for the day was Charles B. Bismar, chairman of the general adjustment committee of the conductors on the New Haven railroad. He testified as to the number and nature of the reports the conductors have to make.

When the meeting adjourned until Monday it was announced that there will be no forenoon session on Monday owing to the funeral of Mayor Gaynor, at which Charles Seth Low is to be an honorary pallbearer.

During yesterday's forenoon session W. G. Lee of the tribunal, referring to negotiations with the trainmen in 1910, said that the rates agreed on with the B. & O. were made a standard for the other roads and these rates were in operation now. Mr. Low objected that he could not understand why the trainmen should be endeavoring to get a higher standard of pay if the rates they asked in 1910 were granted them.

In reply to the said that the trainmen never got what was promised. There had been no reasonable notice to him the broker last twenty years ago. The increases in 1910 were not equal to the increased work and were from 10 to 20 per cent below the requests of the trainmen.

BARES CANTOR'S \$60,000 LOSS.

Answer in Foreclosure Says Brokers Pocketed the Money.

Stock speculation by Jacob A. Cantor, ex-Brook President of Manhattan, in which he lost at least \$60,000, was disclosed in the Supreme Court yesterday when Cantor filed his answer to a suit brought against him and his wife, Lydia C. Cantor, to foreclose a mortgage for \$60,000 given by the Cantors on property in the block between 140th and 141st street and Fifth avenue and the Harlem River.

The suit is brought by Maurice Bamberger, member of the Stock Exchange firm of Wolf Bros. & Co. who was named as trustee of the mortgage, which was executed May 1, 1908.

In his answer Mr. Cantor denies that the mortgage was executed to secure the payment of \$60,000 to the plaintiff, but says it was given to secure any indebtedness that might be due Wolf Bros. & Co. on stock transactions of the defendant and for no consideration to Mr. Cantor and his wife, because they never received \$60,000 from the plaintiff or any other sum.

Mr. Cantor alleges that in August, 1907, the Stock Exchange firm purchased at his risk shares in Union Pacific and other corporations. He says that "in violation of his ownership of the stock and without his consent or any notice to him the brokers disposed of his stocks and converted the proceeds to their own uses."

Mr. Cantor says that on November 1, 1908, believing that he was actually indebted to the brokers and relying on their representations he executed the mortgage on which the suit is brought. He insists that he was not indebted at the time to the brokers in any sum. He alleges that at the time he made the mortgage a broker had paid to themselves out of the sale of his stock the full amount of his indebtedness.

The answer of Cantor demands that the complaint be dismissed and that the mortgage be cancelled and order it delivered to him.

PRISON TERM FOR BOOKMAKER.

"Manny" Cohen and Five Employees Sentenced by Brooklyn Judge.

TRIANGLE CO. HEAD IN COURT.

Fire Inspectors Tell of Chain on Factory Doors.

Max Blanck, president of the Triangle Shirt Waist Company, in whose factory on Washington Square nearly 150 persons lost their lives in March, 1911, was tried in Special Sessions yesterday on a charge of having one of the doors fastened in his new premises, on the ninth floor of 79 Fifth avenue.

Blanck pleaded not guilty. Inspector Walter J. Dugan of the Bureau of Fire Prevention testified that on August 5 he found one of the doors held shut with a "safety chain."

He said that similar fastenings were on three other doors and that he had called the attention of Blanck to this fact. According to the inspector, Blanck had declared that these fastenings had been allowed by inspectors from the State Labor Department and refused to take them off.

Max D. Steuer, counsel for Blanck, contended that the fastening was not a lock.

"The reasons of the Fire Department against this fastening," said Justice Kernochan, "appeal to me very strongly, and I consider it my duty to find that the fastening was a lock."

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REAL ESTATE VALUES RAISED \$150,000,000

Increase in Assessment Rolls Greatest in the Upper West Side.

DUE TO NEW BUILDINGS

City Debt Limit Goes Up \$15,000,000—Lower Broadway Loses.

The debt limit of the city was increased by \$15,000,000 yesterday by the announcement of the Tax Department that the assessed valuations of the real estate of the city has been raised \$150,000,000.

