

workers, all of whom are members of the Teamsters' Brotherhood, are in rebellion against the majority of their own organization, the brakemen and men who work on the road and earn substantial increases over the minimum wage rate because of mileage or overtime allowances. They want to join the American Federation of Labor and force the railroad to make a separate agreement with that body.

The Long Island City yard of the Pennsylvania and Long Island roads was the only terminal in the ring around the city which had its switchmen and yard workers at their posts at noon.

**NEW YORK CENTRAL SHUTS DOWN ON FREIGHT.**  
At the Mott Haven and Fort Myer yards of the New York Central shippers were told that there was little chance of getting or sending freight until further notice.

The yards in Manhattan from 72d Street to Canal Street were idle except for one train, which went out over the Harlem Division of the New York Central at 3 o'clock. Uncertain efforts were made to get another train out for some time this afternoon.

The New Jersey terminals were idle. The West Shore Yards at Weehawken and the Lackawanna Yards at Hoboken and the Erie, Pennsylvania, Lehigh Valley, and Central Railroad of New Jersey Yards were quieter than Sunday. The Erie, where the strike of the railway marine workers of the harbor began more than a week ago, had some reserve men at call but gave up any effort to accomplish anything with their aid.

Reports from Staten Island this afternoon were that conditions have been growing worse hourly since between 150 and 200 men employed in the yards of the St. George terminal of the Baltimore & Ohio joined the strike late yesterday afternoon. The B. & O. is the one big railroad system reaching the island, the bulk of the borough's food, clothing, flour, meats, &c., coming in from Elizabeth over the Arthur Kill Bridge to Marine's Harbor.

Late reports from the Oak Point, Westchester and Van Nest Yards of the New York, New Haven and Hartford were that there was some work going on with the aid of road trainmen but not enough to make up one-third of the regular freight trains called for by the schedule.

The New Haven officials informed the police that its forty trackmen maintaining the right of way between the Bronx and New Rochelle, quit in a body to-day, saying they had no particular grievance, but could get better jobs with contractors.

After the daily meeting of the committee of general managers of the railways entering New York to-day the formal statement declared that a serious survey of the entire situation "presented a most serious condition and a real menace to the city's food supply."

The committee says the element back of the strike here is the "same radical element responsible for the strike in Chicago. They have disregarded their written agreements as well as the law of the land. Apparently they have no real leaders, and have submitted no complaints and made no demands. It is a headless, leaderless, unorganized and unlawful movement and a blow at collective bargaining, for the lack of loyalty by the men shows the folly of attempting to deal with them."

Leadership in the strike seemed temporarily in the hands of the men who have been managing the harbor-men's strike. Thomas B. Hooley and others of the Marine Affiliation addressed big meetings at Bergen Square, Jersey City, and in Newark Avenue, promising the strikers the support of the Marine Workers and the American Federation of Labor. The meeting overflowed the hall at Bergen Square and adjourned to the Fourth Regiment Armory.

Mayor Hague of Jersey City met the head of the column at the armory and stood up in his automobile and addressed the strikers.

"The officials of Jersey City are in hearty sympathy with you and your demand for fair wages," he said. "I regret that it has not been possible to reach the Colonel of the regiment so you can use his armory. But I have made arrangements for you to have Grand View Hall this afternoon and for as long as you like."

A temporary committee then called a meeting of all strikers at the hall.

**Notice to Advertisers:**  
Owing to lack of space 72 columns of advertisements are omitted from to-day's Evening World. Display advertising copy and release orders for other than the regular World of The Evening World, is received after 4 P. M. The day preceding publication. Can be inserted only as space may permit, and in order of receipt. At the World office. Display advertising copy for the Supplement Section of The Sunday World must be received by 1 P. M. Thursday. Display advertising copy for the Main Sheet of The Sunday World must be received by 1 P. M. at the Evening World office and released by 12 o'clock noon Saturday. Please copy or orders received later than as provided above when omitted will not serve to save discontinuation of any character, contract or otherwise.

railroads for Grand View Hall at 3 o'clock this afternoon.

The strike vote of employees of the Hudson and Manhattan tubes, who, except conductors, are members of a local of the Brotherhood of Railway Trainmen, of which I. T. Hunt is President and J. H. Eckley is Secretary, will begin at 4 o'clock this afternoon at Hancock Hall, No. 145 Newark Avenue, to continue until tomorrow morning.

