

PLAN READY TO END GAS TRUST HOLD-UP.

President Fornes, of Board of Aldermen, Prepares Ordinance to Prevent Overcharge and Bulldozing Methods from Which Public Have Been Suffering.

City to Create a Bureau in Which Complaints of Consumers Will Be Heard, Investigated and Amount of Bill Regulated by an Inspector Appointed for the Purpose.

MAIN POINTS IN ORDINANCE TO SAVE THE PUBLIC FROM GAS TRUST ROBBERY.

Establishment of a bureau where customers may lay complaints of overcharges.
Appointment of city inspectors to examine meters.
While case is pending customer must deposit with company amount of bill, BUT COMPANY IS FORBIDDEN TO SHUT OFF GAS from complainant.
Company may bring suit on inspector's decision, but must, in event of losing, pay all expenses of litigation.

"It is time for the people to say to the Gas Trust: 'You have no right to deprive us of a necessity. You cannot have things all your own way.' As the Board of Aldermen is intended to protect the rights of New York citizens I think this sentiment should be heard and seriously considered. The gas companies should not have the power to say 'do this or we will deprive you of light.'"

Holding such opinions himself President C. V. Fornes, of the Board of Aldermen, urged by The Evening World's persistent exposure of the Gas Trust's methods in making outrageous charges for inferior gas, to-day consulted the Corporation Counsel in regard to a measure for protecting the public against the gas companies' extortions.

He designs drafting an ordinance providing for the establishment of a complaint bureau to which one may appeal when he believes himself overcharged for gas, water or electricity.

NO DOUBT OF ITS ADOPTION.

When seen at his business office, No. 425 Broome street, by an Evening World reporter, President Fornes said he believed that such an ordinance will not infringe upon the charter. If introduced he has little doubt of its adoption by the board, since all the members concur in the desire to put a curb on the gas companies' arbitrary methods.

The ordinance as roughly drafted provides for a bureau where a person may bring his complaint. If he considers that his gas bill is exorbitant and shows good proof, an inspector shall be commissioned to investigate, being empowered to examine the meter and test the quality of gas.

If he decides that the customer has been unfairly treated he makes an estimate of what the bill should be and the victim pays that. The company, of course, may contest and take the matter to court, but if it loses the company shall pay all costs of litigation.

At the same time, by way of preventing the company from being swindled by tricksters, it is provided that the complainant shall deposit the amount of his bill with the gas company and while the case is pending the company dare not shut off the customer's gas supply.

NO NECESSITY SHALL BE CUT OFF.

"The gist of the ordinance," said President Fornes, "is that no citizen shall be deprived of a necessity. As it is now a man goes to the company's office and after being kept waiting outside perhaps, but usually in a long line, he puts down his proofs and asks for a fair hearing.

"Well, the company, to be sure, knows that it may dictate. And the answer generally is 'Pay what we charge or we'll shut off your gas.'

"Now, I propose to put a stop to this, and if the ordinance goes through you'll find that it will bring the companies to terms.

"You see this measure will give a complainant the benefit of having the city back of him. He need not be afraid of legal expenses, nor of being deprived of light and heat.

"I contend that no public corporation has the right to force a man to pay what that company arbitrarily decides is right, and then punish the customer if he complains of injustice. That is not right; it is not American.

WHY PAY FOR THIEVING METERS?

"As I gather from The Evening World exposures the majority of complaints are due to imperfect meters. There is no question that plenty of these machines work irregularly and why should any citizen be held financially responsible for the machinery of a company of which they are performers a customer?

"It will be the province of inspectors to determine whether a complainant's meter is working right or not, and also to determine whether the gas is up to the standard. In the event that the gas is poor or its quality in dispute that case may be turned over to Mr. Monroe's department, the business of which is to test gas.

"My ordinance also provides for complaint in regard to water and

(Continued on Second Page.)

CONSPIRACY IS DENIED BY WABASH MEN

Answer to Strike Injunction Filed in Court Hits at President Ramsey and Contradicts the Railway Officials.

NO COERCION OR THREATS.

Move for Betterment of Conditions Declared Free Action by Employees and Not Forced by the Unions.

