

FLOOD IN SUBWAY PARALYZES CITY TRAFFIC

Snow probable to-night; Saturday clearing, colder.

FINAL EDITION

The



World.

FINAL EDITION

"Circulation Books Open to All."

"Circulation Books Open to All."

PRICE ONE CENT.

Copyright, 1916, by The Press Publishing Co. (The New York World).

NEW YORK, FRIDAY, FEBRUARY 25, 1916.

18 PAGES

PRICE ONE CENT.

WILSON, DESPITE LEADERS IN HOUSE, STILL ADHERES TO HIS U-BOAT POLICY

SUBWAY, "L" AND TROLLEYS IN A GREAT TRAFFIC TANGLE WHICH LASTS FOUR HOURS

Flood in the Underground Line Starts Trouble Which Extends to All Systems.

MILES OF CARS STALLED.

Thousands Forced to Walk Through Trains to Places of Exit From Subway.

Traffic in the subway was seriously hampered for hours to-day by a flood in the tube at Forty-sixth Street and Broadway, which extended southward as far as Times Square. Train operation was entirely suspended between Grand Central Station and Ninety-sixth Street, and only a scant shuttle service was maintained on the rest of the line.

All subway traffic, local and express, was resumed at 2 o'clock this afternoon. At first the service was slow and jerky, but the Interborough operating officials promised to have everything running smoothly within an hour.

So important a part does the subway play in the transportation system of the city that passengers' traffic inconvenience was soon felt in all parts of Manhattan and in Brooklyn and the Bronx. Because of danger of a cave-in at Forty-sixth Street and Broadway, where the R. I. T. is boring a tube under the old subway, Broadway and Seventh Avenue surface cars were not allowed to run between Forty-eighth and Forty-ninth Street from 11:45 o'clock to 12:30 o'clock. Cars of these lines were stalled for miles north and south of the seat of the trouble. Even after Capt. Ormsby of the Traffic Squad permitted street car traffic to move through the danger zone vehicular traffic in Broadway between Forty-fourth and Forty-seventh Streets was prohibited and only northbound traffic was allowed through Seventh Avenue.

South of Forty-second Street only express service was maintained to Brooklyn Bridge. North of Ninety-sixth Street the congestion was so severe that the service was practically worthless. The subway breakdown threw an enormous increase in travel to the "L" lines, which were soon crowded beyond their capacity and all surface lines within walking distance.

SCORE ARE INJURED IN ANOTHER N. H. WRECK

BOSTON, Feb. 25.—Six persons were seriously injured and a score of others badly shaken up when the Randolph train, entering the south station, crashed into a locomotive standing just outside of the trainshed.

The thick fog is said to have been responsible for the accident.

U. S. OFFICER AND SEAMAN DROWNED FROM BOAT

CHICAGO, Feb. 25.—A petty officer and an apprentice seaman at the Naval Training Station at Lake Bluff were drowned to-day when a heavy sea dashed a boatload of the reserves against the breakwater. The crew was rescued.

Robert M. Walters of Philadelphia, Chief Gunner's Mate, Bradford Bixby, Musk-gee, Oklahoma, apprentice seaman.

CITY GOT ONE CENT OUT OF CONTRACTS FOR DUAL SUBWAYS.

George S. Coleman, counsel for the Public Service Commission, explained on the witness stand before the Thompson Committee to-day that he had received \$82.55 from the Interborough Company as part of the costs of the Admiral Healy action. He explained that \$10 of the costs had been divided among three law firms and the city got the odd cent.

"And that odd cent is the only cent the city has ever received under the dual contracts," exclaimed Chairman Thompson.

TWO PARADES PERHAPS FOR ST. PATRICK'S DAY

Mayor Attempts to Adjust Fight Between Two Factions but Meets Failure.

"It is lamentable that Irishmen of New York City cannot bury their factional differences and at least join forces in an orderly and dignified parade on St. Patrick's Day," declared Mayor Mitchell to-day in discussing the schism in the ranks of the Hibernians.

The Mayor denied the charge of his old friend, Rudrick J. Kennedy, head of one of the factions, that he favored "Orator Tim Healy, head of the other faction, because of political affiliation."

