

A HEAVY DECREASE.

How the Local Traffic of the P. R. R. Has Fallen Off.

AGENTS' ANNUAL REPORTS.

A Large Increase in Through Business Offset by the Other.

THE CABLE CARS THE CAUSE OF IT.

President Roberts Threatened to Take Off Several Trains.

ALL STATIONS LOSE 25 PER CENT.

The annual report of District Passenger Agent Watt, of the Pennsylvania Railroad, for the year ending January 31, has just been completed and sent to Assistant General Passenger Agent Boyd at Philadelphia.

The report shows the total number of tickets sold, their value and the comparison between 1888 and 1887, at every station between Pittsburg and Harrisburg. The total sales at the Union station for the year were \$714,877.55. This includes the main line of the Pennsylvania Railroad only, and has nothing whatever to do with the branches or Western roads. The sales at the Fifth avenue office for the year amounted to \$242,067.72, an increase of about \$24,000 over the previous year. The increase at the Union station amounted to \$25,440.80. The largest gain as any point, in proportion to the number of tickets sold, was at the Fifth avenue office. Nearly everything sold at that office is on through business. The total cash value of Pennsylvania tickets sold at both Fifth avenue and the Union station was \$956,965.27.

A STARTLING ADMISSION.

An official of the company, who was in the city a few days ago, said the ticket sales out of this city for the year would have amounted to more than \$1,000,000 if it had not been for the introduction of the cable cars on Fifth avenue. The gentleman stated that the commutation business between the Union station and Torres had, within the past three months, fallen off a trifle over 25 per cent. At every station to which 45, 50 and 55 cent trips tickets have been sold the annual reports will show a big loss to the company as compared to the business of 1887. This, too, in addition to the large natural increase in business and from other stations.

The gentleman further stated that President Roberts would probably take off four of the accommodation trains now running. The officials claim that the loss is too heavy to stand, and, unless they get back some of the traffic they have lost, they

WILL ABOLISH THE TRAINS.

On the occasion of President Roberts' last visit to this city, several months ago, he stated that they were losing money on a number of trains, and were just running them as an accommodation to the public. This has been verified by a number of officials and employees who are not afraid to say so.

Colonel Watt, when spoken to yesterday, admitted that there had been a great falling off of local passenger business, but said it would not be nearly as much as 25 per cent. He stated that the novelty of the cable cars has now worn off, and the Pennsylvania's old patrons are coming back.

It is expected that the reports for the month of January will show a further decrease in the business to East Liberty. A traction railway official said yesterday:

"If the Fifth avenue said company can take away 25 per cent of the traffic, what will the Penn avenue line do, after it has been in operation a month?"

THE BILL WILL PASS.

Chairman Hunter, of Allegheny, receives a favorable telegram.

The new municipal bill which will make Allegheny a city of the second class will undoubtedly be passed. Chairman Hunter, of Allegheny, received a telegram from Senator Rattan to the effect that, although some trifling objections had been made to the bill, there is every indication that it will pass.

Mr. Hunter and the other members of the committee appointed to go to Harrisburg in the interest of this measure returned yesterday morning. Mr. Hunter said they had succeeded in finishing the report required for second class cities at 75,000 instead of 100,000, as at first contemplated. This will prevent the necessity of Allegheny taking a special census in order to be enrolled in the second class.

The bill will likely be passed this week, and Mayor Bepp will issue his proclamation for the election of Councilmen.

DRAGGED TO DEATH.

A Runaway Team Causes Two Men to Fall Off a Wagon, and One Dies.

A runaway of a peddler's horse at Smithville, Washington county, on Monday afternoon, caused the death of John Snyder, of Southern avenue, Mr. Oliver, while Levi Batey, who was with him, had his leg and arm broken. Both were found, some time after the accident occurred, nearly frozen and in an unconscious condition.

They had left the Southside on Monday to go over the peddling route with William Frick, who was not well and could not attend to the work himself.

When the horse took fright both men were knocked off their seats and got entangled in the harness. Snyder was dragged 400 yards, but Batey not so far. The body of the dead man was brought home last night, and he will be buried to-day. He leaves a wife and family.

THE WHITE CAP IDIOT.

A Man in the Twelfth Ward Threatened With Tar and Feathers.

