

URGE SUIT AGAINST HARRIMAN

RESULT OF INQUIRY BY GOVERNMENT'S SPECIAL COUNSEL.

They Recommend That Chicago and Alton Contract Be Annulled and Suit Instituted to Terminate the Southern Pacific and Union Pacific Agreements.

WASHINGTON, May 15.—A proposed Federal law regulating the issuance of railroad securities and to prohibit the purchase of the shares of one road by another, a recommendation that a series of suits be instituted against the Harriman consolidation on a charge of violating the provisions of the Sherman anti-trust act and other laws, a highly interesting exposé of Harriman's methods in manipulating the Chicago and Alton system and other railroad properties, and a statement that competition in transportation has been stifled by Harriman and his associates in a large area of the United States, sums up in brief the essence of a report on the Harriman case just submitted to the Interstate Commerce Commission by its special counsel, Frank B. Kellogg and C. A. Severance.

This report is a narrative of the manner in which E. H. Harriman of New York built up and welded together the great railroad combination that bears his name. Messrs. Kellogg and Severance severely arraign Mr. Harriman and declare among other things that his reorganization of the Alton was one of the most remarkable cases of manipulation and stock watering ever known in this or any other country. The report was prepared by the special counsel immediately after the argument of Messrs. Kellogg and Severance before the commission early in April. At the request of the commission the special counsel reduced to writing their conclusions as to the business methods of Harriman and the management of his railroads.

A report was circulated to-day ascribing to the commission the report of Messrs. Kellogg and Severance. It was reported also that the commission had completed its inquiry into the operations of the Harriman lines and would forward to the Attorney-General in a day or so all the evidence in the case together with certain recommendations. These reports were positively denied to-day by Chairman Martin A. Knapp of the commission, who authorized the following statement:

"The commission has not prepared a report in the so-called Harriman case, nor has it yet decided any of the questions involved in the inquiry. The whole matter is still under consideration and some phases of it are being further investigated. It may be that the briefs of memoranda submitted by counsel have become known in some quarters and that the mistaken inference has been drawn from that the commission has agreed upon a report."

To this formal statement was added an explanation by another member of the commission as follows:

"It is unfair to the commission to say that it has recommended to the Attorney-General that the Harriman lines shall be annulled under the terms of the anti-trust act. The commission makes no recommendations to the Attorney-General in such cases. The same procedure will be followed in this matter as in the case of the merger of the Hill roads. The commission made inquiry into the management and conduct of the Great Northern and Northern Pacific railroads. The evidence was turned over to the Attorney-General, who decided that the merger was objectionable to the law. We did not recommend a prosecution of the Hill roads. It was not our duty to do so in the case of the Harriman roads."

The report of Messrs. Kellogg and Severance is merely a statement of the developments brought out publicly during the course of the Harriman inquiry, supplemented by recommendations that the Harriman lines should be prosecuted, recommendations for additional laws, providing further regulation of railroad properties and a statement outlining various consolidations and a manipulation of securities by Harriman.

Attention is called to the fact that the agreement made by Harriman and former Senator William A. Clark of Montana under which the San Pedro road and Southern Pacific maintained the same rates, charges and classifications on competing business. It is pointed out that the combination of the Union Pacific and the Southern Pacific has been effective in suppressing competition that Harriman is all powerful in the conduct of the roads with which he is connected, the directors in many instances being only dummies, and that Harriman induced Senator Clark, who built the San Pedro, to part with half of the stock in that road in order to escape the penalty of having a line parallel to his own constructed.

Messrs. Kellogg and Severance take the position that Harriman's lines have violated the Sherman anti-trust act in a number of instances, notably in the contracts made with the Rock Island, the Southern Pacific, the Santa Fé, Illinois Central and the San Francisco and North Pacific. They also report that the profits of the Western roads are being used to purchase stock in Eastern systems.

According to the special counsel, Harriman, or rather the Union Pacific, has large investments in the Santa Fé, the Baltimore and Ohio, the Chicago, Milwaukee and St. Paul, the Illinois Central, the Southern Pacific, the Chicago and Northwestern, the New York Central, the San Pedro and the Hill roads.

Messrs. Kellogg and Severance reiterate in the memoranda submitted to the commission what they have repeatedly stated in public at a number of hearings, that laws should be passed preventing the institution of stock of interstate carriers and that it should be prohibited or at least controlled by one railroad the purchase of the stock of another. The danger of the present law in this respect, it is declared, has been made manifest in a striking manner by Harriman's manipulation of both securities and railroads.

It was stated by a member of the commission that the body as a whole has not given full consideration to any phase of the Harriman inquiry. The active work of eliciting evidence in the field has been completed unless something new unforeseen should happen to require it to be renewed. The next step in the case will be taken in New York the latter part of the month. According to information received here yesterday Special Counsel Kellogg is ready to institute in the United States Circuit Court, sitting in New York, proceedings to require Harriman to answer questions that he declined to answer some months ago when he appeared before the com-

AHEARN PUTS DALTON OUT

AND WILL PUT OUT WALKER, WHO WOULDNT RESIGN.