"I asked Kennedy and Healy, both old friends of mine, to come and talk over the matter of their difference at my office," said the Mayor. "When I got them here I tried to impress upon them the undesirability of a lot of good Irishmen fighting over nothing. An Irishman is never afraid to fight for something tangible, but it struck me that the difference of opinion involved on this occasion wasn't serious enough to split a fine bit of St. Patrick's Day parade."

"Healy agreed to meet the other side half way, but Kennedy would have nothing to do with the Healyites. So there you are. It struck me that inasmuch as my old friend Kennedy refused to arbitrate he must have a weak case."

"But I am perfectly willing to review two parades—at different hours and at different points, of course," he concluded hastily.

HUGHES AGAIN SAYS HE'S NOT A CANDIDATE

"Has No Right," He Writes, "to Take Part in Any Political Discussion."

In a letter to Henry A. Wise Wood, former member of Secretary Daniels' Naval Advisory Board, made public here to-day, United States Supreme Court Justice Charles E. Hughes reiterates his declaration that he is not a candidate for the Presidential nomination. Mr. Wood had requested a statement as to Justice Hughes' position on preparedness. Justice Hughes replied in part:

"In view of my judicial office I do not feel that I have any right to take part in any political discussion or to make statements of the sort that would be expected from candidates for office. I am not a candidate, actively or tacitly, and as I do not wish to do anything which would justly be regarded as an attempt to obtain public support, I must ask to be excused from answering your inquiry."

CITY MAY BREAK SUBWAY CONTRACTS WITH COURTS' AID

Fraud Claimed in Charging \$400,000 in Accident Claims to the City.

QUIGG IS REPUDIATED.

Interborough Counsel Apologizes to Committee for "Blackguard" Letter.

James L. Quackenbush, chief of the Interborough legal department, at the opening of the Thompson investigating committee's session to-day apologized on behalf of President Theodore P. Shonts and himself for the action of Lemuel Ely Quigg in writing a letter to Senator Thompson accusing him of "conscious blackguardism." Quigg's grievance was the publication of a photograph of the \$2,500 check paid him by the Gillespies, engineers and contractors.

"I have not seen or read Mr. Quigg's letter except in the newspapers," said Mr. Quackenbush. "I have no control over the private acts of Mr. Quigg. I deplore the language of his letter addressed to the Chairman of this committee. I speak the sentiments of Mr. Shonts, as well as my own, when I say this: We do not feel that a lawyer employed from time to time by the Interborough should indulge in vituperation of this committee or its Chairman. Every one connected with the Interborough has been treated with the greatest consideration by this committee."

"I am glad to hear counsel," said Senator Thompson, smiling. "But I must say that Mr. Quigg's letter has been a real benefit to this committee and we are glad that it was written—not on account of its spirit, but because of its effect."

LAWYER MARSHALL EXPLAINS ADMIRAL SUIT.

Louis R. Marshall was sworn as a volunteer witness. He read a long statement of his service as counsel for the Admiral Realty Company, which tried to prevent the carrying out of the dual contracts whereby the City of New York became partner with the B. R. T. in building the new subway. He started with July 25, 1911, when he received a telegram in the Adirondacks calling him to his office on account of "important new business."

Ralph Wolf of Hays, Herzhfeld & Wolf next day retained him to carry on the Admiral Realty Company's case against the Board of Estimate and Apportionment, the Brooklyn Rapid Transit Company and the Bradley Contracting Company to restrain them from going on with the proposed subway extensions, on the ground that such a partnership was unconstitutional. As he told his story he mentioned conferences with George S. Coleman, chief counsel for the Public Service Commission. Mr. Coleman testified on Wednesday that he did not remember any such conferences.

"Are you sure you met and talked with Mr. Coleman?" asked Counsel Frank Moss.

"Yes, quite," replied Mr. Marshall. "And you are perhaps as busy as the counsel for the Public Service Commission?"

"I would not make comparisons," said Mr. Marshall. "But I am busy, and I have a clear memory of those talks with Mr. Coleman."

