

SOLDIERS UNLOAD U. S. MAILS

"L" CAR IS HURLED TO STREET

TO-NIGHT'S WEATHER—Rain.

Get the Country
Back on Peace Basis

The

Evening

World.

TO-MORROW'S WEATHER—Rain; colder.

FINAL
EDITION

"Circulation Books Open to All."

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GALLANDER GIRL TELLS OF TORTURE AS WOMEN WEEP

Charges in Court That Father Threw Board With Nail That Stuck in Head.

PARENT ONLY LAUGHS.

Judge Rebukes Performer as Daughter Says Stepmother Branded Her.

Minnie Gallander's story of how her father once threw a stick of wood at her, a nail in it lodging in her head, so moved the women who crowded the New Jersey Avenue Court, Brooklyn, to-day, at the trial of John Gallander for alleged felonious assault, that they cried aloud in sympathy.

Gallander, fifty-seven, is a clay modeller known in vaudeville as "Gallardo." He lives at No. 150 Grant Avenue, Cypress Hills.

The girl, who has been in the care of the Children's Society since she ran away from the home of her father and late stepmother in May, 1918, went to court accompanied by her sister Annie fourteen, an agent of the Society and Assistant District Attorney Helen McCormick. Assistant District Attorney Albert Peters conducted the prosecution.

It was difficult to believe that the Minnie of to-day, a healthy girl of seventeen, with pretty curls over her shoulders, was the emaciated waif picked up two years ago in one of the Brooklyn suburbs and taken to a hospital.

She wore a blue skirt, a white waist and white silk gloves. When she began her story there was a frightened look in her big blue eyes.

CHARGES MOST ABUSE TO STEP-MOTHER.

Minnie's most serious charges to-day were directed against her late stepmother, Madge Wenham, who died from influenza a few months after the girl ran away. A discoloration one inch long on her left arm, she said, Madge made with a hot knife. The stepmother, she said, struck her in the back with an ice pick. A mark three inches long extending from the wrist up the left arm was caused by her stepmother's needle.

The girl's father did not appear to take her testimony seriously. Gallander snickered during much of it and more than once he laughed aloud. Finally he attracted the attention of Magistrate Walsh.

"You stop that laughing, sir," the Magistrate said. "You are not attending a matinee."

When it came time for Minnie to show the marks of her alleged treatment which remain she stepped into an ante room and exchanged the white waist for a sweater. Then she rolled up the left sleeve and showed Magistrate Walsh.

(Continued on Sixth Page.)

Classified Advertisers

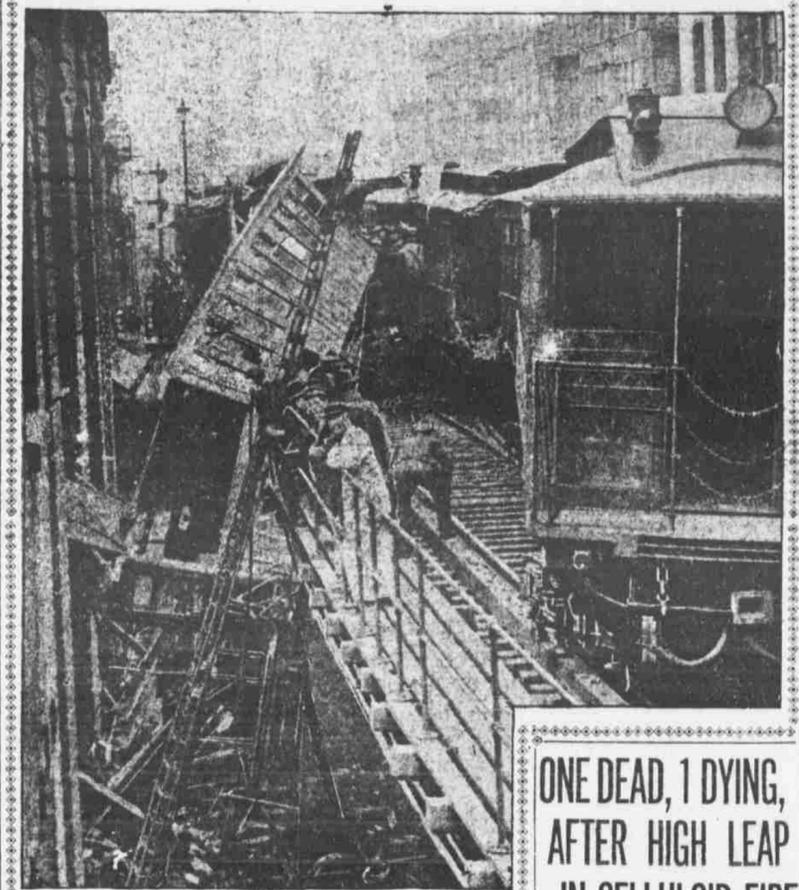
Important!