The "White Cap" rage has reached a climax when a man in the Twelfth ward of Pittsburg is the recipient of a mysterious warning.

Joseph Brecht, a barber, residing at No. 2520 Penn avenue, received a letter to the effect that he had not treated his family properly, and unless a change was made he would be beaten, tarred and feathered. Police officers consider the affair a joke, but offer their protection, and will insure the gang a lively reception.

WENT TO CINCINNATI.

Rev. Boyd Vincent Left Last Night in Company With His Aged Mother.

Rev. Boyd Vincent, of this city, the newly appointed Episcopal Bishop for Southern Ohio, left last night for Cincinnati. He was accompanied by his aged mother and a number of relatives. The ordination will take place to-morrow morning. A party of about 50 people will leave this evening for Cincinnati to witness the ceremony.

TO QUASH STARR'S BILL.

An Important Attack on the Indictment of Superintendent A. B. Starr, of the Fort Wayne Railroad.

Readers of the DISPATCH will remember the indictment presented by the grand jury at the December sessions, prolonged until the present month, against General Superintendent A. B. Starr, of the Pittsburg, Fort Wayne and Chicago Railway, as being criminally responsible for the Federal street horror, in which Harriet Weyman and John Culp lost their lives. The indictment was for manslaughter of the involuntary degree, and, though found under an old statute and against expectation, it was conceded to have brought the matter up in a most serious form, notwithstanding the high pressure which had been brought to bear on Superintendent Starr to induce him to forbid the noise incident to the usual signal safeguards at grade crossings.

Now the bill comes up again in a very quiet way. On Tuesday R. H. Johnston, Esq., attorney for Superintendent Starr, appeared before Judge Collier, in Criminal Court, and moved to quash the indictment. The first three counts of said indictment are further bad for duplicity, in that they each charge the commission of two classes of offenses, and the same offense is charged in each of the said indictment.

The following is a copy from the court records of the reasons for moving to quash: Now comes the defendant, by his counsel, R. H. Johnston, and moves the Court to quash the indictment in the above case, for the following reasons: First—The entire four counts of said indictment are bad for duplicity, in that they each charge the commission of two classes of offenses, and the same offense is charged in each of the said indictment.

Second—The first three counts of said indictment are further bad for duplicity, in that they each charge the commission of two classes of offenses, and the same offense is charged in each of the said indictment.

Third—The fourth count of said indictment is bad for duplicity, in that it charges the commission of two classes of offenses, and the same offense is charged in each of the said indictment.

Fourth—The fifth count of said indictment is bad for duplicity, in that it charges the commission of two classes of offenses, and the same offense is charged in each of the said indictment.

Fifth—The sixth count of said indictment is bad for duplicity, in that it charges the commission of two classes of offenses, and the same offense is charged in each of the said indictment.

Sixth—The seventh count of said indictment is bad for duplicity, in that it charges the commission of two classes of offenses, and the same offense is charged in each of the said indictment.

Seventh—The eighth count of said indictment is bad for duplicity, in that it charges the commission of two classes of offenses, and the same offense is charged in each of the said indictment.

Eighth—The ninth count of said indictment is bad for duplicity, in that it charges the commission of two classes of offenses, and the same offense is charged in each of the said indictment.

Ninth—The tenth count of said indictment is bad for duplicity, in that it charges the commission of two classes of offenses, and the same offense is charged in each of the said indictment.

Tenth—The eleventh count of said indictment is bad for duplicity, in that it charges the commission of two classes of offenses, and the same offense is charged in each of the said indictment.

Eleventh—The twelfth count of said indictment is bad for duplicity, in that it charges the commission of two classes of offenses, and the same offense is charged in each of the said indictment.

Twelfth—The thirteenth count of said indictment is bad for duplicity, in that it charges the commission of two classes of offenses, and the same offense is charged in each of the said indictment.

Thirteenth—The fourteenth count of said indictment is bad for duplicity, in that it charges the commission of two classes of offenses, and the same offense is charged in each of the said indictment.

Fourteenth—The fifteenth count of said indictment is bad for duplicity, in that it charges the commission of two classes of offenses, and the same offense is charged in each of the said indictment.

Fifteenth—The sixteenth count of said indictment is bad for duplicity, in that it charges the commission of two classes of offenses, and the same offense is charged in each of the said indictment.