Resignation of Chief Engineer of Highways Accepted—More Evidence From Walker's Bank Account—Subpoena Servers Can't Get at Carpenter Boyce.

The axe fell yesterday in Borough President Ahearn's office, lopping off three heads. The Borough President announced the execution in this statement:

"I have found it necessary to remove the Commissioner of Public Works, William Dalton. The Superintendent of Public Buildings and Offices, William H. Walker, was requested to resign. This he declined to do and I will therefore remove him from this position.

"I very much regret that it has become necessary to do so, but I shall not stop at this if the efficient and proper administration of the borough government requires that I should do so. I have insisted from the first that I would cut out, root and branch, any wrongdoing or inefficiency brought to my attention. The many duties imposed on the head of the borough government, apart from his bureau, make it more difficult than is supposed to keep in close touch with them and their detailed management.

"The fact that I have challenged the power of the Commissioners of Accounts to organize themselves into a sort of court and conduct a judicial investigation need not, as I have pointed out several times, be taken as evidence of any desire on my part to keep the facts or as evidence of any disposition on my part not to avail myself of all information which they may obtain.

"I think those who know me best will not doubt the sincerity of my attitude on this question. Although I did not do more to challenge their power, I have throughout the investigation turned over to them all books, records and papers asked for by them. I may add that my official position in these matters of course further action taken by me in making appointments, does not and will not proceed in any sense from a purpose to help or hurt any faction in politics.

"The Chief Engineer of Highways of the Borough of Highways has tendered his resignation and expressed himself as being unwilling to have me subjected to criticism on account of any neglect which might be charged against him, and he has accepted his resignation to take effect on the first of June, owing to the fact that I will need him in consultation on important matters under his charge.

"The Commissioner of Public Works is the most important appointment in the Borough. President's gift. To all intents the Commissioner is the Deputy Borough President, having direct charge of the organization of the various bureaus. Dalton, the deposed Commissioner, has held the job ever since Ahearn took office, drawing \$10,000 a year. He is Tammany leader of the Ninth district, and has been drawing a salary from the city in one position or another for many years. He was Water Commissioner under Mayor Van Wyck, Walker is an active Tammany worker in the Fifth district. He and Chief Engineer Olney got \$5,000 a year each. Walker was appointed by President (and in 1902 and retained by Ahearn, Chief Engineer Olney also got in under the Tammany administration. That other heads will fall is practically certain.

"The Borough President will appeal from Justice O'Gorman's decision that he and his subordinates must testify before the Commissioners of Accounts.

"We expect to get the case before the Appellate Division by June. Mr. Littleton, Mr. Ahearn's counsel, yesterday, Mr. Meserve, of course, Mr. Allen and his subordinates will not go on the stand."

Mr. Ahearn notified the Mayor yesterday that he had suspended the paving of State street pending an investigation of the quality of wood blocks used.

Carpenter jobs handed out by William H. Walker, superintendent of Public Buildings, who has so many coincidences in his private bank accounts, were looked into yesterday by the Commissioners of Accounts.

My DEAR JUDGE: In reply to your recent communication in relation to the Essex Market Court House which was transmitted to me for action, I beg to say that I was surprised to read the statement made by the clerk that nothing whatever had been done. Painting work approximating \$1,000 has been completed and all of the windows were repaired by the carpenter. As the law prevents us from doing more than \$1,000 worth of work on one order it is necessary to do it piecemeal. It is my intention to make all the improvements necessary to place the court room in a habitable condition. Respectfully,
W. H. WALKER.

This was introduced to show Mr. Walker's regard for the law he refers to.

Boys and Lynch and Thomas A. Tydings were the people who got all these little carpenter jobs from Walker.

The total amount of the warrants issued since March 11, 1904, to March 29, 1907, to Michael H. Lynch, Boyce & Lynch and Thomas A. Tydings is \$41,078.41. Walker's monthly salary of \$10,000 amounts to \$42,000. The difference between the two is only \$921.59 in Walker's favor.

Subpoena servers employed by the Commissioners told yesterday of the awful time they had been having trying to get hold of Partner Boyce of the carpenter firm. Mr. Boyce lives at 31 Bedford street, this city. One of the servers said he knew Boyce was at home because he had got a look at him one morning while he was in a neighbor's window. Another detective dressed up as a painter and began to scrape the woodwork in the hallways of the apartment house where Boyce lived, but he gave up when he heard somebody in Boyce's apartment say:

"You better look out, there's a suspicious painter in the building."

FOR 24 HOURS UNDER THE SEA.

Submarine Beats Octopus and Lake Undergoing Submergence Test.

NEWPORT, May 15.—The submarine boats Octopus and Lake which are undergoing Government trials, began their twenty-four hour submergence test this afternoon.

MOVE TO ELIMINATE BRYAN.

Some Democratic Senators Trying to Boon Judge George Gray of Delaware.