On or Before Friday

Preceding Publication

THE WORLD

WRECKED 'L' CAR FALLS TO STREET; 11 INJURED



Coach of 9th Avenue Local, Which Ran Past Signal, Splintered in Collision With Express Near Rector St.—Hurled Against Building.

Eleven persons were injured, two of them perhaps fatally, when a down-town express train of seven cars on the Ninth Avenue elevated and a local train collided while the express was switching into the local track above Rector Street at 9.30 o'clock this morning. The second car of the express struck the first car of the local, an old, wooden car, cutting it almost in half, and sending the forward part, reduced to kindling wood, with its trucks, down on the Greenwich Street sidewalk.

Most of the passengers were carried down with the debris.

The injured are: FALTERMAN, MRS. ELIZABETH, fifty, No. 408 West 41st Street, internal injuries; may die. EBELIN, FRED C., forty-seven, No. 72 West 58th Street, fractured skull, may die.

MAYNARD, J. D., sixty-five, No. 448 West 151st Street, lacerations of head and body and possible internal injuries. MOSS, THOMAS, forty-two, No. 319 East 49th Street, cut about the face and head.

CANTER, EDWARD, No. 500 West 151st Street.

MURPHY, LOUIS, No. 250 West 119th Street.

FULACO, JOHN, No. 158 Hobson street, Laurel Hills, L. I., clerk Italian Immigration Society.

PAGE, ROBERT, scalp wounds. KUNKEL, L. S., thirty-nine, No. 235 East 25th Street, cuts about arms and head.

STEWART, A. N., fire insurance agent, No. 11 West 84th Street.

SMITH, THOMAS, fifty-seven, No. 506 Van Cortlandt Avenue, Yonkers.

ONE DEAD, 1 DYING, AFTER HIGH LEAP IN CELLULOID FIRE

Unidentified Man Appeared Screaming on Third Floor—Body Found in Ruins.

A man with his clothing ablaze appeared screaming at a third story window at Houston and Bedford Streets at about 1.30 o'clock this afternoon. Firemen were at work below.

"Don't jump!" they yelled to him. There was no ladder available at the instant, but there was a large bale of excelsior a short distance away, which four men rolled toward the building for him to alight on, but he jumped too soon and was mortally wounded.

He was not identified.

The two upper floors of the building were in flames that had spread with great rapidity from a celluloid manufacturing concern on the third floor.

The body of a man, burned to death, was found on the fourth floor. His name has not been learned.

Morris Blizfeld, proprietor of the celluloid concern, said the fire started from friction at a lathe. He tried to beat it out with his hands, which were badly burned.

The building dates from civil war times, when it was an armory machine shop turning out cannon for the Union armies. Lately it has been used by several concerns. The top floor was occupied by several cabinet makers. The alcohol and lacquers that they use, and the celluloid of the floor below, made spectacular blaze. Three alarms were sounded before there were firemen and apparatus enough to subdue it. The damage was about \$25,000.

Final rites for the dying were administered to him by Father Moratto of the St. Raphael Society for Italian Emigrants.

(Continued on Second Page.)

'OUTLAW' STRIKERS WEAKEN IN WEST; GAINING IN EAST

Insurgents Modify Their Demands in Chicago District and Claim Victory.

SOME MEN RETURNING.

Loyal Unionists Volunteer to Break Tie-Up Anywhere in Country.

CLEVELAND, April 12.—W. G. Lee, President of the Brotherhood of Railroad Trainmen, and Samuel Gompers, President of the American Federation of Labor, predicted to-day that the yardmen's strike will break up "soon." They based the prediction on reports from all parts of the country.

Gompers said: "Reports indicate that the insurgent strike is breaking. I intend doing everything I possibly can to bring about an immediate adjustment and believe that the warlock will be over soon."