The borrowing capacity of the city is limited to 10 per cent of the assessed valuation of real estate, so the assessment increase makes the debt limit larger.

The official valuation of the real estate for the greater city for 1912 was \$7,861,898,000, and the figures for this year are \$9,361,898,000. The debt limit is thus made \$901,000,000. Deputy tax commissioners are now finishing up the assessment rolls, which will be made public about October 2.

Most of the increase in the assessment rolls in Manhattan, and a large amount of this is on the upper West Side above Forty-second street. It is due to newly completed apartment houses, loft buildings, hotels and other structures.

The value of personal property for taxable purposes remains at \$342,000,000. The tax commissioners say that the real estate increase is due to natural growth.

In addition to the taxable real estate there is \$2,000,000,000 more real estate owned by the city, churches, charitable institutions, etc., which is exempt from taxation. This brings the assessed valuation of the real estate up to more than \$11,000,000,000. This is more than the realty value in all the other counties of the State.

There has been a noticeable depreciation of property valuations during the year around Twenty-third street and the lower East side. The drop in values has also affected lower Broadway, where many businesses have moved out of their lots to go to Fourth avenue.

The tax books will be open to public inspection and protest from October 1 to November 15.

HAMPTON IN TOBACCO CO.

Magazine Man Elected Vice-President of American Concern.

At a meeting of the American Tobacco Company yesterday Benjamin B. Hampton, who was the publisher of Hampton's Magazine until two years ago and a half ago, was elected vice-president to succeed Patrick J. Hanlon.

Mr. Hampton sold his interests in the magazine to the Columbian-Herbert Magazine Company. The publication shortly afterward suspended upon fraud charges being made against several of its backers, who were later acquitted.

Walter H. O'Brien, one of the directors of the tobacco company with Mr. Hampton, was elected vice-president, while the other officers of the company are: Percival S. Hill, president; Thomas E. Yule, vice-president; E. S. Edwards, vice-president; and George W. Hill, vice-president; J. T. Wilcox, secretary; John M. W. Hicks, treasurer; and George W. Yates, comptroller.

No one was elected to fill the place of D. E. Phillips, auditor, who resigned a short time ago, or the vacancy on the board of directors made by the death of Anthony N. Brady.

RAILROAD TO QUIT BUSINESS.

New Jersey and Pennsylvania Line Discontinues Operation on Oct. 5.

WHITE HOUSE, N. J., Sept. 19.—The lack of funds with which to make improvements and repairs demanded by the State Board of Public Utilities of the New Jersey and Pennsylvania Railroad, run- ning between here and Morristown, has resulted in the announcement that the road would discontinue operation after October 5.

Frederick V. Pitney of Morristown, receiver of the road, informed the board that he had been unable to raise the money needed to keep the road going.

COURT CALENDARS THIS DAY.

NEW YORK COUNTY. Appellate Division—Supreme Court—Bancroft Supreme Court—Special Term—Fay II—Before Delany. J. Court opens at 10:30 A. M. Ex parte Kasper. J. Court opens at 10:30 A. M. Ex parte Kasper. J. Court opens at 10:30 A. M. Ex parte Kasper.

Supreme Court—Special Term—Before Kelly. J. Court opens at 10:30 A. M. Ex parte Kasper. J. Court opens at 10:30 A. M. Ex parte Kasper.

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HAMBURG-AMERICAN

Largest SS Co. in the World. Over 400 Ships. 1,506,819 TONS.

NEXT SAILING

LONDON, PARIS, HAMBURG S.S. AMERIKA Sept. 23 10 A. M.

S.S. IMPERATOR World's Largest Ship SAILS TO-DAY 12 NOON October 1—3 P. M. November 1—11 A. M.

Passenger passengers to arrive in LONDON and PARIS on sixth and in HAMBURG on seventh day. Books now open for season.

LONDON, PARIS, HAMBURG IMPERATOR. Sept. 23, 10 A. M. AMERIKA. Sept. 23, 10 A. M. IMPERATOR. Sept. 23, 10 A. M. IMPERATOR. Sept. 23, 10 A. M.

