NOTED ENGLISH ESTATES BEING RAPIDLY SOLD

800,000 or More Acres Disposed Privately and Through Auction.

INROADS OF THE WAR REASON FOR SELLING

Several Peerages and Baronetcies Threatened With Extinction.

London, Aug. 26.—When 600,000 or more acres of land in the British Isles either "went under the hammer" or were sold privately in one week in June it began to be understood by a large part of the public that an era without parallel in British history had dawned. Never has there been so much land on the market.

In two weeks lately there has been a sale of approximately $10,000,000 worth of land, or $5,000,000 weekly. Last year the sale of landed estates and other properties totaled $60,000,000. This year promises to exceed that figure by many millions. In fact, during the first week of July $5,000,000 represented the price paid for land which changed ownership or just one-fourth of the amount paid in the three months July to September, 1918. During several other weeks in June and July of this year the sales have ranged around $2,500,000.

It has been a socialistic strong point that the land of the British Isles was owned by fewer than 25,000 persons. Already considerable amounts of the land which is now changing hands for the first time in numerous instances for hundreds of years is being sold to the tenants of big estates. The old landlord has given way to the new; the new land barons seem to be buying up the land because of their belief in the intensified development of industries of inland transport and agriculture in the future.

This amazing era of land transference by its former owners shows no sign of abatement. This great wave of industrial unrest, accompanied by labor's demands for Nationalization of mines, railways and the land itself, only accelerates its disposal, as has also the Government's promise of vast housing schemes. One reason given for the vast change in ownership is that in these unstable days it is better to have one's assets more liquid; and many millions of dollars have, therefore, poured into Government loans or into industrial stocks. It has even been charged that some of it was being invested outside the country.

Profiteers Covet Famous Estates.

Then there are the profiteers. Many who have made fortunes during the war are anxious to become owners of famous estates, of historic castles or feudal halls. These have aspirations as the new "aristocracy" which one finds so much in evidence at resorts, and who, when peace-time travel is assured again, will probably form a considerable proportion of the British traveling public.

In numerous instances the war has hit so hard financially some of the owners of large, but already heavily mortgaged estates, that selling them is the only way out.

"I have 200 names of distinguished persons on my books," said a well-known dealer in antiques. "Not one has invested a penny in antiques these last four years. But I have a new aristocracy which is taking its place. We are actually doing more business than we did before the war, but we are doing it with the new rich. They have taken the place of the old aristocracy, and they have plenty of money."

Britain's roll of honor shows how hard the war hit its titled class, for among the slain were 22 peers, 23 baronets, 14 knights, 151 sons of peers, 157 sons of baronets and 277 sons of Knights. The succession to 217 hereditary dignitaries has been changed, and the heirs to titles who have been killed number 179. Several peerages and baronetcies are threatened with extinction, while others have been in doubt, as their holders have been among the "missing."

The inroads of the war among the titled has brought numerous estates into the market, to be sold by executors where there are no longer any heirs. Some of the older families have become so poverty-stricken that it is necessary to sacrifice the holdings which have come down to them through generations.

In the opinion of the Earl of Clarendon the sale of landed estates and other property is a forerunner to a new class of landlord. He says:

"The possession of land is today an economic difficulty, what with the enormous increase in taxation, upkeep, repairs and agency charges, which seem to be the inevitable and important factor in these matters. It would not be quite safe to say to what particular point the present conversion of ownership is leading, but I see nothing really gloomy in the desire of landowners to give up their possessions, except that nobody owning land today could possibly live upon the net income derived from it and have sufficient surplus in hand to educate one's children.""

The Earl of Clarendon does not believe much of the purchase money is leaving this country.

Famous Places Sold or For Sale.

Rumor now has it that Ken Wood is in the market, an estate owned by Lord Mansfield, 221 acres in extent, adjoining Hampstead Heath, one of London's famous open spaces. An attempt is to be made to have it purchased by the Government. It is rich in magnificent woods, which have been permitted to keep much of their original wildness.

At present it is occupied by Mrs. Leeds, a wealthy American woman, and prior to its being in her possession the Grand Duke Michael of Russia was in occupancy. There is a noted room in the old mansion in this big estate known as the "Adam" room, for which an American is said to have offered $100,000, with a view to its being dismantled, and sent to America. The estate is part of the ancient Forest of Middlesex.

