A. E. F. AND NAVY MEN SERVING AS VOLUNTEERS ON THE ERIE

ARTHUR GLEGG. W.K. PATON. JOHN GRIEBEL E.A. BOTBYL ELMER HERRING AND WM PECK
A.E.F VOLS ON PATTERSON TRAIN

A.W. SCRIVENS. O.H. GOTTSCHALK AND SIMACO PARCIASEP. HACKENSACK TRAIN

LT JAMES ADAMS AND FRANK MASON · TENAFLY TRAIN

resumption of steam moved traffic was promised with their aid.

The Lackawanna reported that 1,600 striking employees of the Kingsland shops had reported back for work this morning without explanation.

The Central Railroad of New Jersey reported moving seventy-nine passenger trains between 7 and 10 o'clock to-day as against forty-one in the same hours yesterday. Plans were made for maintaining complete schedules this afternoon on all except the New York and Long Branch system and a partial service there.

Improvement in Pennsylvania conditions was marked by the return of five crews of electric switching engines; nine shifting crews in the Newark Waverly yards, the receipt of a hundred or more cars of livestock and even more perishable food stuff, the breaking up of the congestion in the Jersey City and Greenville yards and the restoration of the full schedule of through trains. Only one offer of a volunteer commutation crew was accepted to-day.

The Pennsylvania to-day relaxed its embargo on other than railroad coal. Two crews were put to work on coal trains for the Public Service Corporation and in the South Amboy yards two crews made up trains of tidewater coal for public consumption.

Long Island steam trains, with the aid of volunteer firemen, were run to and from Babylon, Wading River, Amagansett, Oyster Bay, Port Jefferson and Greenport. Few of the striking firemen on these lines returned to work and there were ugly reports of their disposition to violence which led to the placing of former service men in uniforms on trains and on station platforms.

The Central Railroad of New Jersey reported that its clerks in Elizabeth had refused to attend a strike meeting of railway clerks in Elizabeth last night. Fifty trainmen of the Elizabeth lodge of the Brotherhood have returned to work, the company stated.

The New Jersey Central sent its first train over the Newark Division to-day. This line was suspended for the benefit of other routes because its patrons had recourse to parallel trolley lines. The road, which has refused all aid from commuter volunteers, announced it would run all its regular suburban trains this afternoon and that its through trains were moving on time.

Reports came from Trenton of a belated walkout of 200 or more Philadelphia and Reading firemen at Camden.

Government detectives, acting with railroad men, were seeking the members of the train crews who refused to take out mail trains from Port Jervis over the Erie to-day. The men were said to have been seen around strike headquarters in Jersey City. The Erie tried to start a freight train to Jersey City from Port Jervis to-day, but was not able to complete a crew which would "stay put" up to noon.

NEW HAVEN MOVES 58 OF 65 TRAINS.

The New Haven Railroad, in spite of the cancellation of seven New Rochelle trains, reported that it had moved 58 of its 65 scheduled trains on time. The train cancellations were due to the action of the "reserve crews" carried on the railroad's emergency list in withdrawing from duty during the strike and to a coal shortage. Baggage cars and local mail cars were restored. The freight embargo, except on milk, was maintained on all incoming and outgoing freight.

The New York Central reported that with twenty-five men from Princeton and 250 from Columbia University it now had five volunteers on hand for every vacancy in its forces, but was allowing the Brotherhoods to decide just how far the employment of volunteers was advisable.

The company is accepting freight at Kingsbridge yard and is moving incoming freight, including solid train loads of meat and other foodstuffs at the west side yards. Seven cars of newsprint paper were added to the emergency supply brought in yesterday.

The Staten Island Rapid Transit Company and Baltimore and Ohio freight service continued to concentrate the available five crews of their force on three trains each way between St. George and Tottenville and on two trains handling local produce shipments.

Twenty-five students from Stevens Institute at Hoboken went to Staten Island and were scheduled to act as brakemen on a 2.45 P. M. train from St. George to Tottenville. The train will carry a squad of B. & O. policemen.

It was announced that armed soldiers will go to the B. & O. freight yard in St. George late this afternoon to take charge of two carloads of automobiles consigned to the Government, place them on a float and move them to Governor's Island.

Brakemen are the great need of the Staten Island Rapid Transit, firemen and engineers remaining true to the contracts of their organizations. Those brakemen who desired to stick, took alarm after Tuesday night's assault upon some of them by twenty-five men who swarmed upon a North Shore train at Elm Park and gave the brakemen a rough handling.