WASHINGTON, May 15.—Some Democratic Senators are in correspondence with a view to organizing a movement to eliminate William J. Bryan from consideration for the Democratic Presidential nomination and press Judge George Gray of Delaware for that honor. Mr. Bryan's advocacy of Government ownership of railroads made Southern Senators very angry and now that he has come out for the initiative and referendum they think they have good ground for working against him. Henry Gassaway Davis, who ran for Vice-President on the Democratic ticket with Alton B. Parker, said to-day that he was in favor of the nomination of Judge Gray.

The Democratic Senators who are getting ready to push the Gray boom contend that he would be a splendid candidate to oppose Secretary Taft. They say that his legal decisions have been favorable to labor organizations, while Secretary Taft, when a Federal Judge, issued and enforced injunctions against such organizations.

The most significant feature of the Gray boom is that it is designed to bring about a change in the Democratic party. Bryan is regarded as too radical by the Senators concerned in the movement. Whether any anti-Bryan organization will be effected is problematical, as most of those who favor Judge Gray are timid about letting it be known that they are against Bryan.

JACOB H. SCHIFF COMPLAINS

Against Traffic Squad Men Who, He Says, Beat Teamster.

Jacob H. Schiff, the banker, wrote a letter to Commissioner Bingham yesterday afternoon protesting against the beating he said he saw two traffic policemen give the driver of a coal wagon at Fifth avenue and Thirty-third street in the forenoon, when he was on his way to his office in his automobile. He said he thought the policemen had fallen from his wagon while resisting arrest and had been injured in that way. Moore was taken to the Jefferson Market court and charged with intoxication and with violating the traffic regulations. He was discharged.

Kreutzer reported at the traffic sub-station in East Twenty-ninth street that Moore persisted in driving across the street into a row of carriages, and that when he could do nothing with Moore he called on Krablock for help. He reported that Moore was drunk, and fell when he was being pulled off the wagon. Both Kreutzer and Krablock denied that they had used their clubs.

Mr. Schiff would not discuss his letter to Commissioner Bingham on the case.

4 GIRLS TRY TO DIE AS AGREED.

Two Succeed and the Others Can Hardly Recover—A School Compact.

DES MOINES, Ia., May 15.—Four Iowa girls attempted suicide to-day to keep an oathbound compact made when at school together, that when any one of them grew tired of life all would seek death.

The girls live in different parts of the State, but the suicide attempts were made at exactly the same time and in precisely the same way.

The dead are Kate Farrell of Birmingham and Kittle Belle Cox of Crest. Elizabeth and Joseph Bonaparte and Lily Milburn of Darby are still alive, but can hardly recover.

All four girls took strychnine at 8 o'clock this morning, and ill health is given as the cause in each case.

PIERCE TAKES TWO APPEALS.

Asks U. S. Supreme Court and Court of Appeals to Save Him From Texas.

ST. LOUIS, May 15.—By taking an appeal to both the United States Supreme Court and the United States Court of Appeals H. Clay Pierce escaped being turned over to the Texas authorities to-day after Judge Elmer B. Adams, in the Federal court, had dismissed the writ of habeas corpus and formally remanded Pierce to the custody of Chief of Police Creedy to await extradition to Texas.

Judge Adams ruled against Pierce on all the law points raised in his application for the writ, which attacked the Texas indictment in which Pierce is charged with assault.

Pierce left to-night for New York after giving two appeal bonds of \$20,000 each. A double appeal arises from the fact that the double appeal is made in which court the appeal should be made.

MASS. TECH. WANTS WHEELER.

Presidency Offered to Head of the University of California.

BOSTON, May 15.—The presidency of the Massachusetts Institute of Technology has been offered to Benjamin Ide Wheeler, president of the University of California, and it is regarded as probable that he will accept.

SCHOOLSHIP PUPIL DEAD.

He Was Rushed From the St. Mary's at Glen Cove to Bellevue on a Tub.

Albert Ruffin, the pupil on the schoolship St. Mary's who was taken ill of cerebrospinal meningitis when the St. Mary's reached Glen Cove, and was rushed to Bellevue Hospital on a tug, died there yesterday.

BOSS ABE RUEF PLEADS GUILTY.

PROMISES TO TELL ALL ABOUT SAN FRANCISCO GRAFT.

Expected That Revelations Will Implicate Many Men in High Places—Lawyers Quit Case When He Decides to Own Up—An Affecting Scene in Court.

SAN FRANCISCO, May 15.—Abraham Ruef to-day in Judge Dunne's court pleaded guilty to the crime of extortion, the felony for which he was to have been tried by the jury already selected.

In pleading guilty he made an impressive address to the Judge, saying that he had begun his career in politics with high ideals for himself and for the city, but that conditions had broken him down and he now desired only a chance to make reparation and restore his character before the world.

As he concluded his address he fell back into his chair almost fainting and the tears ran down his cheeks. Ruef made the following statement in court:

"This trial has become a threatening danger to my health, both mentally and physically. I am unable to bear the strain any longer. The strain on those nearest and dearest to me is undermining them. They are on the verge of collapse. Their lives hang in the balance and I must take some action.

