INATION OF TS AND CALLS" ES INTO EFFECT

(By Associated Press)

o, Oct. 1—Board of trade watched the course of gain ith unusual interest today f the elimination of trading nities," also known as "pri- "bids and offers" and "puts ."

pring while the Capper-Tin- regulated grain exchanges, es into effect late in Decem- sing a prohibitive tax on this f trading, was being framed rs and directors of the Chi- rd of trade recommended the y trading be discontinued. mbers of the board of trade eeks ago voted to eliminate ies Oct. 1.

nities" in substance are which give to the buyer the of demanding a specified of grain at a named price certain time, or give him the of delivering a specified at a named price within a time. Hence the name "pri- ."

tility of indemnity trading g experts of the board of y, lay in the insurance it for speculators against vio- e swings in a stated period. ulators," said a leading grain provide a market in which elevator owners or farmers tect themselves from loss by ." Speculators are constant- e alert to buy or sell as ordi- nditions of supply and de- ndicate, but they in turn need to 'hedge' against the unex- such as a sudden change in political or economic condi- hat would change price values" are firms and individuals made a specialty of selling in- es. The late Russell Sage puted to have made many of llions by the sale of "stock pri- " and analogues process, on w York stock exchange.

ago trading in puts and calls minated at Chicago, but the was promptly transferred to waukee and Minneapolis mar- nd as a consequence trading er resumed here.

traders held the opinion that e would make speculation conservative and thus reduce ume of speculation. A reduc- volume, it was further theor- ould make for wider fluctua- price, a situation not desired mers, who, for many years ought to stabilize prices.

three countries which are to the boats readily acceded to gestion made by Germany, and Hungary that it would the interest of navigation on er, in order not to interfere he highly important movement n during the fall, to postpone ivery of these boats until the the navigation season, prob- me time in December.

tiations have also been under r raising a number of boats n the Danube during the war.

Professional Grid Sports to Be Made Commerce Matter

(By Associated Press.)

Columbus, O., Oct. 1—Professional football is to be placed on a basis similar to that of organized baseball, according to plans of the American Professional Football Association. Headquarters of the organization are located here.

A comprehensive code o frules, including strict prohibitory clauses against the playing of men who are enrolled at any college or university, has been established, according to Joseph F. Carr, president, and more than 400 contracts have been signed by former university stars who will play on the nineteen teams which are members of the association.

Carr, who is a former official in several minor baseball leagues in Ohio and Pennsylvania, says that organization and administrative plans of the professional baseball leagues will be followed out as closely as possible.

Every player who participates in games played by association teams must be under a contract similar to that of major league baseball players, Carr says, and all contests will be carefully regulated and conducted only by officials sanctioned by the association.

Starting last week, the teams in the organization began elimination contests on a schedule arranged among themselves, and after Thanksgiving, a series to estblish the championship will be played.

The association is made up of teams in the following cities: Rochester, Buffalo and Towawanda, N. Y.; New Haven, Conn.; Canton, Akron, Celeveland, Dayton, Columbus and Toledo, Ohio; Hammond and Evansville, Ind.; Detroit, Mich.; Chicago, Decatur and Rock Island, Ill.; Louisville, Ky.; Green Bay, Wis.; and Minneapolis, Minn.

Secession Movement Croatia In Swing

(By Associated Press)

Zagreb, Croatia, Oct. 1—The secession movement in Bosnia and Croatia for separation from Jugoslavia is in full swing and events of great importance may develop any moment, says the Gesztesy news Bureau.

The Hravatska Liszti, published here, has this to say:

"Our day will soon arrive. Our patience is at an end. We cannot remain inactive any longer. Let some one raise the standard of rebellion and even the dead will arise in their graves to fight for liberty."