At the investigation of strike conditions by Public Service Commissioner Nixon to-day no representatives of the strikers appeared. Investigators for the commission said they had been unable to find any strike "leaders." Railroad representatives summarized food supply conditions as follows:

C. J. Loifer, Pennsylvania—Coal shipments from Perth Amboy increasing. 100 cars of livestock and 100 cars of food products delivered daily.

C. C. Paulding, New York Central—4,654 cars of food delivered in five days. Steady improvement indicated.

C. R. Addison, Long Island—Freight conditions bad.

J. P. Trihey, New Haven—No perishable stuff on hand; coal all delivered.

J. S. Fabricius, B. & O.—Food shipments limited to local Staten Island supply; much interrupted.

T. R. Dodge, assistant to the President of the Brotherhood of Railway Trainmen, said to-day:

"The outlaw strike is cracking all along the line. The men realize now that they have been imposed upon. They cannot hope to gain, and they know that both the railroads and the brotherhoods may refuse to take them back. The railroads can do nothing for them, but their case must go before the new labor board. The brotherhoods, whose applications have been in for months, will be the first to be heard.

"The strikers have been pleading for guarantees against loss of their brotherhood membership. We are not in a position to give such guarantees, for we cannot bind the executives of the brotherhoods. So far as seniorities in the railroad service are concerned, these are safeguarded for strikers who return to work at once."

Federal agents are seeking the source of incendiary circulars widely distributed in the strike districts, urging violence.

The coastwise steamship companies, tied up a month by the longshore strike, have agreed to resume service to-morrow for handling perishable foodstuffs, if merchants will move freight with strikebreakers.

John J. Fitzpatrick of the Borden Company said New York would receive a full milk supply to-morrow, although a few creameries are still hampered by lack of shipping facilities. Certified milk is being brought in from Long Island on motor trucks, he said. He said he feared, however, that more serious difficulties are in prospect.

ARMY TO ASSIST IN UNLOADING COAL

Government Makes First Move to Help Break the Harbor Strike Here.

What is regarded as the first actual step by the Government to help break the harbor tie-up, was the formal request made to-day by the United States Army Transport authorities of the operating heads of the railroads for permission to unload at tidewater 30,000 tons of coal with United States Army labor. The request was made through the Tidewater Coal Exchange, the clearing house for all coal movements. At the Exchange it was said the permission would be granted, as the coal was necessary for army transport service as well as army supply stations.

The Tidewater Coal Exchange also reported that the traction companies had enough coal for several days. No coal was received yesterday or early to-day. The New York Steam Company reported a plentiful supply. The New York Edison and the Brooklyn Edison Companies, while not receiving any additional coal, say they are not alarmed.

Danger of British Coal Strike Removed.

LONDON, April 15.—The members of the Miners' Federation, by a majority of 65,135 votes, have decided to accept the Government's offer of a 20 per cent. increase on gross earnings. This removes the danger of a strike.

Headaches From Slight Colds.
LAXATIVE BROMO QUININE Tablets relieve the Headaches by curing the Cold. A tonic laxative, and free from Quinine. Look for signature E. W. GROVE on box. 30c.—Adv.

"OUTLAW" STRIKE'S BACKBONE BROKEN; FREIGHT MOVING

Men All Over Country Join in Rush to Get Their Jobs Back.

DETROIT, Mich., April 15.—Railroad officials professed to-day to see an early end of the "outlaw" strike of switchmen which, beginning in the walkout a week ago of 40 men in the Michigan Central yards spread until all local terminals and several in other cities of the State were tied up.

DAYTON, Ohio, April 15.—Three hundred switchmen in the Dayton Railroad yards who walked out last Friday returned to work to-day and officials declared the situation in this city again normal.

PITTSBURGH, Pa., April 15.—Railroad officials to-day are hopeful of big desertions from the ranks of strikers following the break last night when 125 of the 150 firemen employed in the Pitcairn yards of the Pennsylvania Railroad returned to work.

AKRON, O., April 15.—The yardmen's strike collapsed here to-day, following a vote last night to return to work. Officials said only a few of the 300 men who struck were not back. Freight movement is normal.

BOSTON, April 15.—A serious shortage of coal for New England to-day threatened to necessitate curtailment of all passenger schedules and a partial industrial shutdown. The New York, New Haven and Hartford Railroad announced that a drastic reduction in passenger service may be expected Saturday or Monday, and improvement of conditions would not immediately follow the end of the strike, as it would be some time before coal could reach this section.