"The men are practically unanimous for a strike," Hunt and Eckley said. "They are now being paid the same wages as street car men. They want the wages of railway trainmen. Conductors getting \$4.50 want \$6. Collectors getting \$4.16 want \$4.50; trainmen and flagmen getting \$2.65 want \$4. We believe this is our time to strike when the road will feel it most because we can join the marine men and the freight-yard workers and tie up all traffic in and out of New York."

At the early meetings of the railway yard strikers at Bergen Square and Fishers' Hall, speakers demanded the "impachment" of William Lee and Warren Stone, Presidents of the Trainmen's and Locomotive Engineers Brotherhoods who have opposed the headless strike since it began in Chicago three years ago. Thomas B. Hooley, manager of the strike of the Marine Affiliation, appeared at the railway men's meetings and roared cheers by his appreciation of the support given to his followers by the action of the railway workers.

After hours of confusion the meetings appointed temporary chairmen and began to arrange demands for wage increases. The switch road conductor, who has been paid \$5.42 a day, demand \$8; firemen, trainmen and switchmen who have been receiving \$4.83 demand \$7.50. Meetings were carefully guarded. Persons who could not show union cards or receipts for dues were put out. Those who attended were cautioned not to talk to newspaper men.

Heavily told the strikers that a delegation of the Teamsters' Union had called on T. V. O'Connor of the Longshoremen's Union at the Marlborough Hotel yesterday and sought his views as to a combination of the teamsters and longshoremen in a strike in sympathy with the harbor workers.

Heavily said he appeared as a representative of the American Federation of Labor, from which the Teamsters' Brotherhood has recently become a part. He has included switchmen and yardmen with brakemen and conductors, and is not strictly "a class organization." He said the Brotherhood's Union, of which E. K. Heberling is International President, and which is in the Federation, would welcome the yardmen into the Brotherhood's Union as members from the Brotherhood of the Marine Workers, and the yardmen are outnumbered and outvoted by the "road men" who fix wage schedules with liberal mileage allowances paying overtime, but hold the yardmen to the same.

Other speakers attacking Lee and Stone urged the secession of the yardmen from the trainmen's organization and forcible resistance to any effort to combine with the trainmen. The Brotherhood to take the places of striking switchmen and yard brakemen.

The effect of the strike had not been noted in the handling of the mails up to noon to-day, according to a statement from the office of Postmaster Patten. More than the usual amount of western mail was received this morning, it was said.

**HARBOR TRAFFIC GREATLY IMPROVED**

Ferry Service Almost Normal, and Freight is Moved Despite Strike.

A considerable improvement in the harbor situation was noted this morning, including both freight and ferry services.

At Pier No. 4, North River, sixty men worked all night, handling a number of car floats of the Pennsylvania. The Central Railroad of New Jersey had six tugs working yesterday and expected to add two to the force today. This railroad's ferry service was normal this morning.

**WILSON TO NAME RAILROAD BOARD**

Nominations Likely to Be Sent to Senate To-day as Result of "Outlaw" Strike.

WASHINGTON, April 9.—President Wilson is understood to have decided upon the personnel of the Railroad Labor Board and White House officials say the nominations probably will be sent to-day to the Senate.

The President spent more than an hour to-day on the south portico of the White House. Rear Admiral Grayson, his physician, said Mr. Wilson had not had time for automobile rides recently because of the press of public affairs.

West Wharfen to Give \$50,000 Indemnifying Bus Bond.

Jackson A. Dykman of counsel for the Brooklyn City Railway Company today applied to the Appellate Division for an order directing Grover A. Whalen, Commissioner of Plant and Structures, to give a bond of \$50,000 personally to indemnify the company in the event of its winding a decision against the running of the bus in competition with its trolley cars. Decision was reserved.

**HOUSE WINDS UP BITTER DEBATE ON PEACE RESOLUTION**

Former Speaker Clark Tells the House That Wilson Will Veto the Measure.

WASHINGTON, April 9.—President Wilson is certain to veto the resolution declaring peace, Champ Clark, Democratic leader, said in to-day's debate, which closed at 5 P. M.

The resolution will never become effective and the Republicans in trying to pass it are "like the bull which tried to butt a railroad train off the track," Mr. Clark said. He expressed doubt that the resolution would receive a majority in the Senate.