Ruef, who evidently was laboring under great emotion, after pausing a minute continued:

"I have occupied a prominent position in this city. I hope to remain here and this will be my eternal sleeping place. Hereafter I have but one name, that of a convict. I have no more honor, and until the present Board of Supervisors was elected there was no act of mine that could justly be censured. Nevertheless, owing to the assaults of the press I have been placed in a wrong light and have been burdened with a bad name.

"It is true that in order to hold together the political machine which I had built up with great difficulty I did lower the high political ideal that I had hitherto upheld. Last night I reached the conclusion that there might still be an opportunity to make effort to restore myself in the public favor and to be a power for good. I will do all that lies in my power to help overthrow the system which has made possible the terrible corruption of public officials. To do this I will work even as the humblest citizen. My future career will be one of integrity. I hope that I can still achieve some good."

"I am making the greatest sacrifice that could befall a human being of my disposition—namely, to acknowledge my faults and mistakes to restore myself in public favor. I call on me wherever the path may lead, but I want the whole world to know that I am not guilty of the charge made against me in this instance. Nevertheless, on account of the reasons stated, I withdrew my plea of not guilty and entered a plea of guilty."

Judge Dunne, at the termination of Ruef's address, made no comment except to continue the case two weeks for sentence.

Ruef's action was a complete surprise to his counsel as well as to the prosecution. Ruef has been sick for several weeks. Before court opened Ruef called his counsel together and read to them a statement which he afterward made in court. His chief lawyer, Shorrbridge, Achard and Murphy, pleaded with him to reconsider his decision. They set before him that his case had been legally presented and that it was almost impossible to convict on evidence which the prosecution had disclosed. Ruef wept, but remained firm in his decision to confess.

When Ruef's case was called his attorneys made a feeble effort to get more delay and failed. Then his attorneys, Henry Ach, Samuel M. Shorrbridge and Frank Murphy one by one arose and stated that, owing to grave differences of opinion with their client each must withdraw from the case.

Ruef sat pale in his chair, but it was evident that he was greatly excited for beads of sweat stood on his bald forehead. Judge Dunne was much moved by what the lawyers said and instinctively turned toward Ruef, who rose to his feet unsteadily. He moistened his lips with his tongue, but so great was his emotion that he could not speak until he had taken a drink of water. Throughout his brief address he continued to sip water at frequent intervals. His tongue seemed to swell so that he could not articulate.

As Ruef concluded and resumed his seat he was trembling violently, his face was the color of parchment and tears ran down his cheeks. A crowd gathered about him but the bailiff brushed them away. Ruef sat alone save for the protection of the bailiff and the elisor. His attorneys were all gone.

After Judge Dunne had made an order setting the case over two weeks for sentence Ruef arose, still pale and trembling, and went out of the court room with Detective Burns. While in consultation with his attorneys during the recess Ruef fainted. It is understood that Ruef had agreed to testify before the Grand Jury and tell all he knows about the bribery cases. The prosecution has not got enough evidence of bribery against Schmitt to induce the Grand Jury to return an indictment, but Ruef's evidence may change this. He is also expected to give the inside of the railroad franchise deal. For these services it is said Ruef is to have practical immunity.

It is singular that after his wretched performance in court, when he wept and acted like a whipped cur, Ruef actually laughed and joked on his return to Elisor Biggy's quarters. He seemed greatly relieved and appeared to feel no shame over the pitiable figure he had made in court.

After court Ruef was asked: "Have you made any confessions involving Mayor Schmitt or any of the corporation managers?" He said:

MARGARET ILLINGTON THROWN.

New Saddle Horse Bolts at Park Entrance—Her Fingers Injured.

Margaret Illington, who is the wife of Daniel Frohman, took out a new saddle horse from the stables of the Tichenor Grand Company at Broadway and Sixty-first street yesterday, to try it out by riding it through Central Park. With her horse, brother, William Light, they were returning from the ride and coming out at Eighth avenue and Fifty-ninth street when the horse became frightened and bolted. Mrs. Frohman was thrown from the horse, which slipped on the asphalt and stepped on the tips of three fingers of her left hand. Light dismounted and caught hold of the horse before it could get away. An automobile belonging to Jacob Schiff came by. The chauffeur was the only person in it. He picked up Mrs. Frohman and Light and hurried to Roosevelt Hospital.

There it was found that although Mrs. Frohman was suffering from shock she was not seriously hurt. The three fingers on her left hand were badly bruised, but the bones were not broken. She will be able to leave the hospital to-day to go to her home at 150 West Seventy-ninth street.

Mr. Frohman was notified and he came to the hospital. He arranged to stay there over night.

CHILD CAUGHT IN CHIMNEY.

Fell in While Playing on Roof—Rescued Two Hours Later.