Freight service in New England is virtually normal with the exception of coal shipments. More motor trucks were added to-day to those already engaged in transporting perishable foodstuffs.

YOUNGSTOWN, O., April 15.—Passenger traffic on the Pittsburgh and Lake Erie Railroad was resumed to-day after a paralysis of passenger traffic for two days. Volunteer firemen were said to be manning the trains.

AKRON, O., April 15.—Railroad switchmen in Akron yards returned to work to-day.

31,500 COMMUTERS BROUGHT TO CITY BY VOLUNTEER CREWS

(Continued From First Page.)

Philadelphia. After resting a while he brought the train back. Sumner is the first high official of the road to serve as fireman.

C. I. Leiper, General Superintendent of the Pennsylvania, reported hundreds of offers from New York business and professional men to serve as firemen during the tie-up.

Firemen and trainmen on one Erie train from Paterson to-day were six railroad officials and four members of the American Legion. The ex-service men were W. K. Paton of the Guaranty Trust Company, John S. Griebel, employed on the New York Stock Exchange; Edward Botbyl, a salesman, and Amos H. Radcliffe of the New York office of the Savage Arms Corporation.

Announcing the arrival of his fifteen trains, General Manager Rine of the Lackawanna declared that everything indicated a return to normal within two days.

Mr. Rine gave out the following report of arrivals, together with the time at which each train will leave for home late in the afternoon:

6.35 A. M.—Leaves Ampere, returns at 4.15 P. M.

6.45 A. M.—Leaves Montclair, returns 3.45 P. M.

6.55 A. M.—Leaves Glen Ridge, returns 3.45 P. M.

7.30—Leaves Montclair, returns 4.30 P. M.

6.40—Leaves Highland Avenue and Orange, returns 4.15 P. M.

7.10—Leaves East Orange, returns 3.45 P. M.

7.20—Leaves Orange, returns 4 P. M.

7.51—Leaves Mountain Station and Orange, returns 4.30 P. M.

8.05—Leaves East Orange, returns 4.45 P. M.

7.00—Leaves Gladstone, stops Maplewood, returns at 4 P. M.

6.47—Leaves Maplewood, returns 4.15 P. M.

7.10—Leaves Summit, returns 4 P. M.

7.35—Leaves Convent Station and Summit, returns 4.15 P. M.

7.40—Leaves Madison and Orange, returns 4.45 P. M.

6.05—Leaves Mountain Lake, Boonton, returns 4.15 P. M.

ENGINEERING STUDENTS LEARN ABOUT ENGINES.

Erie officials announced that they had put 119 engineering students of Stevens Institute of Technology to work on big locomotives. "These young men know the game," said J. J. Mantell, General Manager of the Erie, and are making good from the start."

"The Erie," added Mr. Mantell, "is putting into use on all through passenger trains the new mechanical stoker. These are in charge of Stevens Institute students familiar with them.

"We expect to put two hundred of these stokers on freight engines for through hauls as soon as possible," said Mantell.

Among the other "Indignation Specials" to arrive this morning were trains from East Orange, Waldwick, Suffern, Essex Falls, Nyack, Hillsdale, Spring Valley, Upper Montclair and Mahwah.

The Mahwah "special" was in charge of R. A. Smith, manufacturer of machinery in Newark, with S. M. Decker, a New York banker, acting as a brakeman.

The train for Upper Montclair was in charge of R. B. Beatty, New York stock broker, and the two firemen were H. P. Crossley, wholesale produce merchant, and H. A. Hall, of the Vacuum Oil Company. F. R. Miller, an electrical engineer at Hoboken, was in charge of one Nyack special, and N. V. S. Mumford, a mechanical engineer, in charge of another.

Mayor David J. McKenna, in charge of an Englewood special, on his arrival in Jersey City asked General Manager Mantell for another train from Englewood and surrounding towns. He offered an additional hundred volunteers to care for the extra train. Mantell promised the additional service.

One of the first Lackawanna trains to arrive, that from Dover, N. J., was fired by William L. "On Time" Morgan, Princeton sophomore, guard on the varsity football team and war time stoker on the Felicia, a converted yacht, which did patrol duty off the coast of Massachusetts.

Morgan is the husky who achieved the miraculous yesterday by firing one of the biggest engines on the Erie and bringing it through ahead of schedule. To-day he had help in the person of E. H. Caffey, Princeton senior, editor of the "Tiger." They found the job so easy, they said, that they "scarcely worked up a sweat."