Among other well-known peers who have been disposing of large tracts of their vast domains is the Duke of Sutherland. The portions recently scheduled for sale total 114,569 acres on the east coast of Sutherlandshire, having the reputation of being among the finest sporting lands in the Northern Highlands. The Duke's entire holdings have been reckoned at 1,000,000 acres.

Another historic property which is scheduled for sale is Moor Park, owned by Lord Ebury. It was once in possession of Cardinal Wolsey, and Henry VIII and Anne Boleyn were entertained there during their courtship. In 1720, after having passed through various hands, it was finally sold to Benjamin Styles, who had amassed a fortune out of the South Sea Bubble.

Women Sell Estates.

Among other historic estates which have either recently been sold or are to be disposed of under the hammer in the near future are the baronial castle of Closeburnn, with 13,000 acres; Singleton Alley, owned by Lord Swansea; the Rothes estate, near Markinch, 4000 acres, owned by Lord Rothes, and Lord Howe's 900 or more acres in the outlying portions of Penn House, Debden Hall, a Georgian house which was the seat of the late Lord Strathcona, and its 6335 acres, and Lord Cholmsford's home, Rettlegarth Manor, and 2500 acres.

Among well known titled women who have been disposing of some of their properties are Lady de Bathe (Lily Langtry), who has sold her beautiful place, Regal Lodge. Lady Warwick has disposed of the thousands of acres in Essex for the sum, it is said, of $480,000, the tenants being the chief purchasers.

Tenants were again among the principal buyers of the outlying portions of Lord Beauchamp's Madresfield estate, some by private negotiation before the auction took place. The sale realized about $700,000.

Besides the great sales, including large stretches of the late Duke of Sutherland's properties, of which the executors have now decided to dispose of 10,000 acres of the Trentham estate, near Stoke-on-Trent, other famous landlords who have figured in the big deals of the last year or more include the Duke of Bedford, part of whose estate was sold privately last year, and 5000 acres afterward resold for $630,000.

Fully 50 per cent. of the tenants on the Brynllwyarch estate in Montgomeryshire, which includes 6500 acres, have bought their farms through private negotiations. Among the buyers of the Newtown Hall estate in Montgomeryshire many are tenants. The old landlords in numerous instances are encouraging the tenants to purchase small sections of the estate with which they have long been connected.

BIG PACKERS MISUSE AND DIVERT CARS OF SMALL INDEPENDENTS

Own 90 Per Cent. of All Refrigerator Equipment in Country Suitable for Transportation of Fresh Meat.

Washington, Aug. 26.—Declaring that the step is necessary to control the business of the five largest packing companies, the federal trade commission in a special report to President Wilson recommends that operation of refrigerator cars and of cars used for transportation of meat animals be declared a government monopoly.

It recommends further that the property concerned, including icing stations and other facilities as well as the cars, be acquired by the government and railroads thereafter be licensed to own and operate them. The big packers, the report says, now own 90 per cent. of all the refrigerator equipment in the country suitable for the transport of fresh meat.

"The present country-wide system of distribution by the five big packers has grown from their control of refrigerator car lines in conjunction with various pools," the report says. "In turn, the volume of traffic of the five packers has enabled them to secure from the railroads advantages over competing shippers."

"The small independent packers' cars are misused and diverted, frequently being out of his service for extended periods in several instances as long as six months."

BOY BURNED TO DEATH PLAYING WITH MATCHES

Burlington, Vt., Aug. 26.—Playing with matches resulted in the death of Walter Leclair, four-year-old son of Mr. and Mrs. Edmund Leclair, South Burlington, about 4 o'clock yesterday afternoon, the little tot being burned alive in a barn on his father's property after having been caught by the flames inside the structure with all exits blocked. The lad's body was burned beyond recognition and when recovered by firemen from Burlington was a pitiful sight, only the torso remaining.

I. W. W.'S AND SOVIETS BEHIND LATE RACE RIOTS

Washington, Aug. 26.—Russian Soviet interests apparently are supplying funds for a propaganda to stir up race antagonism in the United States, according to information now in the hands of the Department of Justice.

Facts thus far developed lead officials to believe that I. W. W. and Soviet influence were at the bottom of the recent race riots in Washington and Chicago.

GOVERNMENT TO OPEN SHOPS IN DEPOT CENTERS

Household Commodities in Surplus Stocks To Be Placed on Sale.

Washington, Aug. 26—Retail stores for the sale of household commodities included in the surplus stocks of the war department will be established Sept. 25, it was announced today. The stores will be located in depot centers and other large cities and they will accept and fill mail orders.