These questions were in line with the theory of the Thompson Committee that the Admiral Realty Company in bringing the suit acted under the inspiration of the Interborough Company.

"Did you think that the Ryan suit was a part of the same thing?"

WILLARD IS MET BY SPORT CROWD AT GRAND CENTRAL

Ropes Stretched to Keep Crowd in Check When Champion Arrives To-Day.

FIGHTER IN FINE SHAPE.

Weights 260 Pounds Now and Will Meet Moran at About 245.

Jess Willard, the heavyweight champion, is in town. He arrived to-day from Chicago on the Twentieth Century Limited. A crowd of enthusiasts jammed the Grand Central Station to meet him. Ropes had to be stretched around to prevent their swamping the championship party. The platform along which the train pulled in was also roped off for the benefit of scores of newspaper men and photographers who crowded toward the car in which Willard and his manager made the trip East. In addition, it seemed as if all the colored porters in the New York Central's employ had knocked off work to get a glimpse at the big fellow who laid Jack Johnson low in Havana last April.

Willard was snatched in a dozen different poses, and all went well with his manager, Tom Jones, until he detected some movie men on the job. Jones hit the ceiling right away. "Duck, Jess, or keep walking," he shouted to the big smiling champion. "The newspapers can have anything, but I won't stand for moving pictures," belched Jones as he tried to keep Jess out of range of the cameras.

Despite preceding stories of Willard's illness in Chicago, the big champion appeared in excellent condition. He said he weighed 260 pounds and expected to enter the ring against Moran weighing between 245 and 248 pounds. He admitted having had a cold and neuralgia, but never the grippe. He has long since been rid of both complaints and has even done some road work as preliminary training. Tom Jones proudly announced that if necessary Willard could go into the ring and defend his title to-morrow.

Tex Rickard, the promoter, Jack Curley and several others more or less concerned with the fight scheduled for Madison Square Garden on March 25, assisted in the official welcome of Willard. Rickard expressed surprise at the big fellow's apparent good condition. Tex told Jess and Jones that already \$25,000 in cash had been received for seats and that all sold reservations for seats at the fight amounting to \$70,000 had been received.

After considerable trouble getting outside the station Jones, Curley and Willard reached an automobile and were ridden off to the Colonial Hotel at Eighty-first Street and Columbus Avenue, where Willard will live while here. His regular training will begin to-morrow at the Pioneer A. C. Walter Monahan, who was one of the champion's sparring partners in Havana, is on his way from Chicago now, accompanied by Roy Archer, Willard's secretary. Get that secretary thing? They are due to-day.

Jack Hemple and two other sparring partners will also be engaged. The general scene which marked Willard's arrival was a reminder of the day Jim Jeffries reached here to sign articles of agreement for his fight with Johnson. Loges were stretched around the same way to keep the crowd in check and the police reserves had to be called out. The reserves weren't needed to-day, but a small-sized army of railroad employees had its hands full handling the situation.

WINTER CRUISES TO WALKER CLIMES

All winter cruises to Walker Climes are now on. The World Travel Bureau, 100 N. 5th St., New York, N. Y., is the only agency handling them.

Jess Willard as He Looked To-Day Arriving at the Grand Central



GERMANS PUSH ON AT VERDUN, 10,000 FRENCH PRISONERS

Berlin Claims the Capture of Six More Fortified Farms and Villages.

WAR OVER BY APRIL 15, INTERNED GERMANSTOLD

Officers Advised Recent Gains Are Forerunners of Peace, Washington Hears.

WASHINGTON, Feb. 25.—Officers in command of German ships interned at the different United States ports have received word from home that the European war will be over by April 15. Their instructions are to prepare their ships for sailing on that day, it is learned here.

Germany's victories on the western and near-eastern fronts are described as the forerunners of peace.

An official of the North German Lloyd Line said to-day that so far as he knew no orders to prepare German ships for sailing had been received.

"I have been questioned before," he said, "but never have been able to find out what is the source of these rumors. It would be interesting to know who is giving out this information. He might be able to cite some authority for his statements. So far as I know there is nothing to the report."