"It is a futile performance, full of sound and fury signifying nothing except a desperate and unavailing effort not to 'make peace' but to 'make some political capital' that is apt to act as a boomerang," the Democratic leader said. "Instead of making peace it would lead us into all sorts of international quagmires."

Representative Flood of Virginia, ranking Democratic member of the Foreign Affairs Committee, announced the Democratic programme would be a motion to recommit the resolution, together with a proposal of the repeal of all war legislation.

Representative Madden, Republican, of Illinois, insisted that the majority resolution would not be an invasion of the constitutional powers of the President. He said that since the President had "refused to compromise" on the peace Treaty it was time for "the voice of the people to be heard," adding that the resolution "presumes to express their voice."

**SABOTAGE OPENLY URGED IN STRIKE BY 'OUTLAW' CHIEF**

(Continued From First Page.)

time riding around in automobiles, hobnobbing with politicians in Washington, and drawing good salaries. The men won't stand for any more of that stuff. The way they are joining the new union shows they are determined to get some officials in Washington who see the workers get their demands."

Spread of the insurgent strike of switchmen and engineers on railroads throughout the country was indicated by reports to-day showing that more than 20,000 men have joined the walkouts.

**MORE MEN OUT IN CHICAGO DISTRICT**

Eight thousand insurgents are out in the Chicago district, where the strike had its inception nine days ago, and reports from a score of cities from coast to coast in which walkouts have occurred predicted additions to the strikers' ranks to-day.

Railroad brotherhoods' officials, who have denounced the new "rump" unions and appealed to loyal union men to assist in breaking the strikes, declared, however, the walkout in the Chicago district had reached its maximum, would be broken within forty-eight hours and strikes in other parts of the country then would end.

Chairmen of the brotherhoods announced that in the Chicago district the men were returning to work. They asserted that freight traffic was 50 per cent normal.

On the other hand, leaders of the revolting yardmen's union declared the strike was growing and that the men would continue to remain out of the parent unions, ignoring notices from Chairmen of the Brotherhood of Railroad Trainmen threatening expulsion unless contracts were respected.

One thousand brotherhood men from other cities had answered the call for strike-breakers here, officials said.

Between 40,000 and 50,000 packing house and stockyard workers had been thrown out of employment to-day as the result of stoppage of cattle shipments. Many industrial plants reported thousands of employees would be thrown out of work if the freight tie-up continued another week.

Nearly 4,000 employees of the twenty-three railroads entering Toledo, including switchmen, engineers and firemen, are idle to-day.

In the St. Louis district, including East St. Louis and Madison, Ill., freight traffic is reported virtually at a standstill with yardmen of twenty-seven roads on strike.

**Six of Firemen Who Took Daring Part in Rescues at West 51st Street Fire**



PHILIP FITZPATRICK JOS S. MIKOVSKY JAS. P. J. O'REILLY JAS. J. WALSH

lines several terminals reported strikes.

Starting at Los Angeles, where approximately 1,400 yardmen walked out yesterday, the strike spread to yards in San Francisco and Oakland and other California cities.

Unorganized railroad workers at Louisville, Ky., at a meeting voted almost unanimously against striking in sympathy with the Chicago "insurgents." Brotherhood officials reported.

**ARE ATTEMPTING TO FORM 'RUMP' UNIONS.**

Attempts to form "rump" unions in several other cities were in progress to-day and votes were expected to be taken.

A summary of conditions throughout the country reported early to-day follows: Chicago—5,000 men on strike; freight traffic estimated 50 per cent of normal.

Toledo—4,000 employees of 23 roads idle. St. Louis District—2,000 men out; freight traffic virtually tied up.

Buffalo—2,000 men idle. Jersey City—2,000 yardmen and other workers out. Los Angeles—1,400 on strike. Detroit—1,200 to 1,400 idle. San Francisco—43 men out. Kansas City—400 men on strike. Gary, Ind.—350 idle. Syracuse—250 men out.

Saginaw, Mich.—200 men Pere Marquette out. Salt Lake—213 men on strike. Ogden—150 switchmen on strike. Decatur, Ill.—107 men striking. Joliet, Ill.—50 out on four roads. Senanton—50 men idle. Springfield, Ill.—Haltmore and Ohio switchmen on strike. Niagara Falls—Two roads affected and traffic detained.