"Local and national conditions point to an early return of all workers," Lee said. "During the morning I have received about forty telegrams telling of action taken by men in deciding to return to work."

CHICAGO, April 12.—Developments west of Pittsburgh in the switchmen's "outlaw" strike to-day were regarded by railroad brotherhood officials as pointing toward a gradual dissolution of the insurgent forces, but in the East, where the walkout was joined in several districts by trainmen, the situation assumed a more serious aspect.

In the Central and Far West numerous reports of defections from the strikers' ranks followed the report of the first important break at Columbus, O., where 600 switchmen voted to return to work.

At Chicago, the admitted keystone of the walkout, railroad officials were presented "terms for settlement of the strike," which included recognition of the new union formed by dissenters from the Brotherhood of Railroad Trainmen and the Switchmen's Union of North America.

MEN GIVE UP ONE OF THEIR DEMANDS ON ROADS.

In the settlement offer, proffered by John Grunau, President of the Chicago Yardmen's Association, who called the strike, at least one radical contention was made—abrogation of the claims for back pay demanded by the older organizations in their contracts with the Government. That possibly would mean a saving of hundreds of thousands of dollars to the railroads.

Other clauses in the proposed settlement agreement demanded granting of the original wage increase

(Continued on Second Page.)

TAKE BELL-ANS AFTER MEALS and see how GOOD DIGESTION makes you feel.—Ad.

Notice to Advertisers:

The Evening World is obliged to omit 25 columns of advertising to-day for lack of space.

Display advertising copy and release orders for either the week-day Morning World or the Evening World, if received after 4 P. M. the day preceding publication, can be inserted only in space may permit, and in order of receipt at the World office.

Display advertising copy for the Supplement of the Sunday World must be received by 5 P. M. Friday preceding publication, and release orders must be received by 5 P. M. Friday.

Display advertising copy for the Main Sheet of the Sunday World must be received by 6 P. M. of the preceding Friday and release orders must be received by 12 o'clock noon Saturday.

Display copy or orders received later than as provided above when omitted will not serve to carry discontinue of any character, contract or otherwise.

THE WORLD

CITIZENS HELP RUN TRAINS TO NEW YORK

FACTS IN OUTLAW STRIKE TYING UP RAILWAY TRAFFIC

Many New York Trains Taken Off by Erie, Pennsylvania and Lackawanna.

THE situation of the railroads entering New York this afternoon was:

ERIE—Passenger and freight service suspended east of Port Jervis except for occasional through mail trains with office workers, trainmasters and superintendents as parts of crews.

LACKAWANNA—Freight and local passenger service suspended; through trains running irregularly with volunteer crews. Eleven ferriesboats and nine tug boats working.

CENTRAL RAILROAD OF NEW JERSEY—All passenger service suspended, including Reading connections. General Managers' Association anticipates resumption this evening and to-morrow.

LEHIGH VALLEY—Operated through and local trains subject to delay; some freight service. Four tug boats working.

WEST SHORE—Maintained fair passenger service in spite of walkout of passenger and freight yard workers, but moved no freight. Two ferriesboats running.

PENNSYLVANIA—Cancelled nearly half the through passenger trains; local trains sent out without reference to time table on announcement in waiting rooms as trains were made up; office workers operating yard engines and switches. One hundred and thirty-two cars of perishable freight received; embargo on all other freight in eastern area. Promise to get all commuters home with slight delays. Six ferriesboats (three extra) and nine tugs in service.

LONG ISLAND—Operating passenger trains under same conditions as Pennsylvania; no freight moving. Two ferriesboats running. Road crews have refused to strike, but absence of switch crews throttling operation.

NEW YORK, NEW HAVEN AND HARTFORD annulled numerous trains, including the Merchants' Limited to Boston. The departure of the Knickerbocker Limited was uncertain. Service between New York and New Haven was subject to indefinite delays and cancellations, and all parlor, dining and club car service dropped. No freight was handled.

THE NEW YORK CENTRAL, though nearly all its trains were an hour or more late, cancelled no trains incoming or outgoing. Dining cars were dropped and passengers supplied with sandwiches before starting. Live stock and perishable freight from the West arrived regularly, and cars were laid out along the west side yards, where produce dealers were urged to go with their trucks and do their own unloading as promptly as possible. Seven tugs were working.