PASSAIC, N. J., May 15.—Victor Vondak, the five-year-old son of George Vondak of Essex street, Passaic, fell this afternoon from the roof of a new four story tenement in Third street into a big chimney. Eighteen feet from the top, his foot struck a projection. By bracing himself with his hands he hung on and cried for help. Adrian Zanetti and Albert Lau, carpenters employed on the building, after a long search, found that the cries came from the chimney. Zanetti got a chisel and mallet, with which he dug out the plaster and bricks until he could see the boy within. Lau got his arm through the hole and held the boy until Zanetti succeeded in enlarging the aperture sufficiently to take the child out. He had been in the chimney two hours.

TWO MORE DREADNOUGHTS.

England's Significant Reply to Germany's Attitude on Disarmament.

Special Cable Dispatch to THE SUN.

LONDON, May 15.—Orders have been received at the Admiralty and Devonport dockyards to lay the keel of a battleship of the Dreadnought type in each yard as soon as the battleships Téméraire and Bellefleur, now in course of building, have been launched. They will be launched in August next.

The understanding was that in case the proposal for disarmament should take definite shape at the Hague Peace Conference only one Dreadnought would be laid down. The order for two Dreadnoughts in Great Britain's acknowledgment of Germany's refusal to entertain the question of disarmament.

APPRENTICE BOY GARROTED.

Revolving Shaft Caught in Shirt and Screw on End Broke a Vertebra.

EDWARD BENSON, a machinist's apprentice, seventeen years old, of 1575 Avenue A, was killed while at his work turning automobile bolts on a lathe in East Eleventh street yesterday. In stooping to pick up a fallen bolt Benson brushed against a rapidly revolving shaft which had a screw on the end.

This screw caught his shirt at the neck-band so as to hold the boy as in a vice while the screw went cracking through a vertebra at the base of the brain.

TWO NEEDED TO ELECT HATTEN.

Wisconsin State Senator is Very Near to Spooneer's Place.

MADISON, Wis., May 15.—State Senator Hatten to-night caught within a yard of being elected United States Senator.

When the Legislature adjourned the joint session at noon until this evening the Eech and Hatten men got together and Eech was dropped from the contest, so that the entire strength of the anti-Stephenson men might be centered upon one man, and Hatten was chosen as that man.

FIELD COURTS TO GO ON.

Council of the Russian Empire Defeats the Duma's Action.

Special Cable Dispatch to THE SUN.

ST. PETERSBURG, May 15.—The Council of the Empire has rejected the Duma's bill abolishing feudal courts. Many of the members who sympathize with the Constitutional Democrats left the hall before the vote was taken.

SNOWING IN WHEAT COUNTRY.

Nebraska, Minnesota, Kansas, Wisconsin and Kentucky Still Freezing.

OMAHA, May 15.—Chilling frosts prevailed over central and western Nebraska last night and light frost over the eastern part of the State. Snow is falling at many points. Deadwood reports two feet of snow.

CAR HITS FIRE ENGINE.

Captain is Thrown Off and Lands on His Head—Two Others Injured.

Fire Engine 58, returning from a fire and crossing Third avenue at 197th street, was struck by a Third avenue surface car. The car hit a rear wheel of the fire engine and broke it. Capt. Ehrhardt Webber, in charge of the engine, was thrown off and struck on his head. Two other men on the engine were not so badly hurt. Webber was taken to the engine house on 114th street near Lenox avenue and later to his home at 104 West 114th street.

JAPANESE CRUISERS IN PORT

BANG OUT A GREETING TO OUR FORTS AND WARSHIPS.

The Yutakuba and Chitose With Admiral Ijima in Command—Rush of Visitors Led by Gen. Grant's Representative—Exchange of Salutes With French Ship.

Two Japanese cruisers, Yutakuba and Chitose, came smartly up the bay yesterday afternoon out of the fog and anchored at 6 o'clock in the Hudson off Eighty-second street. They were the first commissioned Japanese warships ever to visit New York and they came in their war paint, a dark leaden color that matched the atmospheric conditions. From the time they reached the limits of the harbor until they anchored there was a line of business on the ships in the way of signalling and firing salutes that no Yankee ship could have beaten. When the flagship Yutakuba was off the Battery and they trotted out the band loaded down with Sousa marches it was voted by all who saw the exhibition that the Japanese lacked nothing in the way of style when a warship comes to call.

The two cruisers, expected to get in earlier in the day, but a Long Island fog bank in mistaken zeal detached itself from somewhere around Montauk and went off with the stiff east wind for the upper Jersey coast as if to hide the Sandy Hook fortifications from the view of the visitors, and they had to anchor somewhere down below Long Branch.

It lightened a bit just after noon, and the ships slowly groined their way toward the Hook. They were picked up by Pilot M. Sullivan, who tripped up the ladder with the agility of one of the Japanese sailors, to charge and then snaked those ships up the main channel and upper bay and river. The ships passed the Hook at 3 o'clock and an hour later were off Fort Hamilton, the Yutakuba, carrying Vice-Admiral Ijima's flag at the foremast, leading the Japanese fleet. The fleet was a mile. At the stern of each was flying a great flag of the Rising Sun.