**Buffalo Industries Closed by Strike.**

BUFFALO, N. Y., April 9.—Industries here to-day began to feel the effects of the "outlaw" switchmen's strike. The Lackawanna Steel Company has been forced to lay off 3,000 workers because of inability to get raw materials. The Ford Automobile assembling plant, employing 400 men, closed yesterday.

Officials of other steel plants and industries here said to-day that unless their fuel supplies can be replenished shortly they will have to close.

Milk trains have moved without interruption, but livestock shipments are low. The food situation here has not yet become acute.

**Hornell Strike May Paralyze Shipping.**

HORNELL, N. Y., April 9.—Erie Railroad switchmen here will vote this afternoon on the question of declaring a strike. The Hornell yards are the most important between Gray City and Chicago and a strike here would paralyze all through shipments.

**Cleveland Yardmen Vote to Remain at Work.**

CLEVELAND, O., April 9.—Normal conditions prevailed in all Cleveland railroad terminals to-day and all employees reported for work following the failure of efforts last night of disaffected switchmen, firemen and brakemen to drag Cleveland yardmen into the strike.

**1,400 Men Are Out in Los Angeles Yards.**

LOS ANGELES, April 9.—Fourteen hundred railroad yardmen here are reported on strike to-day. The walkout, begun early yesterday, spread to other points in California last night when railroad officials reported that service to some points had been entirely cut off by a strike of engineers and firemen as well as switchmen.



LT. DONALD C. MCCUNE, M. L. 2

**FOOD PRICES SOAR WHEN RAIL STRIKE DELAYS SHIPMENTS**

(Continued From First Page.)

late yesterday, but are not expected to reach the New York market this week. Some dealers talked of a "famine" next week in live poultry. The embargo at Chicago, they said, had kept specially constructed empty poultry cars from going back to Western shippers.

Receivers of fresh butter reported that they are cut off from supplies from the West. Notwithstanding the receipt of 4,000,000 pounds of Danish butter, the price advanced to-day two cents.

The highest grade of creamery butter to-day commanded 71-1-2 and 72 cents at wholesale. The same grade was selling last week at 65-1-2 cents. Western eggs, fresh, sold up 1 cent at 44 cents a dozen. Fresh prime steers increased 1 cent over yesterday and sold at 22 cents.

Maine potatoes sold for \$12 per bag of 165 pounds. An equivalent to almost \$5 a bushel. Several days ago the price was \$9.50 to \$10. Occasionally, somebody came along who was willing to pay \$13 for potatoes, but as a rule the receivers are taking care of their "regulars" and indisposed to take advantage of the situation.

**MRS. SHONTS WINS SUIT.**

Appellate Division Orders Reinstatement as Administrator.

The appellate division of the Supreme Court in an opinion written by Justice Edgar S. K. Merrill to-day made known an unannounced decision reversing the order of former Surrogate Robert L. Fowler removing Mills T. Shonts as temporary administrator of the estate of the late Theodore P. Shonts, and appointing the Guarantee Trust Company of New York as administrator in her place.

Mrs. Shonts, by order of the Appellate Division, will forthwith receive letters of administration relating her estate in the position of the estate from which she was removed.

**Held for Damaging Property After Eviction.**

Two men were held in Brooklyn to-day by Magistrate Reynolds without bail for the Grand Jury on a charge of having maliciously destroyed a chimney, windows and plumbing to the value of \$650, after being dispossessed. The men are Jacob Hertzberg and Max Siefer, both of whom lived at No. 1374 Douglas Street until dispossessed last week with sixteen other families by the landlord, Jacob Feidman of No. 252 Third Street, Brooklyn.

**Strike Grows Worse in St. Louis District.**

ST. LOUIS, Mo., April 9.—Railroad officials and clerks from terminal and railroad, offices worked as switchmen here to-day in an effort to move passenger trains and perishable freight.

The strike of switchmen continued to grow. Railroad officials reported only a small percentage of the 5,000 yard employees at work.



JOHN A. JOHNSON

**THRILLING RESCUES AT FIRE IN HOUSE NEAR FIFTH AVENUE**

(Continued From First Page.)

braced against the edge of the coping, Fitzpatrick, who is a six-footer, swung himself down and called to Miss Lyons to reach up her hands. He had just grasped her wrists when he heard Mary McGuirk out of the smoke billowing from the next window cry: "I'm going to jump."