Sixteenth—The seventeenth count of said indictment is bad for duplicity, in that it charges the commission of two classes of offenses, and the same offense is charged in each of the said indictment.

Seventeenth—The eighteenth count of said indictment is bad for duplicity, in that it charges the commission of two classes of offenses, and the same offense is charged in each of the said indictment.

Eighteenth—The nineteenth count of said indictment is bad for duplicity, in that it charges the commission of two classes of offenses, and the same offense is charged in each of the said indictment.

Nineteenth—The twentieth count of said indictment is bad for duplicity, in that it charges the commission of two classes of offenses, and the same offense is charged in each of the said indictment.

Twentieth—The twenty-first count of said indictment is bad for duplicity, in that it charges the commission of two classes of offenses, and the same offense is charged in each of the said indictment.

Twenty-first—The twenty-second count of said indictment is bad for duplicity, in that it charges the commission of two classes of offenses, and the same offense is charged in each of the said indictment.

Twenty-second—The twenty-third count of said indictment is bad for duplicity, in that it charges the commission of two classes of offenses, and the same offense is charged in each of the said indictment.

Twenty-third—The twenty-fourth count of said indictment is bad for duplicity, in that it charges the commission of two classes of offenses, and the same offense is charged in each of the said indictment.

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Twenty-fifth—The twenty-sixth count of said indictment is bad for duplicity, in that it charges the commission of two classes of offenses, and the same offense is charged in each of the said indictment.

Twenty-sixth—The twenty-seventh count of said indictment is bad for duplicity, in that it charges the commission of two classes of offenses, and the same offense is charged in each of the said indictment.

Twenty-seventh—The twenty-eighth count of said indictment is bad for duplicity, in that it charges the commission of two classes of offenses, and the same offense is charged in each of the said indictment.

Twenty-eighth—The twenty-ninth count of said indictment is bad for duplicity, in that it charges the commission of two classes of offenses, and the same offense is charged in each of the said indictment.

Twenty-ninth—The thirtieth count of said indictment is bad for duplicity, in that it charges the commission of two classes of offenses, and the same offense is charged in each of the said indictment.

Thirtieth—The thirty-first count of said indictment is bad for duplicity, in that it charges the commission of two classes of offenses, and the same offense is charged in each of the said indictment.

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Thirty-seventh—The thirty-eighth count of said indictment is bad for duplicity, in that it charges the commission of two classes of offenses, and the same offense is charged in each of the said indictment.

Thirty-eighth—The thirty-ninth count of said indictment is bad for duplicity, in that it charges the commission of two classes of offenses, and the same offense is charged in each of the said indictment.

Thirty-ninth—The fortieth count of said indictment is bad for duplicity, in that it charges the commission of two classes of offenses, and the same offense is charged in each of the said indictment.

Fortieth—The forty-first count of said indictment is bad for duplicity, in that it charges the commission of two classes of offenses, and the same offense is charged in each of the said indictment.

Forty-first—The forty-second count of said indictment is bad for duplicity, in that it charges the commission of two classes of offenses, and the same offense is charged in each of the said indictment.

Forty-second—The forty-third count of said indictment is bad for duplicity, in that it charges the commission of two classes of offenses, and the same offense is charged in each of the said indictment.

Forty-third—The forty-fourth count of said indictment is bad for duplicity, in that it charges the commission of two classes of offenses, and the same offense is charged in each of the said indictment.

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ALL FOR PROHIBITION.

A. A. Stevens, Chairman of the State Executive Committee, in Town.

HOW HE SIZES UP THE VOTE HERE.

A Fight Between the Party and the Amendment Association.

THE LATTER WANTED TO RUN THINGS.

A. A. Stevens, Chairman of the State Executive Committee of the Prohibition party, was in the city yesterday conferring with a number of prominent Prohibitionists in regard to the future work of the party. While at the Seventh Avenue Hotel last night he said:

It would be foolish for any person to try to make an estimate of what the result of the vote on the prohibition amendment will be. I have looked over the ground very carefully, and think I can name some approximate figures. The cities of the State will poll a vote of 100,000 against us. This will be overcome by the large vote in the country districts, which will come in like a breeze and sweep everything before them.