A train from Glen Ridge was fired by four men, all members of the American Legion, whose white collars and business shirts were left in suitcases in one of the coaches. They were Austin Hanau, William Loftus, Lawrence Martin and Donald White.

F. Sharp, formerly of the Canadian air service, and T. Dudley, who served in the 107th Infantry, 27th Division, fired a train from Orange. Another from Orange was fired by C. C. Kerr broker at No. 2 Wall Street, and A. C. Doty.

A train from Morristown was fired by H. E. Watson, son of G. H. Watson, broker at No. 115 Broadway.

There have been few demonstrations against volunteer crews, strikers and their sympathizers contenting themselves for the most part with hooting and jeering. At the Lackawanna station in Hoboken last night, however, the crew of a Montclair local was attacked by three men. The strikers were not only beaten, but arrested. Strike leaders later repudiated the action of the men, saying they were doing all they could to prevent such demonstrations.

It was estimated last night the "indignation specials" had carried, with volunteer crews, a total of 54,000 to and from the city yesterday, as follows: Lackawanna, 24,000; Erie, 21,600; Long Island, 7,200; Pennsylvania, 1,200. The Pennsylvania operated only one volunteer manned train.

One hundred business men, composing the New Brunswick Home Guard, telegraphed to-day to the headquarters of the New Jersey Defense League in Newark that they stood ready to give up their private business concerns at a moment's notice and assist the Pennsylvania Railroad to operate its trains in this vicinity.

FOOD TRAINS ARRIVE WITH BIG SUPPLIES

Railroad Officials Say All Danger of Shortage Now Has Passed.

Pennsylvania Railway officials to-day reported the handling of 47 carloads of perishable foodstuffs at the company's pier No. 29, North River, and the expected arrival to-morrow of another 100 car loads.

Four train loads of food reached Jersey City to-day, and will be handled without delay, it was announced. In addition to these, 90 carloads of live stock for the New York market arrived in the Jersey yards this morning and another 100 are expected to-morrow.

Officials declared that all possibility of a food famine here was past.

United States District Attorney Ross of Brooklyn announced that 1,000,000 pounds of frozen beef will be delivered to-morrow at Wallabout Market by the United States Army Supply Department. Special stands were being erected for it to-day. Retailers will get the meat at 10 1-2 cents, plus a nominal charge for handling. They will have to sell it at a specified reasonable profit.

JERSEY LEGION OFFERS AID IN MOVING FOODS

Have Prepared a List of Auto Truck and Horse and Mule Drivers.

Officers of the Hudson County Federation of American Legion Posts and commanders of several posts in Hudson County this morning offered their services to the Mayors of the various municipalities in Hudson County to help move foodstuffs by means of any transportation possible. Charles A. Rooney, a prominent lawyer and Chairman of the Executive Committee of the federation, presented the communication to the various officials as well as a list of those willing to drive auto trucks, horse or mule drawn vehicles, or to load the same or do any other labor necessary to help in the situation. The list includes Assistant Prosecutor George T. Vickers, Dr. Frederick Quigley, Corporation Attorney John Bentley, City Architect Hugh Kelly, former Judge John Warren and a host of other equally prominent citizens.

The legionaries made it plain in their statement that they will do nothing detrimental to the interests of either the strikers or the railroad officials, but act merely to aid those who are "unable to help themselves." In this connection the letter says:

"In order to make our stand absolutely clear in the matter, however, we desire to most emphatically state that neither we, as individuals, nor the organizations we represent, will at any time during this emergency take any action detrimental to the interest of either party to the dispute except such as may be necessary to protect those unable to help themselves.

The offer is signed by the following officers and Executive Committee Chairmen of various Legion posts: T. M. Crowley, Chairman Hudson County Federation American Legion Posts; C. A. Rooney, Chairman Executive Committee; Harry A. Carmody, Secretary; George T. Vickers, Commander 4th New Jersey Infantry Post No. 51; Thomas G. Reilly, Commander 312th Infantry, Post No. 37, American Legion; Frank A. Dolan, Commander Jersey City Post No. 87; Edwin Griffin, delegate, Peter Leddy Post, Bayonne; Dr. F. J. Quigley, Executive Committee, Hudson County Federation, Harlan Besson, State Executive Committee, American Legion, Hoboken; Hugh A. Kelly, Executive Commander Hudson County Federation; John Warren, Executive Committee, 104th Field Signal Battalion, Passaic.

