

THOUSANDS OF COMMUTERS HELD IN CITY BY HARBOR STRIKE

Leaders for an armistice of 48 to 66 hours to protect public necessities.

Mr. Smith pointed out to the workers' leaders the menacing possibilities and the fact that the public only is being punished.

The leaders of the men took the matter under advisement, and it is understood that a meeting is to be held between the leaders and the workers to-day and another meeting immediately thereafter.

If the armistice is arranged the negotiations to prevent a further strike will begin immediately.

BOAT-OWNERS' COUNSEL EXPLAINS THEIR POSITION.

"The demand for an eight-hour day," said Attorney Honoyne for the boat-owners, "is nothing but camouflage laid on thick."

"The National War Labor Board recommended the creation of a new agency to adjust harbor differences. We have met this issue squarely by creating the New York Harbor Conciliation Board."

"The board will meet to-day for the purpose of considering a new wage scale and it is hoped that an announcement of its deliberations will be made to-night with a satisfactory adjustment of wages."

James Moran, manager of the Marine Engineers' Beneficial Association,

No. 26 Park Place, to-day said he had information that President Wilson had cabled Gov. Edge of New Jersey disapproving the action of the boat-owners and instructing army and navy commanders to commandeer the boats in the harbor and put the men back to work.

The Evening World called up the Executive Mansion of the Governor of New Jersey and was informed by the Governor's secretary that no such cable had been received from the President.

In the telegram Gov. Edge requested Presidential action to bring about a settlement of the Marine Workers' strike. Secretary Tumulty answered he had taken the matter up with the President at 5:05 P. M.

A rumor was abroad this morning that the longshoremen had gone on a sympathetic strike with the marine workers. The report was denied by William Maher, President of the District Council of the International Longshoremen's Union.

"Five thousand of our men are idle by reason of the strike, there being no work for them to do. We have taken no action in the matter, but if the strike lasts that long we will have a meeting at 2:30 o'clock Sunday, at which President T. V. O'Connor of the International Union will be present."

A conservative estimate of the number of longshoremen and freight handlers in the harbor of New York is between 30,000 and 35,000.

Word was received at headquarters that longshoremen working on a steamer at Bush Terminal had struck because the vessels had been towed in there by a tug operated by non-union men.

NO DANGER OF IMMEDIATE FOOD OR FUEL SHORTAGE.

New York is in no danger of an immediate shortage of food stuffs and fuel, although the supplies of a number of articles of food will last only a few days.

Food and milk are being diverted to the bridges across the Hudson River at Poughkeepsie and Albany, and if necessary coal will be handled in that way.

Supplies of fresh beef and dressed poultry on hand in the city will hold out but a short time, while supplies of eggs and butter are in greater quantities.

A considerable per cent. of the beef consumed in New York is killed in the city. Five thousand heaves are killed daily at two of the largest slaughter houses in New York.

There is enough butter in storage to last a month, according to officials of a large storage company. Reports showed 140,000 tons of butter on hand.

The egg situation is not quite so bright—there being enough to last but two weeks in storage.

The shipment now tied up in New Jersey can be returned this supply, none on hand, will not be increased.

The police-manned boat, Manhattan, brought up to the dwellers of Staten Island. The trip which ended here at 3:04 o'clock this morning landed 5,300 commuters at the Battery.

The only ferryboats running to-day were the Manhattan, manned by the police, to Staten Island; the Lockaway boats to Hoboken and two vessels between East 23d Street and Greenpoint, L. I.

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Men and women dressed the people, women waving hands and handkerchiefs and blowing kisses to the cap-

COMMUTERS COME TO CITY IN MOTORBOATS



PASSENGERS FROM HORTLEE LANDING IN NEW YORK

Then a number shouted to him: "Will we get back to-night?"

"You bet your life you will," cried the captain. "We're going to run these boats all day."

Then there was more cheering and a group of passengers surrounded several ship news reporters and begged them to give all the credit in the world to the police.

"If you only knew what their work means to us," said one, "you would understand our appreciation. All day yesterday we couldn't get to our business and but for them we would have been without supplies."

Grever Whalen added his testimony to the work of the police, saying that they had been on the job all night.

"We are going to arrange, if possible, to put a second boat on the Staten Island run before the day is over," he said.

At the office of the Union Ferry Company, which operates the Hamilton Avenue, Atlantic Avenue and Fulton Ferry, it was stated that an arrangement for the resumption of their service would be attempted this afternoon.

"Fourth. All owners and operators of boats and all employees thereon and all other persons interested in the commerce of the Port of New York shall be eligible to membership."

"Fifth. An employee member shall pay dues of one dollar per annum, and an employer member shall pay annual dues equal to one dollar for each person in his employ, provided that employer members who do not own or operate marine harbor equipment shall pay but one fee of five dollars per annum."