When the Narrows had been entered the Yutakuba began the booming exercises of the day. "A one pounder on the starboard side sent out a dash of flame and then followed a puff of smoke and the crack of the first gun of the salute. The port side guns answered immediately and when twenty-one guns had been fired proper observance had been paid to the American flag, as represented by an army post. That ended the how-de-dos to the army.

The two cruisers had just emerged from the mist opposite Quarantine when they caught sight of three United States warships, the armored cruiser St. Louis and the protected cruisers Cleveland and Denver, lying at the anchorage of Tompkinsville. Once more the Yutakuba's saluting guns got busy. This time it was fifteen guns, Vice-Admiral's salute, which the St. Louis returned just as soon as the Yutakuba finished. The sides of the American ships were lined with sailors and the Japanese sailors were also lined up. All hands looked at one another with a sort of business glint in their eyes and there were no cheers.

It was at Tompkinsville that the newspaper flotilla picked up the ships to extend the unofficial welcome of the people. Long before the reporters' tugs had left the Battery there was a clear line of Japanese along the sea wall standing in silent groups to give fellow countrymen's welcome of the utterly impressive kind. The Sun's tug impressed one M. J. Okada into service. He said he had fought up above Mukden and knew all about Japanese cavalry. He thought he might explain some of the naval minutiae and he was elevated to the honorary place of captain of the horse marines.

Mr. Okada acknowledged before the ships reached the anchorage that he was a little shy on naval information, but he contributed the item when the flagship band began to play off the Battery that the tune that was being played was "How Are You All?" The untrained ears of the reporters thought it bore some resemblance to "El Capitan."

From the moment that the ships were in sight it was evident that being a sailor on a Japanese warship is no losing job. There was something doing every minute opening up the bay. Speed cones were being raised and lowered constantly. Little bits of signal flags of various shapes and sizes were being shot up the ropes from the bridge only to be pulled down the next minute. Wigwag men were gesturing up and down sideways with little flags. Large flags were bent on the ropes and hauled up and down to tell the officers what was going on and what was to be done. The jerky arms of black and white semaphore, the kind that English warships use so much, were flying up and down and then remaining fixed until they resembled an American scarecrow in a cornfield. The reporters tried in vain to get from Mr. Okada what it all meant. There was one little signal flag of yellow with four big blue spots on it.

"What does that flag mean?" asked one of the reporters.

"I do not know exactly," said Mr. Okada with a smile, "but I think it means it is time to take four highballs."

There was no bar on The Sun's tug and Mr. Okada's left hand finger was ignored. After the Yutakuba had passed the American warships she sent up a lot of signals to the Chitose and then slowed down. The Chitose kept on going until she was within 500 yards of the flag and then the latter raised her speed cones to the top of the yards and the two ships came up the upper bay in kiting fashion. The crews gathered on the decks and strained their eyes to see the big buildings. Just as the Statue of Liberty was reached sharp orders were given and the men on the ships gathered at their stations.

It was off the Battery that the Yutakuba's band was hustled to the afterdeck and began to unload Sousa. They kept it up until they reached their anchorage. Shipping was getting thick about this time and speed cones were lowered for half speed. Numerous vessels dipped their colors and the Yutakuba gave a special dip in honor of the boat going to Liberty Island.

Ferryboats began to career to one side as their passengers rushed to get a view of the visitors' boats and occasionally a cheer went up from some of them. On all of them there was waving of handkerchiefs, hats and newspapers and two or three times the tars on the Japanese ships seemed to be negligent of discipline and waved back. Opposite Twenty-third street full speed was resumed again. When near

THE UTILITIES BILL PASSED NOT A VOTE RECORDED AGAINST IT IN THE ASSEMBLY.

Senate Will Make Such Amendments Only as Are Approved by Gov. Hughes—Prentice and Voss Voted for the Bill Only Because It Was a Party Measure.

ALBANY, May 15.—With 140 votes in favor and none against the Assembly today passed Mr. Merritt's public utilities commission bill. The fact that not a vote was recorded against the bill was considered remarkable.

The bill will probably be reported by the Senate Judiciary Committee tomorrow. It will be amended by that committee, however. One amendment, and the only important one that will be made, will be to afford relief to trolley roads that had contracted for extensions before the bill was drawn.

Far more interest was taken in the scrap among the Democrats in the Assembly than in the consideration of the bill while it was being discussed in the Assembly today.

When Assemblyman Collins, the Independent Leader of the Brooklyn, N. Y., explaining his vote, Democratic Assemblyman shouted: "Aw, shut up. Croons were given to Assemblyman Voss, the representative that Percy Nagle sent here to stop the Assemblyman from passing the bill."

Assemblyman Prentice's speech criticizing some features of the bill, which was taken to mean that he could have drawn a better bill, was replied to by Assemblyman Merritt, who said:

"I am not a Socialist. But not the great Republican party has taken it up. I know that I was always right."

When the vote was announced Jimmy Oliver said: "I am for the power of the press of the State of New York."