ST. LOUIS, March 8.—A motion for the dissolution of, with an answer to, the injunction secured last Tuesday by President Joseph Ramsey of the Wabash Railway, restraining the officers of brotherhoods represented in the controversy and the employees of the road serving on grievance committees from calling a strike, was filed with Judge Elmer B. Adams in the United States District Court here to-day.

Affidavits of many brotherhood officials were simultaneously filed with the answer. Work on the document had been carried on unremittently since Friday last by Judge W. T. Irwin, of Peoria, Ill., B. J. Pinney, of Cleveland, and John H. Murphy, of Denver, counsel for the brotherhoods interested. It contained about 15,000 words.

All Join in Answer. The answer as filed is a joint reply of all the defendants named in the bill of complaint and against which the injunction issued. It is a specific denial that the Wabash Railway was ever a union or brotherhood road employing exclusively union or brotherhood members in its service and also denying that the Brotherhood of Railway Trainmen and the Brotherhood of Locomotive Firemen, the organizations involved in this proceeding, ever made any demand or attempt to compel the Wabash Railway to place any restrictions upon its employees as to their connection with any brotherhood or union.

It specifically denies all allegations in the bill of complaint that the Wabash Railway Company ever had any complaint from their employees respecting wages and rules regulating their employment in their respective service since 1894, but states the facts to be that the employees in the several lines of service of the Wabash Company have for years had grievances and differences with respect to the amount of wages paid and the rules and regulations governing the service of their employees in their respective lines of employment.

Also that this controversy arises, not only from complaints of members of the respective brotherhoods, but from the ranks of the employees not members of the respective brotherhoods involved in the injunction proceedings.

Tried to See Ramsey. Special point is made in the statement that the first presentation of their complaints, through the respective committees and boards, was about four months ago and committees have been in St. Louis endeavoring to take these matters up with President Joseph Ramsey. It also has been granted brief interviews only on three different times, and at each interview they were put off by some alleged excuse or other, and were compelled to leave without any satisfaction or definite understanding.

Emphatic denials are made that the labor organizations maliciously conspired to force their demands or that the Wabash was prevented from dealing directly with its employees or compelled to do so by the demands of any of its employees or others who sought work from them.

Also that the unions attempted in any way to hamper the railroad in its traffic, the carrying of the mails or by any method sought to prevent complying with all the requirements of the Interstate Commerce act.

No Conspiracy. It is denied that the Wabash will be injured by a multiplicity of suits and prosecutions resulting in their irreparable loss and damage by reason of any act on the part of the defendants, as alleged in the bill of complaint.

POLICE HUNT MASKED MOB FOR MURDER

Gang Who Killed Policeman in Waterbury Trolley Strike Still Free, but Search Continues and Excitement Intense.

REWARD IS TO BE OFFERED.

Labor Leaders Deny Responsibility for the Crime and Will Aid in Capture of Guilty Men—Wounded Men Will Recover.

WATERBURY, Conn., March 8.—The search for the murderer of Policeman Paul Mendelsohn, who was slain by one of the shots fired by the party of masked men in their attack upon a trolley car here, was renewed to-day after a posse of police had spent most of the night scouring the region about Forest Park unsuccessfully.

As far as is known, the detectives have not secured any clue to the perpetrators of the crime, and citizens fear that the identity of these may be concealed as completely as was that of the party which attacked a car on the Waterbury line about two weeks ago.

In fact, the attacks in these cases were so similar as to justify the belief that they were committed by the same gang. In both instances the assailants were masked, and jumped from ambush upon the non-union men when the car had been stopped in a lonely spot. The body of the murdered policeman lay at a private morgue, awaiting the arrival of the coroner before being removed to the home of the Mendelsohn family. Conductor Weberndorfer and Motorman Chambers, both of whom were wounded in the attack upon their car, passed the night at the car barn of the Connecticut Railway and Lighting Company, where their injuries were attended to. It is believed they will be able to resume work shortly.

Excitement Runs High.

Excitement runs high over the killing of the policeman, which is regarded as the climax of the disturbances which have accompanied the strike of the street railway conductors and motormen. Early to-day leaders of the strike gave out interviews in which they declared that the union would offer a reward for information leading to the detection of the men concerned in the violence.