"Sixth. The Board shall have full power to adopt, enforce and modify wage scales and working conditions and to penalize any failure to observe the same, and to provide for the arbitration of differences between members."

"Seventh. The Board shall have power to elect and remove a President, Vice President, Secretary and Treasurer. It is also empowered to adopt and amend by-laws and to amend this constitution by the affirmative vote of seven Board members representing employers and seven representing employees."

"In witness whereof we have hereunto set our hands this ninth day of January, 1919."

Employers. (10 Signatures) Employees. (10 Signatures)

ONE STEAMER REACHES PIER WITHOUT TUGS.

The steamer City of Philadelphia arrived this morning from Havana coated with ice, and succeeded in making her pier without the aid of tugs.

The Panama Steamship Company's steamer Panama sailed to-day for Panama. Capt. E. W. Spurr came ashore for his clearance papers and instructed his mate to drop down the river to the Battery.

The De Maru was one big steamer that defied the strike situation when she wanted coal. She sailed up from the lower bay under her own steam and docked on the Brooklyn side near the Brooklyn Bridge.

The Government ferryboats running to Ellis and Governor's Islands were kept in service and that of the latter carried a wagon loaded with beef to Middle Island for the garrison stationed at Fort Wood.

The removal of the United States cruiser Albany from the drydock of the Morse Drydock and Repair Company at the foot of 23d Street, Brooklyn, was prevented owing to the lack of tugs, navy tugs being busy elsewhere in emergency cases.

Tugs have been sent from the Navy Yard to handle transports and ships from overseas this morning, and the strikers have agreed to man enough boats to carry all wounded soldiers to hospitals.

Longshoremen automatically thrown out of employment, 5,000

Between 4,000 and 5,000 boats idle, including 150 tugs and 1,000 lighters of the Railroad Administration.

More than 30,000 Staten Island commuters forced to remain on the island.

More than 225,000 New Jersey commuters diverted from Hudson River ferries to tunnels.

New York policemen in charge of municipal ferryboat Manhattan, running between the Battery and St. George, Staten Island.

'INDEPENDENCE DECLARATION' OFFERED TO HARBOR WORKERS BY NEW YORK BOATOWNERS

Conciliation Board Agreement Encourages Sick Benefits and Old Age Pensions—Ten Members on Each Side.

The offering made by the boat owners to their employees termed "a new Declaration of Independence," with which goes an increase in wages all around, follows:

"We, the undersigned, hereby constitute ourselves and our successors a voluntary association to be known as New York Harbor Conciliation Board.

"First. The purposes of the association are to adjust wages and working conditions in the Port of New York, to hear and redress grievances of all kinds between employer and employee, to recognize and reward acts of heroism and self-sacrifice by marine workers, to restore and maintain the former authority and prestige of the captains of floating equipment, to encourage employers and employees to devise and put into effect suitable systems for the payment of sick benefits, old-age pensions, as well as for the sharing of profits and for the promotion of thrift, to provide an open forum for the discussion of all questions relating to the commerce and welfare of the Port of New York, and generally to create and uphold a spirit of understanding and co-operation between the members."

"Second. The duration of the association shall be perpetual.

"Third. The association shall be governed in all things by a Board of twenty members, to be elected annually, ten of whom shall be chosen by employers and ten by employees, and like equal representation shall be had upon every committee elected or appointed. The undersigned shall constitute the Board until the selection of their successors."

"Fourth. All owners and operators of boats and all employees thereon and all other persons interested in the commerce of the Port of New York shall be eligible to membership."

"Fifth. An employee member shall pay dues of one dollar per annum, and an employer member shall pay annual dues equal to one dollar for each person in his employ, provided that employer members who do not own or operate marine harbor equipment shall pay but one fee of five dollars per annum."

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NEARLY 5,000 BOATS IDLE IN NEW YORK HARBOR TIEUP; THOUSANDS THROWN OUT OF WORK

HERE are some facts and figures covering the strike of the marine workers in and about New York Harbor:

Table with 2 columns: Category and Number. Includes Masters, mates and pilots (3,000), Engineers (3,000), Harbor boatmen (4,000), Tidewater boatmen (2,000), Lightermen (2,000), Longshoremen (5,000).

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TROOPS DESERT REDS AND EBERT GAINS UPPER HAND IN BERLIN

(Continued from First Page.)

of Eichhorn, the Spartan Police Chief, whose refusal to resign led to the present trouble in Berlin, may be an accomplished fact.

A dispatch received here says that he has fled from Berlin, while a report from Frankfurt says that Herr Richter, a Municipal Councillor and a Major Socialist, has been appointed temporary head of the Berlin police.

At a critical moment in the fighting Thursday, according to Berlin advices received by way of Frankfurt, the corps of republican guards which had been supporting Eichhorn deserted him.

Fourteen companies, numbering 3,600 men, placed themselves at the disposal of the Government whose troops were then pouring into the city to the number of between 70,000 and 80,000, each carrying fifty rounds of ball cartridges.