HERBERT PARSONS IN ALBANY. Anxious About the Recount Bill and His Amendments to the Primary Law.

ALBANY, May 15.—Herbert Parsons, president of the New York county Republican committee, put in a busy day of it today in legislative chambers. On formal visits he paid attention to the Assembly, but today he was in communication at all times with Senators.

THE BEST AND SAFEST. If you have \$500 or more to invest and desire absolute safety and a good rate of interest, this company is prepared to meet your requirements.

Guaranteed First Mortgages and Guaranteed First Mortgage Certificates on New York City real estate will give you a dependable income without care.

No investor has ever lost a dollar. BOND AND MORTGAGE GUARANTEE CO. Capital and Surplus, - \$5,000,000. 170 Broadway, New York. 172 Broadway, New York. 250 Fulton St., Jamaica.

FIGHT IN HOTEL OVER WOMAN.

George Walsh and John Conway Dispute With Flats—Former Mrs. Walsh the Cause. George Walsh, who lives with his father, W. W. Walsh, a retired broker, at 75 Eighth avenue, Brooklyn, and John Conway, a contractor who puts up the Clarendon Hotel, had a lively encounter in the public rooms of the hotel on Monday evening.

Mr. Conway jumped up and grappled with his assailant. In spite of the efforts of some of the other guests and the waiters to stop the set to the fight was kept up for several minutes, finally winding up in the corridor, the honors apparently being with Mr. Walsh.

HELD FOR BIG SILK THEFT.

Herman and Lax Under \$10,000 Bail Each for Stealing Over \$7,000 Worth of Goods. James Herman of 61 Bremen street, Brooklyn, and William Lax, who said he lived in East Houston street, were held in \$10,000 bail each in the Jefferson Market court yesterday afternoon for trial on the charge of breaking into the cloak and suit factory of Spritz & Harris, 221 West Seventeenth street, on the night of April 24 and stealing \$7,117 worth of silk.

BIGGEST AMERICAN YACHT SOLD.

One Report Makes W. E. Corey the Buyer and Another a South American State. BOSTON, May 15.—A. S. Bigelow's steam yacht Pantosee, the largest American built yacht afloat, has been sold. Much secrecy has attended the negotiations, which have been carried on through a New York broker.

AUTO OVER A 40 FOOT BILL.

Captain of Cornell's Fencing Team Narrowly Escapes Death. ITHACA, N. Y., May 15.—U. H. Howard, a student in the College of Mechanical Engineering and captain of the Cornell fencing team, narrowly escaped death yesterday when his automobile turned a somersault over a forty foot embankment and plumed his legs to the ground.

WOMEN SCHOOL TEACHERS WIN.

More Men Return to Work—Agents Condemned of Success. The indications were yesterday that the longshoremen's strike will fall of its own weight within the next day or two.

The statement was made by Patrick Connor, president of the Longshoremen's Union, and the Italian fruit lines, looking at Pier B, Jersey City, had sent for 250 strikers at the wages demanded and that they were working.

ASSEMBLY PASSES SALARY BILL BY A VOTE OF 82 TO 55.

Gov. Hughes Will Now Have to Wrestle With the Beauty Brigade—Active Lobbying in Favor of the Bill by Senators of Both Parties and by the Teachers. ALBANY, May 15.—It now remains for Gov. Charles E. Hughes to wrestle with the female teachers of New York city. This afternoon the Assembly passed the "equal pay for equal work" bill over Mayor George B. McClellan's veto.

As on the occasion of the passage of the bill in the first place the great disorder characterized the proceeding while it was under consideration, and with his face dark with anger Speaker Wadsworth once brought his gravel down upon the block with a bang that meant something.

DOCK STRIKE BREAKING UP.

The Barber Line has not only not approached any of the leaving with every certain strike leader who appeared on his pier to make trouble was elected. The International Mercantile Marine Company has all the men it wants for its ships, which will not be sent to Philadelphia or any other ports for the purpose of avoiding the strike.

TO PROBE CITY DEPARTMENTS.

Senator Page's Bill Advanced to a Third Reading in the Senate. ALBANY, May 15.—The Senate today advanced to a third reading Senator Page's bill, which is desired by Mayor McClellan in order to more thoroughly conduct the investigation in the affairs of Borough President Absorb's departments.

ENOUGH CHICAGO TRACTION.

Deposited to Satisfy the Conditions of the City Ordinances. Yesterday was the last day for the deposit of Chicago Union Traction Company stock with the Central Trust Company to be handled by the stockholders' protective committee headed by J. N. Wallace, and it was announced at the close of business that more than two-thirds of both preferred and common stock had been turned in.

THE GENESEE RIVER CO. GRAB.

Mr. Letchworth's Attorney Says the Bill Does the Company Dangerous Powers. ALBANY, May 15.—Through his attorney, Adelbert Moot of Buffalo, William Letchworth today expressed his opposition to the Genesee River Company grab which is contained in a bill introduced by Assemblyman Schoenck at the instance of Speaker Charles F. Murphy of Albany.