"Don't you do it!" called Fitzpatrick. "I'll be with you in a minute." "I can't wait!" screamed the cook. "I'm going to jump." Fitzpatrick, with the full weight of the secretary dragging on his shoulders, first begged and then cursed the McGuirk woman, trying to give her courage to wait, but with a scream which was heard through the block, she leaped out and was dashed to death below.

By main strength O'Reilly pulled Fitzpatrick's legs back until the big driver had purchase to lift Miss Lyons to the roof. The two then took her down into the Bishop house. Her hands were badly burned where she had clung to the edge of the window frame.

Meanwhile Charles Kelly, the dentist's brother-in-law and assistant, who has been ill for eleven weeks in his room in the front of the third floor, had struggled out of bed and made his way to the front window nearest the Bishop house. He faintly and fell with his head and arms outside the window.

James Walsh, driver for Battalion Chief Cook, went up into the boardroom house and with the aid of Joseph S. Mikovsky, John Meenan, Carl Feller, George Tabert and Natalie Little, some of them in-

**SENATE QUESTIONS "OUTLAW" STRIKE**

McCormick Again Attacks President for Failure to Appoint Adjustment Board.

WASHINGTON, April 9.—The Senate to-day ordered an investigation of the railroad strike. Without debate it adopted the McCormick resolution, directing the Senate Interstate Commerce Committee through a subcommittee to investigate and report immediately on the causes and purposes of the "outlaw" railroad strike.

In urging adoption of his resolution, McCormick again referred to failure of the President to appoint the Adjustment Board provided for in the Bachmann Bill and declared that "we are confronted by a very grave situation which demands prompt action if any action is to be effective."

**GARTER SEEKER SENTENCED.**

Gets Twenty Days on Complaint of Brooklyn Girl.

After spending thirteen days in the Raymond Street Jail and Kings County Hospital on complaint of a girl, Carl Dietrich, No. 872 Illake Avenue, Brooklyn, was sentenced to twenty days of the Workhouse by Magistrate McGuire in the Gates Avenue Court on a charge of disorderly conduct.

The complaint was Miss Jessie Martin, seventeen, of No. 844 Newkirk Avenue, who alleged that while she was sitting on a bench at No. 121 Broadway, Dietrich met her in the vestibule, said he was a detective looking for a girl who had stolen some garters and told Miss Martin that he would have to see her in order to make sure that she was not the culprit. It developed that in 1912 Dietrich had been sentenced to serve six months and in 1914 had been put on probation for a year for similar offenses.

**FINING OF CRAIG UPHELD.**

Appellate Division Confirms Cropsy Ruling in Contempt Case.

The Appellate Division of the Kings County Supreme Court to-day sustained the decision of Justice Manning last February, finding Comptroller Charles L. Cragg in contempt of court to have issued \$1,000,000 corporate bonds after Justice Cropsy had granted an injunction forbidding such a bond issue. The injunction was granted at the request of William A. Schickelstein of Brooklyn Citizens' Union. Cragg pleaded that the bonds were issued without his knowledge by subordinates.

**Funeral of Col. Partridge Set for Sunday.**

The funeral of Col. John N. Partridge, Police Commissioner in 1902 and Mayor Low, who died yesterday at his home in Westport, Conn., at the age of eighty-four, will be held at 2:30 o'clock on Sunday afternoon at Holy Trinity Church, Brooklyn.

**Bank Bonuses Get \$9,000.**

ST. LOUIS, Mo., April 9.—Five bank bonuses to-day hold up the Lowell bank here and obtained \$9,000.

**HAMILTON'S**  
After Easter Sale! New Silk Dresses and Coat Wraps  
Included in this sale are many attractive models that were made to sell at almost double these sale prices.  
Coat Wraps and Summer Dresses in every conceivable material. Their style and workmanship make them unusual bargains at our low prices.  
Hundreds of styles in all sizes for your selection.  
Buy direct from the manufacturer.  
At practically wholesale prices.  
And save from \$5 to \$10.  
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The finest musical instruments are the simplest. Yet many phonographs are strangely complicated in design and mechanism. You will be attracted by the beautiful simplicity of CRESCENT phonographs.  
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