A battalion of students has been raised and armed by the Government and airplanes are hovering menacingly over the buildings occupied by the Spartacists.

COPENHAGEN, Jan. 10.—Berlin has at last experienced the horror of a night bombing attack.

A despatch to the Berlingske Tidende to-day reported that Government aviators attacked the Silesian Railway Station with bombs Wednesday night, killing sixty-five persons.

The most intense fighting occurred that night in the central and southwestern portions of the city, the despatch said. Casualties were reported to be heavy.

COPENHAGEN, Jan. 10 (Associated Press).—The Spartacists, according to the Berlin correspondent of the Berlingske Tidende, have occupied one of the waterworks in Berlin and are now attempting to seize the cattle market with the object of cutting off their adversaries' supplies of meat.

The Government forces, anticipating the scheme, have been reinforced with many machine guns.

LONDON, Thursday, Jan. 9.—The Ebert Government is steadily gaining control in Berlin and the Spartacist element is gradually losing ground, though still showing great determination, according to the latest news from the German capital.

Fighting raged through Tuesday night and up till noon Wednesday in various parts of the city and there were a number of casualties.

Gustave Noske, who was placed in charge of the Government's defensive measures, seems to have matters well in hand. He has gained control of the railways and is bringing large forces of troops into the city, where a state of siege has been declared.

Great difficulty is found in establishing the sequence of events at Berlin with any approach to accuracy, owing to the fact that a great number of the despatches received have been without dates. It is assumed that all were censored, and, therefore, it would be premature to presume that the struggle was ended.

According to the Neue Nachrichten of Leipzig, the Government

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has the upper hand in the centre of the city, but the Spartacists hold the east end and the suburbs. The newspaper says a division of 3,000 men, which was Chief of Police Eichhorn's guard, has placed itself at the disposal of the Government, and that the Berlin garrison, which has been holding a neutral position, has also placed itself on the side of the Government.

Eichhorn has been supporting the Spartacists. Another semi-official statement emanating from Frankfurt says the Government has at its disposal 30,000 loyal troops.

The Frankfurt Nachrichten says the Government scored a success by cutting the telephonic communications of the Prefecture of Police, which was in Spartan hands.

ALL STREET CAR SERVICE IN BERLIN SUSPENDED.

One bad sign is the complete suspension of the street car system of Berlin owing to a dispute over wages. It is said that if the claims of the Workers' Council are conceded the increased charges to the system would amount to 20,000 marks daily.

During recent days there have been various reports of the Ebert Government resigning, and the possible occupation of Berlin by Entente and American troops. None of these rumors has been confirmed.

A demonstration of the unemployed in Munich Thursday was taken in charge by Ultra-Radicals favorable to the Berlin Spartacists, who led them to an attack on the Foreign Office. The effort was repulsed. Two persons were killed and six wounded.

COPENHAGEN, Jan. 10.—Government troops have occupied all the public buildings in Berlin, and those of Government troops are still entering the capital. The Berlin correspondent of the Berlingske Tidende, who sends this information, declares that the Spartacists have been beaten and that quiet was partially restored to-day.

Bloody fighting occurred at the Anhalter Railway Station Wednesday night when Spartacist groups tried to occupy the building, according to Berlin advices received by way of Frankfurt. They were repulsed by Government troops, who inflicted heavy losses on them.

There was lively shooting Wednesday forenoon at many points, including the Brandenburg Gate, which the Government forces had captured during the night. Several persons were killed or wounded. The troops of the Government directed an incessant fire from machine guns on the roof of the Chancellor's palace in the direction of Unter den Linden and Wilhelmstrasse. Later the firing increased in intensity, especially in the neighborhood of the Brandenburg Gate, and many more people were killed.

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On Jan. 5 decided to create a Federal Republic from all the Thuringian States, with Erfurt as capital.

Austria to Hold Assembly Elections on Feb. 10.

AMSTERDAM, Jan. 10.—The American Government has no objection to the election for a constitutional assembly by the Dutch people, it was reported in a Vienna dispatch to-day.

No Intention of Sending U. S. Troops to Berlin.

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CAPT. BERNARD THREATENS TWO NAVY TUG STRIKERS

May File Charges Against Men Who Tied Up Vessel at Government Pier in Hoboken.

William Maher, Vice-President of the Marine Workers' Affiliation, said to-day that Capt. Bernard, Marine Superintendent of the Hoboken Army Transportation Pier, has threatened to prefer charges in Washington against a captain and a chief engineer, both union men, who quit work yesterday after tying up a naval tug at the pier.

Union leaders declared that because these men were civilian employees and have a constitutional right to quit work when they desire, they are not under the jurisdiction of the military authorities.

"If the two men are not allowed to return to work as Marine Superintendents," declared Maher to-day, "it will mean a proclamation of the strike," declared Maher to-day.

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