GERMANS LOSE 17,000 ON THE YPRES FRONT

Amsterdam Reports Casualties on Western Line in Last Three Weeks.

AMSTERDAM, Feb. 25.—The Telegram estimated to-day that German losses on the Ypres front in the last three weeks have approached 17,000.

directing the greatest German offensive since the defeat at the Marne.

[The Paris report shows the French have been forced back still further on the defenses of Verdun and the Tonnons are now at one point not more than five and a half miles distant.]

Last night the lines as established by the official bulletin ran to the rear of Samogneux, and on a northward curving line through Beaumont to the east. Today they strata along the crest of the hills to the east of Champeville, Bvy and a half mile beyond.

Across the battlefield the Kaiser, surrounded by his chief staff officers, and the German Generals, are

CONGRESS AGAIN DECLINES TO DISCUSS THE MEASURES GIVING AMERICANS WARNING

Speaker Clark Tells President That Resolution He Opposes Would Pass House By Vote of 2 to 1, But Wilson Is Unmoved.

LODGE BACKS UP WILSON; BRYAN AIDS HIS OPPONENTS

WASHINGTON, Feb. 25.—The situation raised by the new U-boat warfare proposed by Germany was still tense to-day and was full of important developments.

President Wilson reiterated his determined opposition to any action by Congress on the armed ship question in a long conference with Speaker Clark, Majority Leader Kitchin and Chairman Flood of the House Committee on Foreign Affairs.

The President emphatically told the House leaders that he would not budge from his plan of insisting that Germany recognize every American right, even when Speaker Clark told him that if a measure warning Americans off armed ships were forced to a vote in the House it would pass by two to one.

U. S. TAKES UP SEIZURE OF 38 ON AMERICAN SHIP

Page Told to Get Facts From Britain—Release of Prisoners May Be Demanded.

WASHINGTON, Feb. 25.—The United States to-day instructed Ambassador Page at London to make inquiries at the British Foreign Office regarding the removal of thirty-eight Germans, Austrians and Turks from the American steamship China, in Asiatic waters, and to demand the release of the prisoners if they were arrested on the high seas, as has been indicated.

"The time is not opportune for such discussion. I see nothing that should give anybody the jimjams in this situation."

The Cabinet, after a two-hour session, declared itself solidly behind the President in his stand. It was resolved that the Lusitania case should not be closed while Germany's new decree threatened to invalidate her promise already given.

A resolution to express the sense of the Senate that any issue affecting national honor should be referred before decision to Congress, and that no ultimatum should be sent to a foreign Power nor severance of diplomatic relations be permitted without reference to Congress, was introduced by Senator Jones, Republican, of Washington. It was also ordered to lie on the table.

SAYS WIFE AWOKE HIM TO SCOLD HIM IN NIGHT

She Berated Him Two Days After Wedding, Declares Armand Dreyfus in Separation Suit.

Two days after his wedding, Armand Dreyfus says in the complaint in his suit for separation from Marie V. Dreyfus, his wife opened up on him with a tirade of abuse in the Plaza Hotel, Havana, and though that was in April last year, he says she has kept up her vituperation ever since.

At other hotels in Havana, in her parents' home at Winsted, Conn., in hotels in Larchmont and New Rochelle, he says, she made all his waking hours miserable with her nagging and even woke him up in the night sometimes to scold him for not lying quietly.

Mr. Dreyfus now lives at the Imperial Hotel. Mrs. Dreyfus has answered with a counterclaim of cruelty, in which she accuses her husband of threatening her life with a revolver and putting her out of the house at Larchmont.

Supreme Court Justice Finch to-day considered affidavits in the case and then appointed John Lancaster, Conn. Commissioner of Litchfield, Conn., as special commissioner to take the testimony of Mr. and Mrs. Donald C. Deussen, Mrs. Dreyfus' parents, in their Winsted home to-morrow.

KEEP OUT OF DANGER ZONE, SAYS BRYAN. The telegram to Bailey read: "I most earnestly hope that Congress will speedily announce legislation refusing passports to Americans travelling on belligerent ships; or, still better, refusing clearance to belligerent ships carrying American passengers. No owner of belligerent ships will claim that he has the right to