When the news was first spread through the city the crime was placed at the door of the strikers, but they were quick to issue a pronouncement, in which they condemned the outrage and offered a reward for the capture of the perpetrators. They declare that the trolley strike has drawn to the city murderers and professional thugs. The statement further asserts that no friend of the strikers will condone the murder of Mendelsohn. Public sympathy is in the balance. Hereafter it has been with the strikers, but now it is wavering, and unless the strikers can prove their innocence of any connection with the bloody affair it will turn against them.

Masked Men Dashed Out.

The crew, which had been imported from New York to take the place of the strikers, had run the car to the end of the line, which is at the edge of the woods at Forest Park. Mendelsohn, the special policeman employed by the company, was the only passenger. The trolley pole had been readjusted for the return trip and everything was about ready to start back to the city, when suddenly there was a number of shots and ten men, all masked so that their faces could not be seen, dashed out of the woods and attacked the car.

Mendelsohn, started by the wild shooting, sprang to the seat of the car and threw up one hand, calling for peace. But he never finished his command. A bullet pierced his heart and he dropped like a log to the bottom of the car.

Whether there was on the back platform when the riders boarded the car, the gate on one side prevented his escape and he ran into the car. In trying to get over Mendelsohn's body he stumbled and fell. As he rose one of the men struck him on the head with a revolver. As he fell a dozen shots were fired into the car. Several were fired at the two bodies on the floor.

While this was in progress others of the ten boarded the front platform and attacked Chambers. Several shots were fired at him, but the men were too close, and Chambers commenced belaying them with the heavy brass handle which fits the controller.

Mayor Kiduff said to-day: "I am astounded at the most despicable outrage of this strike. The city must certainly take drastic measures to run down the murderers. I pledge the honor of the city that in the future the peace will be preserved."

Four Points of Interest. Cleveland, Chicago, St. Louis and Cincinnati are reached by the Pennsylvania Railroad. Through train service from New York City, Pa.

INSPECTOR NICHOLAS BROOKS, WHO IS SCORED BY GREENE.



BROOKS IS UNDER FIRE OF GEN. GREENE.

Commissioner Writes Him a Sharp Letter About His Failure to Get Evidence Against Gambling Houses Which Have Been Raided.

A policeman's lot is not a happy one. It is rumored around Police Headquarters that rather than face impending charges of neglect of duty, Inspector Nicholas Brooks will resign. After the letter sent by Commissioner Greene to the Inspector to-day concerning the raid on two Tenderloin gambling-houses on Saturday night, the filing of charges must certainly follow.

The Inspector has not lost sight of the fact that gambling is not the only vice in New York that must be kept under watch. He realizes that it could hardly be expected that he would turn his entire force of detectives to the ensnaring of gamblers while other things are equally in need of police attention. It is understood, however, that he is willing to turn the whole force loose on gambling if the Commissioner so orders.

Inspector Brooks said this afternoon he had no intention of resigning, as he had done nothing wrong.

The Commissioner was made clean through when he got to Headquarters to-day. His first act was to send for Inspector Brooks. He wouldn't tell what he said to the inspector, neither would the inspector tell what had been said to him.

Inspector Brooks carried away a letter, of which the following is a copy: "Inspector Nicholas Brooks, in charge of the Detective Bureau: 'Sir, On the 2d of February, in the presence of the two Deputy Commissioners and the Chief Inspector, I informed you that the entire uniformed force was at your disposal from which to select such men as you desired for the purpose of obtaining evidence against the principal gambling-houses, and that I expected you, as the head of the Detective Bureau, to get such evidence within fifteen days from that time.

TWO NEW POLICE CAPTAINS ARE NAMED BY GEN. GREENE.

Police Commissioner Greene this afternoon named two new captains—Joseph C. Gehegan, desk sergeant at the West Sixty-eighth street station, and George A. Aloncie, a detective-sergeant. The former will be assigned to duty in the Thirty-fifth Precinct, at the Alexander avenue station, while the other will take charge of the Charles street station, left vacant by the appointment of George Titus to an Inspectorship, with headquarters at the Oak street station.

Gehegan became a member of the force June 2, 1882, and Aloncie on April 17, 1886.

GREAT STRIKE TO TIE UP THE WHOLE NEW HAVEN ROAD.

Eight Thousand Trainmen and Conductors Demand Shorter Hours and More Pay, and the Situation is Such that They May Be Ordered Out at Any Minute.