IMPERATOR. Sept. 23, 10 A. M. AMERIKA. Sept. 23, 10 A. M. IMPERATOR. Sept. 23, 10 A. M. IMPERATOR. Sept. 23, 10 A. M.

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WHITE STAR New "OLYMPIC"

Piers 59 & 60 N.R.

LONDON—PARIS

OCT. 4 NOON

Oct. 25—Nov. 19—Dec. 13

Other sailings: Majestic, Sept. 27 noon, Oct. 11, Nov. 1, Nov. 15, Nov. 29, Dec. 13, Dec. 27, Nov. 18, Nov. 22, Nov. 26, Dec. 10, Dec. 24, Dec. 28, Jan. 1, 1914.

American, Oct. 12, 1913. American, Oct. 26, 1913. American, Oct. 9, 1913. American, Oct. 23, 1913. American, Oct. 6, 1913. American, Oct. 20, 1913. American, Oct. 3, 1913. American, Oct. 17, 1913. American, Oct. 31, 1913. American, Oct. 14, 1913. American, Oct. 28, 1913. American, Oct. 11, 1913. American, Oct. 25, 1913. American, Oct. 8, 1913. American, Oct. 22, 1913. American, Oct. 5, 1913. American, Oct. 19, 1913. American, Oct. 1, 1914. American, Oct. 15, 1913. American, Oct. 29, 1913. American, Oct. 12, 1913. American, Oct. 26, 1913. American, Oct. 9, 1913. American, Oct. 23, 1913. American, Oct. 6, 1913. American, Oct. 20, 1913. American, Oct. 3, 1913. American, Oct. 17, 1913. American, Oct. 31, 1913. American, Oct. 14, 1913. American, Oct. 28, 1913. American, Oct. 11, 1913. American, Oct. 25, 1913. American, Oct. 8, 1913. American, Oct. 22, 1913. American, Oct. 5, 1913. American, Oct. 19, 1913. American, Oct. 1, 1914. American, Oct. 15, 1913. American, Oct. 29, 1913. American, Oct. 12, 1913. American, Oct. 26, 1913. American, Oct. 9, 1913. American, Oct. 23, 1913. American, Oct. 6, 1913. American, Oct. 20, 1913. American, Oct. 3, 1913. American, Oct. 17, 1913. American, Oct. 31, 1913. American, Oct. 14, 1913. American, Oct. 28, 1913. American, Oct. 11, 1913. American, Oct. 25, 1913. American, Oct. 8, 1913. American, Oct. 22, 1913. American, Oct. 5, 1913. American, Oct. 19, 1913. American, Oct. 1, 1914. American, Oct. 15, 1913. American, Oct. 29, 1913. American, Oct. 12, 1913. American, Oct. 26, 1913. American, Oct. 9, 1913. American, Oct. 23, 1913. American, Oct. 6, 1913. American, Oct. 20, 1913. American, Oct. 3, 1913. American, Oct. 17, 1913. American, Oct. 31, 1913. American, Oct. 14, 1913. American, Oct. 28, 1913. American, Oct. 11, 1913. American, Oct. 25, 1913. American, Oct. 8, 1913. American, Oct. 22, 1913. American, Oct. 5, 1913. American, Oct. 19, 1913. American, Oct. 1, 1914. American, Oct. 15, 1913. American, Oct. 29, 1913. American, Oct. 12, 1913. American, Oct. 26, 1913. American, Oct. 9, 1913. American, Oct. 23, 1913. American, Oct. 6, 1913. American, Oct. 20, 1913. American, Oct. 3, 1913. American, Oct. 17, 1913. American, Oct. 31, 1913. American, Oct. 14, 1913. American, Oct. 28, 1913. American, Oct. 11, 1913. American, Oct. 25, 1913. American, Oct. 8, 1913. American, Oct. 22, 1913. American, Oct. 5, 1913. American, Oct. 19, 1913. American, Oct. 1, 1914. American, Oct. 15, 1913. American, Oct. 29, 1913. American, Oct. 12, 1913. American, Oct. 26, 1913. American, Oct. 9, 1913. American, Oct. 23, 1913. American