BALTIMORE AND OHIO—First suspended then partly resumed freight service on Staten Island, passenger service from Pennsylvania Terminal subject to some delays as Pennsylvania service.

HUDSON AND MANHATTAN TUBES—Closed to passengers. Instruction trains running continuously in preparation for resuming service to-morrow.

WORLD RESTAURANT

Special for to-day, Monday, April 12, 1920—Small steak, French fried potatoes, blue roast beef, ham, apple sauce, hot rolls, coffee, 40c.

125 East 42nd Street, World Building—4th.

Crews Abandon Four Trains Carrying Mails—Jersey Central Suspends All Passenger Service—New Haven Cuts Off Express to Boston.

Following interruption of the mails by violent interference of strikers with Erie trains at Paterson, N. J., and Port Jervis, N. Y., early to-day soldiers from Camp Merritt, N. J., appeared at the Erie Terminal at Pavonia Avenue, Jersey City.

Seventeen army trucks, each with a chauffeur and two helpers and two armed guards began unloading mails from the West which had been accumulating, to take them out along the suburban lines for distribution at local post offices. It was reported that armed guards were to be out on mail cars.

The spread of the strike was shown by the suspension of the Lackawanna commuter service, the suspension for the early afternoon and perhaps indefinitely of the Central Railroad of New Jersey local and through passenger service, and the demoralization of New Haven local service. The Pennsylvania and Long Island announced that in spite of irregular conditions during the day they would get all commuters home to-night.

The Cleveland Flyer, leaving the Erie station at Jersey City at 9.45 P. M., stopped at Paterson to take aboard twelve trucks of mail. A band of "outlaw" strikers surrounded the engine and when the fireman refused to leave attempted to drag him from his cab. The fireman and the engineer fought them off with a wrench and a shovel until a trainmaster from Jersey City, who was in a passenger coach, ran forward and ordered the train to start without waiting for all the mail.

When the train moved out, the fireman collapsed from exhaustion and the trainmaster stoked the engine as far as Port Jervis.

W. F. Griffiths, General Passenger agent of the Lackawanna, had a telephone call early to-day from S. H. Gillespie, head of a committee of Morristown (N. J.) business men.

"Why can't we have a train to the city?" Gillespie said.

"Because we haven't got the firemen," said Griffiths, wearily. "If we furnish the firemen will you furnish the train?"

"You bet we will," the railroad man said.

The committee then produced three men who used to be firemen and now are business men. They still had their overalls and their muscles. The qualified. The train left Morristown at 9.02 and reached Hoboken at 10.24. It starts back this afternoon at 4.15 sharp, seven cars.

And to-morrow? "We'll furnish the train as long as they furnish the firemen," said Griffiths. "They are good firemen and they can stay on the payroll as long as they like."

He would not tell their names. J. J. Mantell of the General Manager's Committee to whom this reporter's Committee to whom the report of the held up mail train was made this morning from Port Jervis, said that three later trains, the Southern Tier Limited, the Chicago Limited and the Cleveland Express, all mail trains had been abandoned there because of the desertion of firemen. All express and baggage cars were cut out and the mail cars and sufficient passenger coaches consolidated into a substitute train which came on last with an official of the road as fireman.

The story of being strikes bound, in the foothills of the Catskill Mountains, was told by Mrs. E. G. Starch of Lynbrook, L. I., and Mrs. A. E. Cobb of Corning, who is now at the Hotel Theresa.

"When the train reached Port Jervis," she said, "it was met by a mob of railroad men who swarmed about the engine and dragged the fireman to the ground. The conductor and

Receiver to Discharge Any Man Heeding "Revolutionary" Strike Plotters.

Landley M. Garrison, receiver for the Brooklyn Rapid Transit Company, issued a formal statement to-day in which he charged that revolutionary agitators are trying to paralyze the system as they have tried to paralyze the railroads.

The statement, copies of which are to be posted in all car barns and employees' waiting rooms is as follows: "I now have an agreement as to working hours, wages, etc., with committees selected by the men in practically every branch of the company's system.

"Irresponsible agitators are seeking to induce the employees to break these agreements without warrant, and by so doing are seeking to injure the employees and the management.

"There is no warrant or basis for any such conduct. The management will stand by every loyal employee, and will discountenance disloyalty from any source.

"The present movement, which has spread so alarmingly, is not a bona fide labor movement, but is revolutionary in character and wanton in effect.