Continued purchase by the department of certain necessities so that these stocks would be continued indefinitely as a part of the government campaign against the high cost of living is said to be under consideration.

MORROW DENIES COAL COMBINE TO FIX PRICE

Washington, Aug. 26.---Denying that a combination among bituminous coal operators to fix prices exists, J. D. A. Morrow, vice president of the National Coal Association, told a Senate coal investigating committee today that such a combination would be impossible if attempted. Prices at the mines, he said, have declined under the competition which prevails and are lower than they were a year ago.

"Charges that the National Coal Association is a combination to maintain prices are without foundation in fact," he declared.

"The cost of production of bituminous coal is higher now than it was a year ago," he said "due to the fact that the mines then were operating six days a week and in many cases now are operating only four days per week and in some cases only three days a week."

BROTHERHOOD IS EXPECTED TODAY TO MAKE REPLY

Washington, Aug. 26.—President Wilson having laid down in his decision yesterday on the demand of the railroad shopmen for increased wages the policy that settlement of such demands must await restoration of normal economic conditions interest centered today on what response the men would make to the President's appeal that they cooperate in maintaining a "truce" in all wage matters.

The first indication of what course the men would pursue was expected today in an announcement from their representatives here who continued in conference on the question with Acting President Jewell, of the Railway employes department of the American Federation of Labor.

HUSBAND AWAY 3 YEARS WIFE WANTS DIVORCE

Robert S. Onstead, of New Canaan, has been "a. w. o. l." for three years and habitually intemperate for the past year, according to the charge of his wife, Mary E. McAllister Onstead, who filed suit in the Superior Court today asking for a decree of divorce. The couple were married in New York on June 18, 1901, and desertion dates from March 5, 1911, according to the complaint.

ONE KILLED, ONE FATALLY HURT IN REVOLVER DUEL

Chicago, Aug. 2—A policeman was killed, one man was fatally wounded and two seriously injured in a revolver fight in a saloon late last night which began in an argument over activity of government officials against alleged violators of the wartime Prohibition law.

LAW RULES OUT FABIAN WILL AND BROTHER LOSES

The will of Mike Fabian, who died August 6, has been admitted to probate. The deceased is survived by a wife and three children in Hungary. The estate amounts to $2,000 which is left for the most part to a brother. Under the law the will must be ruled out and the heirs at law share in the estate proceeds.

CONWAY CASE CONTINUED.

John Conway, of 300 Fairfield avenue, a local reporter, who was arrested Friday afternoon charged with breach of the peace, was arraigned in the city court this morning. The case was continued until tomorrow.

Canadian Finishes First Lap

Ace Reached Mineola This Morning—Mail Rushed on to Capitol.

FIVE MORE PLANES START ON JOURNEY

Mineola, Aug. 26—Col. William C. Barker, the Canadian ace, arrived here from Albany at 9:20 o'clock this morning, completing the first half of the international air race from Toronto to New York and return. His machine, a captured German Fokker model, carried a bag of Canadian mail which was immediately transferred to another airplane waiting on the field and rushed off to Washington.

Five airplanes, which were unable to start from the local field yesterday for various reasons, got away just before Col. Barker arrived. The first aviator to leave was Lieut. Philip Melville, piloting a Caproni plane, who took off at 8:50 o'clock. He was followed at short intervals by Lieut. Roulett, Lieut. F. Honsignor, Capt. C. H. Reynolds and Lieut. Ross Kirkpatrick, all piloting deHavilland 4 machines.

Albany, N. Y., Aug. 26.---Thirteen machines had resumed the international aerial derby race between New York and Toronto from the landing field here before 9 a. m. today. Two, en route from Canada, statred for New York on the final leg of the down trip. Three left for Mineola to make a new start.

TO ELIMINATE U. S. FROM BOARD TO RECONSTRUCT

Washington, Aug. 26.—Under a blanket amendment to the peace treaty agreed to by the Senate Foreign Relations Committee, American representation would be eliminated from the various international commissions which are to supervise European reconstruction with the exception of the reparations commission and such others as are to be appointed by the League of Nations.

The change would affect about a score of committees and would change the language of the treaty in more than fifty places.

The vote on the successive amendments was 9 to 7, the committee dividing on party lines.

The committee divided along strict party lines with nine Republican votes cast in the affirmative and seven Democratic votes in the negative. Not all of the Democrats were present, but by agreement their votes were cast. Senator McCumber, of North Dakota, who voted with the Democrats in opposition to the Shantung amendment, was the only Republican absent. His vote was not cast.