DEPOSED TO SATISFY THE CONDITIONS OF THE CITY ORDINANCES.

Yesterday was the last day for the deposit of Chicago Union Traction Company stock with the Central Trust Company to be handled by the stockholders' protective committee headed by J. N. Wallace, and it was announced at the close of business that more than two-thirds of both preferred and common stock had been turned in.

BOSTON & MAINE CONFERENCE.

Chiefs of That State and President Mellen Meet in Boston. BOSTON, May 15.—President Mellen of the New Haven railroad, Robert Winsor of Kidder, Peabody & Co. representing many leading stockholders of the Boston and Maine Railroad, and Henry M. Whitney, director of the Boston and Maine and of the American Express Company, with holding a large share of the Boston and Maine stock, this afternoon held a long conference in the South Station, the result of which will be a new organization of the Boston and Maine.

OLD HAMPSHIRE BOND.

Made in white and in fourteen tints—firm, strong, fine, lasting, proper. Any good printer will show you Book of Specimens.

WORK OF THE LEGISLATURE.

SENATE PASSES THE BARGE CANAL BOND BILL.

Committee to Prepare a Reapportionment Bill—Agnew's Riverside Drive Extension Bill and Prentice's Primary Bill Passed—Night Court Bill Delayed. ALBANY, May 15.—The State Senate today spent most of its time discussing Senator Hill's bill, which aims to make the \$100,000,000 barge canal bonds salable by rebating to insurance and trust companies and savings banks the annual State tax paid by them proportionally to the amount of State bonds purchased and held by these companies.

Senator Armstrong and Cassidy attacked the scheme, but opposition was futile, as those sections of the State which favored the original barge canal law stood by this bill and it was passed by a vote of 38 to 11.

The Senate adopted an amendment to the rules authorizing Senator John Bates, as president pro tem, to appoint a special committee of nine Senators to prepare a legislative reapportionment bill.

Senator Agnew's bill creating a commission to continue Riverside Drive into Westchester county so as to prevent pollution of the Bronx River passed the Assembly today. Originally the bill named the commissioners, but it was amended in the Senate and commissioners who were distasteful to Senator Agnew were inserted.

Assemblyman Prentice's bill which provides that the annual primary day in New York city shall be the seventh Tuesday before election passed the Assembly.

A bill introduced by Assemblyman Boshart prohibiting the employment in day or evening schools of children suffering from contagious diseases.

Assemblyman Prentice introduced a bill incorporating the "Efficient Employees' Beneficial Association."

Assemblyman McKee introduced a bill amending the New York City Charter so that upon the death of the Mayor the Mayor may allow the Police or Fire Commissioner to rear charges upon which a member of the department was dismissed, unless the dismissal was for insubordination, conduct unbecoming an officer or member, cowardice or intoxication, provided the applicant submit all claims to back pay.

This bill is in line with a number of similar bills suggested by the Citizens' Union, introduced this morning by the Police or Fire Commissioner of New York city or shall give a rehearing to some member who has been dismissed.

Senator Agnew's bill creating a night police court in New York city has encountered another obstacle. To-day when the bill was amended so as to make certain that it provided for night sessions of the police court by the two additional police magistrates, came up for final passage in the Assembly.

De Groot of Queens discovered that it was imperfect. The Legislature has already passed a bill providing for the creation of a night court in Brooklyn and Queens, and the bill already passed and which is now pending in the Assembly is a duplicate of the one in Brooklyn and Queens also.

Advertisement for Nabisco Sugar Wafers. An accompaniment for the luncheon—A finale for the banquet—The perfect Dessert Confection. NATIONAL BISCUIT COMPANY. In ten cent tins, also in twenty-five cent tins.

Advertisement for Your Summer Home. Excursion tickets, one fare for the round trip, with a minimum of one dollar, will be on sale May 29th and 30th to points on the HARLEM DIVISION of the NEW YORK CENTRAL RAILROAD SYSTEM. "AMERICA'S GREATEST RAILWAY SYSTEM". good returning until May 31. DECORATION DAY will be an excellent time to select your summer residence or to enjoy an outing in the country.

Advertisement for MANTELS FIREPLACES AND IRONS TILES. W. H. JACKSON COMPANY. UNION SQ. NORTH - 29 E 17 ST.

Advertisement for BAD WEATHER INJURING COTTON. Half Crop Predicted Unless Rains Cease at the South Within a Week. NEW ORLEANS, La., May 15.—Heavy rain, hail, wind and bleak, unseasonable weather continue to play havoc with crops and to interfere with agricultural work in the South.

Advertisement for WALTHAM WATCHES. The best watches are made by Americans at American wages, with American tools. To prove it, we are prepared to offer fifty WALTHAM WATCHES to be run against fifty watches of any foreign make, in a competitive test of timekeeping—the one hundred watches to be placed for this purpose in the hands of some competent and disinterested authority and the whole number to become the property of the winner. A Book about Watches sent on request. WALTHAM WATCH COMPANY, WALTHAM, MASS.