In this country, where I reside, we will have 8,000 majority. All the counties in the Juniata and Cumberland valleys will roll up big prohibition majorities, and it is only a question of how much each will give. The northern border, Beaver, Mercer, Crawford, Warren, Venango, Lawrence, Butler, Tioga and Forest counties, will also give very large. I am not well acquainted with Allegheny county, but the cities and towns there will vote against the amendment.

This will be counterbalanced, however, in the country surrounding Pittsburg and Allegheny, and if a certain element of the Pittsburg press will come out in support of the amendment, it will help us about 1,000 votes. The brewers here will

defeat the amendment, and the only party they will take in the contest will be the distribution of dollars and cents. They will not get out of their holes, and their method, Boodie talks better than any speakers they could get.

What will become of the large amount of capital invested in breweries, distilleries, etc.? Why, that's easy enough to explain. What would become of a brewer's stock, if the courts refused to renew his license? He would lose money of course. Well, he takes that risk in his business, and if the prohibition law passes he can sell his brewing for a manufacturing concern. Out in Iowa and Kansas nobody looks anything from the property which was supposed to be confiscated. The distilleries were turned into factories. At Des Moines, Iowa, where they had one of the largest distilleries in the West, the owner turned it into an optical factory. His price was not nearly as large as they were, but they are as good as any other legitimately invested capital.

This question of the whiskey manufacturers crying out that they will lose heavily by the confiscation of their property is all baloney. The present prohibition law, when the people plan against a schindler? Suppose a man put up a saloon outside the city. Pretty soon the country grows so that business are built all around him. The people complain that the place is a nuisance, and the courts say to the man, "Get out." It is just the same way with the whiskey distilleries. The schindler owner has thousands of dollars invested in his business, but when he is told to go loses it, and has no other business to turn to. The same thing will happen to the saloon keepers in this State, when the people say they are dangerous, they are invariably moved out of the way.

A BIT OF DANGERS.

I think it is all nonsense to talk of calling a special session of the Legislature to make penal laws under the new amendment if it passes. The present prohibitory law will be good enough under the new act and the penalties for a violation will be the same.

From present indications there will be a bitter war between the Prohibition party and the Constitutional Amendment Association on the present proposed amendment.

The former has called a convention of its executive officers of all temperance organizations in the State to meet at Harrisburg, February 3. The amendment association has called a meeting of its representatives to meet at Harrisburg, February 3. The amendment association has called an opposition meeting of all who will join with them, in Huntington in about two weeks. The association will have the police of the W. C. T. U. with them, but outside of this do not amount to much.

CAPTAIN JONES' POSITION.

He Will Vote Against Prohibition, and His Sister Will Fight For It—An Interview With Mrs. Roger Bowman.

Captain W. R. Jones, Superintendent of the Edgar Thomson Steel Works at Braddock, who left Tuesday night for Washington, and before leaving announced his intention of voting against the Constitutional amendment, has a sister—Mrs. Roger Bowman.

She is one of the staunchest Prohibitionists in Braddock, and she said to a DISPATCH reporter last night that she was grieved to hear of her brother's statement, and added:

I don't wish to antagonize my brother, or oppose him in any way; but, really, I am sorry to hear that he has expressed his intention of voting against the Constitutional amendment. Every spring we women have to close in Braddock. I don't want to be against him in anything, but I will go to work now more earnestly than ever to help down the saloons. Every spring we women have to close in Braddock. I don't want to be against him in anything, but I will go to work now more earnestly than ever to help down the saloons. Every spring we women have to close in Braddock. I don't want to be against him in anything, but I will go to work now more earnestly than ever to help down the saloons.

SMASHED A PLATFORM.

A Cable Car and a Street Car Collide at Penn Avenue and Ninth.

About half past 9 o'clock yesterday morning, a cable car of the Citizens' Traction Company ran into a car of the Allegheny Blue Line at the corner of Penn avenue and Ninth street. The cable car, driven by John Smith, was going west, and the street car, driven by John Jones, was going east. The two cars collided, and the cable car was smashed to pieces. The driver of the cable car was injured, and the driver of the street car was not hurt.

THEY MUST MOVE.

The Knights of Labor to Secure Quarters on Fifth Avenue.

The new Executive Board of D. A. J. K. of L. held a meeting last night and organized for the year. No special business was transacted, as all matters of importance were disposed of by the District Assembly last week.

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AN ELECTRIC BOMBHELL.