Although the committee acted specifically on only four of the treaty's provisions in question, there was an agreement that the votes on these separate provisions would be only perfunctory and to carry into effect the blanket proposal.

The amendments were presented by Senator Fall, Republican, of New Mexico, wdho said he excepted the reparations commission because there were certain decisions affecting American shipping interests involved in the commission's work.

Declaring the Republican majority of the Foreign Relation Committee was attempting by the Shantung amendment to the peace treaty to drive a "poisoned dagger" into the peace treaty and to place the United States in the position of "big bully", Senator McCumber, of North Dakota, the only Republican member of the committee who voted against the amendment, asked the Senate today to overrule the committee's action.

The speaker said: "No greater blow could ever be struck against the real interests of China," than by the committee amendment, the actual purpose of which, he asserted, was to kill the treaty and the league. The amendment provides that the old German rights in Shantung province shall go to China in place of Japan.

"Why did the majority of this committee pause in the midst of their hearings to make this particular amendment?" he asked, "and then proceed with the usual leisure to lay out dates for further hearings which will consume a week or so more? The purpose is apparent. It is to signify to the country that the Senate is hostile to this treaty. It is to put Japan in a position where she cannot without an appearance of being coerced, to do what she has promised to do. It is to create trouble between this country and Japan and thereby send the first dagger thrust in the body of the treaty."

M'ELROY BRINGS SUIT FOR $7,000 ON MORTGAGE NOTE

George L. McElroy of New York and Greenwich, has brought suit for $3,000 against Timothy Loughlin, of Greenwich, to recover on a mortgage note given by the plaintiff, January 12, 1917. The case is returnable to the Superior Court next Tuesday.

STONE COMPANY SUES FOR $150

The Jacoson Stone Company of this city has brought suit claiming $175 damages from Charles Minotti, also of the city. The action is the result of a dispute between the parties over a bill for $149.50. It is returnable to the common pleas court next week.

If Living Cost Is To Increase Shopmen To Get Higher Pay

WILSON ASKS MEN TO RECONSIDER BECAUSE OF GRAVE SITUATION—TO PAY MORE NOW WOULD MAKE LIVING HIGHER.

Washington, Aug. 26.---Besides his statement to the public in connection with the Railway Shopmens' demands for higher wages, the President issued the following separate statement to the shopmen themselves:

Gentlemen:

I request that you lay this critical matter before the men in a new light. The vote they have taken was upon the question whether they should insist upon the wage increase they were asking, or consent to the submission of their claims to a new tribunal, to be constituted by new legislation. That question no longer has any life in it. Such legislation is not now in contemplation.

I request that you ask the men to reconsider the whole matter in view of the following considerations, to which I ask their thoughtful attention as Americans, and which I hope that you will lay before them as I here state them.

We are face to face with a situation which is more likely to affect the happiness and prosperity, and even the life, of our people than the war itself. We have now got to do nothing less than bring our industries and our labor of every kind back to a normal basis after the greatest upheaval known in history, and the winter just ahead of us may bring suffering infinitely greater than the war brought upon us if we blunder or fail in the process.

An admirable spirit of self-sacrifice, of patriotic devotion and of community action guided and inspired us while the fighting was on. We shall need all these now, and need them in a heightened degree, if we are to accomplish the first tasks of peace. They are more difficult than the tasks of war---more complex, less easily understood---and require more intelligence, patience and sobriety.

We mobilized our man power for the fighting, let us now mobilize our brain power and our consciences for the reconstruction.

If we fail it will mean national disaster. The very first step is to increase production and facilitate transportation, so as to make up for the destruction wrought by the war, the terrible scarcities it created, and so as soon as possible relieve our people of the cruel burden of high prices. The railways are at the centre of this whole process.

The Government has taken up with all its energy the task of bringing the profiteer to book, making the stocks of necessaries in the country available at lowered prices, stimulating production and facilitating distribution, and very favorable results are already beginning to appear. There is reason to entertain the confident hope that substantial relief will result and result in increasing measure.

A general increase in the levels of wages would check and might defeat all this at its very beginning. Such increases would inevitably raise, not lower, the cost of living. Manufacturers and producers of every sort would have innumerable additional pretexts for increasing profits, and all efforts to discover and defeat profiteering would be hopelessly confused.

I believe that the present efforts to reduce the costs of living will be successful, if no new elements of difficulty are thrown in the way, and I confidently count upon the men engaged in the service of the railways to assist, ot obstruct. It is much more in their interest to do this than to assist, not obstruct. It is much will undo everything the government attempts.