President Hall, of the New York, New Haven and Hartford Railroad Company, Flatly Refuses to Treat with the Committee Representing the Unions and Says He Will Meet Them Only as Employees.

All indications point to a complete tie-up of the New York, New Haven and Hartford Railroad in the near future. A communication from the dissatisfied trainmen and conductors to President Hall, sent to-day from New Haven, is practically a notice that the men in the two organizations will be called upon to vote on a strike.

The sentiment is in favor of a strike, and unless the officials of the company change their attitude the order to the men to go out is likely to be transmitted at any minute after a meeting. The engineers have not joined in the demands of the dissatisfied men, but, as the engineers cannot work with "scab" trainmen or conductors the tie-up will be complete should a strike be declared.

8,000 READY FOR A STRIKE.

In all there are about 8,000 men involved. The basis of the trouble lies in rules of the company that compel men to work longer hours for less wages than they believe is just. When the dissatisfaction became acute the local officers of the employees sent for the national officers of the unions of trainmen and conductors. These officers went to New Haven, and after a conference with the employees, sent a communication to President Hall asking that he appoint a place and time for a meeting.

In response to this President Hall sent word that he would treat with committees of the men as employees, but would not recognize the national officers of the unions. This was construed to be a flat refusal to meet a joint committee of the trainmen and conductors and word to this effect was sent to Mr. Hall to-day.

REPLY ANGERS THE MEN.

The communication from President Hall reached the railroad men several days ago, and since that time they have been active in canvassing the men. The tone of their answer indicates that they have been assured by the men employed by the company that a strike will be agreeable.

In case of a strike it is said that the telegraphers of the system, who have long been complaining of their hours and pay, will join. The engineers, although not directly concerned with the present demands, cannot continue to work if the other union men on the system go on strike.

A strike on the New York, New Haven and Hartford at this time will have the effect of stiffening the backbones of dissatisfied railroad employees all over the country, and may be the entering wedge of a conflict between labor and capital extending from coast to coast.

The tie-up of the New York, New Haven and Hartford and its allied lines in New England will be a serious matter if it comes to pass.

No information has been given out by the union officers as to when the poll of the men will be taken on the strike question.

The company asserts in published communications that it pays the highest wages in the East. This is disputed by the men, who say that in addition to unreasonably long hours, they are compelled to spend every alternate night at different ends of their divisions on freight runs.

sky parlor in lower Broadway, "but it has been a continuous one. Beginning on Saturday at 7 A. M., there has been no cessation, except for odd minutes. Up to date the rainfall has been 1.4 inches. Sometimes that much falls in a single day."

According to the weather tabs the heaviest fall was yesterday, the record being 39. To-day it registered 26. The storm has been widespread, keeping in gloom and sadness all that region north of the Mason and Dixon line and east of the Mississippi.

A northerly wind now springing up is counted upon to whisk away the rain clouds and restore the earth with atmospheric gladness.

Weather Man Says There Will Be Gladness on Earth To-morrow, so Cheer Up!

PIPER IS BACK; HE DOESN'T LIKE THE CLUB.

Deputy Police Commissioner Sean No Reason for the Night-Stick. Deputy Commissioner Piper, who has been abroad taking observations on the conduct of the London bobby and the Parisian gendarme, arrived here this afternoon on the steamship Minnesota from London.

Capt. Piper took occasion on landing to deny the report that he had made any statement advocating the use of the club. "I have made a careful examination of the police methods of London and have taken many notes, but those notes are as yet in a crude state, and I shall have to study them before making any report of my investigations. I wish to say, however, that I have not advocated the use of the club, nor do I approve its use, and the club is a bad habit."

WEATHER FORECAST.

Forecast for the thirty-six hours ending at 4 P. M. Tuesday for New York City and vicinity: Rain and colder to-night; Tuesday fair; fresh north winds.

Behind the clouds is the sun still shining. There will be no forty days' deluge. The oldest inhabitant may still hark back to the heavy shower in '89. Unless the Weather Man is off his reckoning to-morrow should be a fair day, with the sun shining, birds singing and spring ruffles saluting the rubber-necks in front of the Fat-iron. "It has not been a bad rain," phoned the meteorological witness from his