The Supreme Court Decides the Edison Company Patent is Valid for 15 Years—All Incandescent Companies Infringere.

The decision of the United States Supreme Court in the Bates Refrigerating Company's case certainly seems to give the Westinghouse Electric Company a terribly bad eye.

According to the decision it appears as if the Westinghouse, the Sawyer-Mann, the United States Company, and, in fact, all others using the incandescent system, will be obliged to stop operations and pay damages for infringement. The decision was telegraphed about the country in words that disguised the real meaning except to the few who were inside the case.

The lifetime of an American patent, first taken out in a foreign country, does not expire until the extreme limit for which an extension of patent may be secured in the foreign country.

This is of vital importance to the Edison Company, and they explained by saying that since the Westinghouse practically the same light claimed immunity from infringement damages because the Edison patent taken out in a foreign country had expired, and consequently the American patent had expired.

A special was received at this office last night in which an official of the company said that two years ago an injunction was brought against the copyists, but the suit was dropped because the right of the Edison patent, and the other case quoted above had decided that it was.

He said further that injunction proceedings were brought against the Edison patent, and the other case quoted above had decided that it was.

Prof. Marks, of the Edison Company, says that a company has in operation 1,000,000 incandescent lights, and the other company 200,000. The Edison Company will run for on almost 15 years, the limit of an American patent.

FOR ELECTRIC LAMPS.

The New Baltimore and Ohio Depot Will be Lighted by Electricity.

W. M. Granger, Manager of the Franklin Electrical Supply Company of this city, left last night to confer with the Chief Engineer of the B. & O. road, in regard to the chandeliers to be placed in the new station of that line.

The new depot will be lighted throughout by electricity. The depot proper will be distributed several hundred incandescent lamps and in the train sheds and platforms the lights will be used. The chandeliers will be made of iron, and will be something entirely new in this city.

While in the East Mr. Granger will purchase the fixtures for the electric lights in the depot, and will also see to it that the depot is lighted by electricity. The depot proper will be distributed several hundred incandescent lamps and in the train sheds and platforms the lights will be used. The chandeliers will be made of iron, and will be something entirely new in this city.

BRIDGET KELLEY'S DEATH.

It May Turn Out a Murder After All, if Some People Are Correct.

Bridget Kelley's death is to undergo another investigation. A number of people on the Southside are not satisfied with the verdict rendered by the coroner's jury at the inquest. It was emphatically stated, in the hearing of a reporter last night, that the girl's death was not caused by exposure and drink alone, and the informant said that he had sufficient proof in his own mind to tell a story showing that the girl had been most shamefully abused.

"It is not known how long the new state of affairs will last, but it is expected that a break will be made when an unusually heavy shipment is offered. All the agents here look with interest at the question, and order, but will have to rely on their personal friendship and reputation of their road to get the shipment. The rate will be the same as for the other roads, but the lines east of Chicago have always maintained rates, with the exception of one or two breaks made by roads east of this city.

RATES RATHER UNSTEADY.

The rates west of Chicago and St. Louis are rather steady, but the rates east of the inter-State law went into effect. Before the law was adopted the roads had a pooling arrangement by which rates were maintained. The law broke this up, and instead of keeping the rates steady, as it intended, the law broke them up, and each road set its own rate.

The 15,000 tons of rails for which the firm is seeking railroad transportation bids, is an unusually large order. Each rail is 28 feet long, and averages 37 pounds to the foot. This would make a total of 558,000 pounds, or about 112 miles, or nearly as far as from Pittsburg to Altoona. Averaging 15 tons to the car, it would take 1,000 cars to transport it. This would make between 35 and 40 trains. The cost of the rails would be about \$400,000.

A MYSTERIOUS GATHERING.

The Builders' Exchange Hold an Important but Secret Meeting.

The Builders' Exchange met at their hall in the Renshaw building yesterday afternoon. It was an important gathering, as almost all of the members were present, but they were instructed to say nothing about the proceedings.

A DISPATCH reporter spoke to 14 members at the close of the meeting and all gave different answers to the question, "What was the object of the meeting and what was done?" One man finally admitted that he had had a meeting last night and organized a building for the use of the Exchange, but that nothing definite had been accomplished. The new structure, it is believed, will be the finest and the highest in the city. The Exchange yearlings will be in their present quarters for another year.

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