Newspapers published in Raditch openly affirm that the fight for the freedom of Bosnia and Croatia is on and that the goal will soon be reached

The Belgrade government has established a severe censorship on all news coming out of Bosnit and the river traffic between Bosnia and Serbia is interrupted. The Second regiment of infantry, composed for the greater part of Croatiansñ has been replaced as a garrison at Zagreb by a regiment of exclusively Serbian.

Some years there are not enough freight cars to move the crops, and some years there are not enough crops to move the freight cars.

DOCKING MAJESTIC GREATES PROBLEM CAPTAIN WILL HAVE

Special to the News

New York, Oct. 1—Announcement that the world's largest ship, the Majestic, will be ready for service between New York and Southampton next spring directs attention to the facilities for docking the great ship at her pier on her arrival at New York and the methods to be employed in doing so.

When the largest of the present ocean liners came out, just before the war, it was necessary to extend the piers at New York where they are docked, to protect their long hulls from traffic passing up and down the Hudson river. The extended piers will be a very tight fit indeed for the Majestic, while the task of getting her into her berth will present as big a job as the docking experts employed by the steamship companies at New York have yet encountered.

New York is perhaps the hardest port in the world in which to dock a great ocean liner, from the fact that it is the only one where the docks are at right angles to a river in which strong tides flow regularly.

A ship's captain is usually pictured as experiencing his greatest worries when his vessel is at sea buffeted by wind and storm. As a matter of fact on modern liners storms are small concern compared to his anxiety when he enters a port and finds his ship hampered by lack of sea room—of space to navigate.

In harbor he is confined to a channel, oftimes one in which he could not turn around. His speed is limited to bare steerage way. He must avoid striking passing craft or getting too far to one side from the deepened channel.

Opposite his dock, which in New York appears like openings between the teeth of a huge comb, he must come to a stop and swing the bulk beneath him crosswise to the flowing tide, hold it there, and nose his way into one of the openings.

Not daring to make use of the ship's own tremendous power by reason of lack of room, from a dozen to as high as 20 tugs are used in swinging into their docks such big vessels as the Olympic, the Mauretania, or the big 912-foot, 56,000-ton Majestic.

Indicating what damage might result if one of the big liners should bump into a pier or a passing craft, a marine engineer recently estimated that when moving at the rate of five miles an hour, about as fast as a man would walk, a blow equal to that of 14,400 runabout automobiles acting simultaneously would be inflicted. Those who have seen the results of a crash of a single car can visualize the collective result.

The technically inclined are informed by the engineer that the measure of actual energy required to stop the ship at a five-mile speed in one second is 158,867,360 foot pounds, or a force equal to 288,521 horsepower acting through one second.

As soon as the ship is within heaving-line distance of the pier, hawsers, or big ropes measuring 12 inches in circumference and tested to a strain of 131,000 pounds are made fast. Attached to the ship's winches a slow careful strain is put upon them. The strain is carefully watched for if the tensile strength be exceeded they would snap like a thread. If the tide pressure is too great oftimes the ship will swing up broadside to a pier head then with aid of tug power, winch power pulling on lines and an occasional turn of the ships screw, the long hull will be swung around and eased into the berth by inches.

Once within the slip the vessel is eased along the dock with the aid of spring lines, or hawsers running from forward and aft playing over strong clutches or butts on the pier amidship the vessel. When one of the 900-footers is docked her bow is so close to the pier head that it can almost be touched. Her stern is protected from passing river craft by the bulkheads built out into the river

"All fast sir," the mates forward and aft and the officers amidships report.

The bell in the engine room jingles to advise the force below that the anxious moment is ended.

A sharp quick blast of the whistle which seems to echo the captain's or pilot's involuntary sigh of relief, the gangway is run up, and another voyage is ended.

Verdun, Oct. 1—Foxes have multiplied greatly in the valley of the Meuse, and in several districts have made their holes in the deserted French and German trenches. The soldiers perhaps, had little idea when they nicknamed them "fox-holes" that sometimes real foxes would inhabit them.