They are good Americans along with the rest of us, and may, I am sure, be counted on to see the point.

It goes without saying that if our efforts to bring the cost of living down should fail, after we have had time enough to establish either success or failure, it will, of course, be necessary to accept the higher costs of living as a permanent basis of adjustment, and railway wages should be readjusted along with the rest.

All that I am now urging is that we should not be guilty of the inexcusable inconsistency of making general increases in wages on the assumption that the present cost of living will be permanent at the very time that we are trying with great confidence to reduce the cost of living and are able to say that it is actually beginning to fall.

I am aware that railway employes have a sense of insecurity as to the future of the railroads, and have many misgivings as to whether their interests will be properly safeguarded when the present form of Federal control has come to an end. No doubt it is in part this sense of uncertainty that prompts them to insist that their wage interests be adjusted now rather than under conditions which they cannot certainly foresee.

But I do not think that their uneasiness is well grounded. I anticipate that legislation dealing with the future of the railroads will, in explicit terms, afford adequate protection for the interests of the employes of the roads.

But, quite apart from that, it is clear that no legislation can make the railways other than what they are, a great public interest, and it is not likely that the President of the United States, whether in possession and control of the railroads, or not, will lack opportunity or persuasive force to influence the decision of questions arising between the managers of the railroads and the railway employes.

He Promises Justice.

The employes may rest assured that, during my term of office, whether I am in actual possession of the railroads or not, I shall not fail to exert the full influence of the executive to see that justice is done them.

I believe, therefore, that they may be justified in the confidence that hearty co-operation with the government now in its efforts to reduce the cost of living will by no means be prejudicial to their own interests, but will, on the contrary, prepare the way for more favorable and satisfactory relations in the future. I confidently count on their co-operation in this time of national test and crisis.

STRIKE TIES UP TRAIN SERVICE IN LOS ANGELES

Action of Rilroad Men May Be Move to Show They Can Operate Roads.

Los Angeles, Aug. 26.—Steam railroads failed to move trains out of Los Angeles because of the strike of switchmen and brakemen in sympathy with the strike of trainmen of the Pacific Electric Railway Company, an interurban line, despite the orders of the officials of the four big railroad brotherhoods.

It was estimated mail accumulated at the stations exceeded twenty-five carloads. Postal authorities were making plans for handling mail by automobile and boat to points outside the strike zone.

Perishable freight, principally foodstuffs, valued at $300,000, was said to be spoiling in railway yards, but commission men said fears of shortages of food and other essentials were groundless.

Fifty strike breakers on their way to Los Angeles to work in the railroad yards and man street cars were taken from an overland train at Las Vegas, according to reports received here.

No Strike Warning.

The strike of the steam lines was without warning and hundreds of cars of perishable freight are decaying on side tracks. The Pacific Fruit Express Company's representatives report that in nearly every instance trains have been left in the middle of yards or at stations where it is either difficult or impossible to get at them with ice to preserve their contents.

Attempts to preserve trainloads of bananas by re-icing were brought to a standstill by striking steam line employes who ordered the express employes away from the cars. Trainloads of sheep and other livestock were left to perish in the yards, the crews refusing to touch them, and were saved only through the energetic action of the master mechanic of the South Pacific Company.

Passenger trains have been repeatedly made up in the Los Angeles stations and after the tickets had been sold and the passengers were prepared to go the crews, or some section of them, have abandoned the trains. In some other cases trains were abandoned outside of the city, leaving women and children in the darkness to find their way the best they could to shelter.

The United tSates mail service has been almost completely interrupted, but with the co-operation of the local suburban electric line it is being handled through the four counties of which Los Angeles is the metropolis, and the mail service to the north is being maintained through Los Angeles harbor.

See Propaganda Move.

Indignation runs high throughout the city and southern California. In quarters frequently well informed the suggestion is heard that the brotherhoods have seized this opportunity to demonstrate whether they are strong enough to take control of the railroads if the Plumb plan does not pass Congress, and that the brotherhood chiefs are at least not seriously discouraging the strike movement, because if the United States Railroad Administration should yield and placate the strikers, then the brotherhoods would feel they had power enough to obtain by force whatever control they desire.

SON INJURED IN ACCIDENT FATHER SUES

Andrew Sjodin, jr., through his father, has brought suit for $7,500 against Donald Holmes, of Bridgeport claiming damages for injuries received July 24, when the plaintive was a passenger on a motorcycle struck by a truck owned by the defendant and operated by Clifford L. Cole.

The complaint alleges that while Sjodin was riding on the back of a motorcycle of C. H. Logan on Iranistan avenue near South avenue at 7:45 a. m. on the day in question, Cole drove the truck in such a careless and negligent manner and without warning, as to cause it to run into the motorcycle and resulting in injuries have since confined the plaintiff to St. Vincent's hospital.

Attachment for $15,000 has been made by Deputy Sheriff Edward B. Doulens, of Norwalk.

REGISTERED MAIL POUCH LOST WITH $75,000 IN BONDS

Chicago, Aug. 26—Post office inspectors today were searching for a registered mail pouch containing $75,000 in Liberty Bonds and securities which disappeared yesterday somewhere between here and Joliet. The bonds and securities were consigned to Chicago banks by Joliet bankers.

EXAMINATIONS FOR WEST POINT AND ANNAPOLIS

Will Be Held in This City At Post Office, October 18.

THREE VACANCIES TO BE FILLED

Conditions Governing Completion Are Given In Detail.

Schuyler Merritt, Congressman from the Fourth District, has announced that he will hold competitive examinations in this city on October 18 for the purpose of filling two vacancies at Annapolis and one at West Point. For West Point he recommends a principal and two alternates and for Annapolis one principal and three alternates for each vacancy. Any candidate who desires to take the examination for both places may do so by taking all seven subjects.

The examinations will be held at the Post Office at 9 o'clock in the morning. No permit is required to take this examination and any applicant who presents himself at the place of examination on the above date may be examined. The subjects consist of algebra, geometry, United States history and general history for admittance to the Military Academy. For Annapolis the same with the addition of geography and arithmetic.

The applicant who stands highest in the examination for West Point and the two highest and the alternates for the navy will take the examinations given by the War and Navy Departments respectively on the third Tuesday in February, 1920; and on either February 18 or April 21, 1920, as they may select. If the principals fail at these examinations their alternates will be allowed to take them.

The applicants who secure the appointments will enter Annapolis and West Point in June, 1920.

All candidates for West Point are required to be citizens of the United States, actual residents of Fairfield county and must be not under 17 nor over 22 years of age on the date of admission, and not less than 5 feet, 4 inches in height at the age of 17, nor less than 5 feet, 5 inches in height at the age of 18 and upwards.

Copies of the regulations governing the admission of candidates to the academy and also samples of examination papers may be secured by addressing the Adjutant General, War Department, Washington, D. C., and for any further information regarding the examination applicants should address the United States Civil Service Commission, Washington, D. C

All candidates for Annapolis are required to be citizens of the United States, actual residents of Fairfield county, and must be not less than 16 years of age nor more than 20 years of age on April 1st of the calendar year in which they enter the academy, and not less than 5 feet, 2 inches in height between the ages of 16 and 18 years, and not less than 5 feet, 4 inches between the ages of 18 and 20 years.

Copies of the regulations governing the admission of candidates to the academy and also samples of examination papers may be secured by addressing the Bureau of Navigation, Navy Department, Washington, D. C., and for any further information concerning the examination applicants should address the United Stater Civil Service Commission, Washington, D. C.

1,000 MORE COPS WANTED IN VIEW OF CAR STRIKE

Pittsburgh, Pa., Aug. 26—A call for 1,000 emergency policemen to aid the local police force in handling the trolley situation here was issued today by Mayor E. V. Babcock. This action followed a conference last night between city officials who sought to prevent a recurrence of rioting yesterday when the receivers of the Pittsburgh Street Railway Co. attempted to break the strike of 3,000 trolleymen.

More than a score of persons were more or less seriously injured yesterday in riots when an attempt was made to run the cars through the downtown districts of the city and 13 were arrested. Seven of the injured were struck by stray bullets when a truck crowded with men dashed through the streets firing as they went.

NEW HAVEN ADDS 2 STRIKES TO ITS NUMBER

New Haven, Aug. 26.---Two strikes were added today to the list which this city has accumulated in recent months. Window cleaners who recently had their pay raised from $22 to $29 left their work demanding $36 and an eight hour day.

Journeymen tailors claiming a 199 per cent. organization, have left the merchant tailors after demanding $1 an hour. The first group to strike numbered 150.

LITTLE GETS 30 DAYS.

Stephen Little, of 1403 Boston avenue, who was arrested last night, charged with drunkeness was sentanced to 30 days in jail by Judge Wilder in the City court this morning.