HAVRE DE GRACE ENTRIES.

HAVRE DE GRACE, Md., April 15.—The entries for to-morrow's opening races are as follows:

FIRST RACE—For maidens; two-year-olds; four furlongs.—Bagwood, 116; Gimme, 116; Martin A. Noona, 116; Intriguate, 113; Moon Glow, 113; Careful, 112; Oh, Yes, 113; Victor A., 116; Bloomington, 116; Hunters Point, 116.

SECOND RACE—Claiming; three-year-olds and upward; six furlongs.—Graeral, 117; Subahdar, 115; Miss Brya, 110; Fair Accompli, 97; *Ohio, 110; *Hello, Partner, 97; Murphy, 115; Ninety Simplex, 115; Resist, 110; *Encore, 115; *St. Quentin, 110; Mumbo Jumbo, 115; Bellringer, 115; Hasty Cota, 110; *Poulney, 112; *Charlie Sunny, 110. Also eligible—Pretty Baby, 112; *Betsy, 105; Barry's Pet, 102; Midian, 108.

THIRD RACE—The Toggery Purse; fillies and mares; six furlongs.—aMilkmaid, 120; Quietude, 116; Allivan, 99; aConstancy, 109; Wood Violet, 106; Rubidium, 97; Fruit Cake, 113; Royal Design, 109. aE. R. L. Ross entry.

FOURTH RACE—The Chester Purse; three-year-olds; five and a half furlongs.—Mock Orange, 114; aKing Thrush, 106; First Consul, 106; Bull's Eye, 109; Yephank, 104; Virginia L., 99; Rapid Traveller, 114; Tattle, 106; Waterwood, 108; Eddie Rickenbacker, 106; Rover, 104; Lady Brummell, 109; Pecunia, 106; The Negress, 106; Heathoff, 106; Fairway, 104. Also eligible—Hotfoot, 101; Link Boy, 106; aIrish Dancer, 104. aE. V. L. Ross entry.

FIFTH RACE—The Harford Handicap—Three-year-olds and upward; six furlongs; aStar Master, 122; aRoyal Gleam, 110; Old Bowhead, 122; Way Mass, 107; Tschidi, 105; Virginia L., 93; alimpo Rolle, 114; aBilly Kelly, 122; Cromwell, 118; Hank Oxley, 106; Bullet Proof, 106; Spitwick, 114; aPaloma D'Oro, 97; Slippery Elm, 115; Midnight Sun, 105; Quietude, 99.

A. Macomber entry; b, Clancy entry; C. J. K. L. Ross entry.

SIXTH RACE—Claiming; four-year-olds and upward; one mile and a sixteenth; Rogreso, 113; King Neptune, 111; *Indulence, 114; *Wood Thrush, 108; *Capital City, 106; *Dairy Lo., 101; P. G. King, 113; Paddy Dear, 111; *Pilero, 111; *Solid Rock, 108; *Christie, 108; Gros Gual, 113; Kodak, 104; *Indian Chant, 108; *Peerless One, 106; *Antonette, 101; also eligible G. M. Miller, 111.

SEVENTH RACE—Claiming; four-year-olds and upward; one mile and seventy yards; Hong Kong, 115; *Bonson Peddler, 108; *Hagpipe, 108; Mormon Elder, 108; *Siesta, 108; Mistress Polly, 108; *Sans Pour 2d, 108.

*Apprentice allowance. Track fast.

Pillows soft and downy for tired heads. Mattress light and yielding to the body—yet buoyant in the extreme. Spring firm but resilient as rubber. Bedstead rigid, graceful in design, exquisite in color and finish. These are the quality marks of Hall products.

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Bedding Specialists
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The Specialty Shop of Originations
FIFTH AVENUE AT 38TH STREET

FOR FRIDAY ONLY

A Special Offering of About Three Hundred

WOMEN'S FROCKS & GOWNS

Much Below the Regular Prices

This collection has been assembled from the regular stock and features TAILORED FROCKS, AFTERNOON and EVENING GOWNS—only a few dresses of each kind are represented.

Women's Frocks & Gowns

Street and tailored dresses of serge, taffeta, tricolette and Georgette crepe. Afternoon frocks, also colored and black dinner frocks. *58.00*

Women's Frocks & Gowns

Light colored dinner dresses. Evening gowns. Dresses of beaded Georgette, figured chiffon and taffeta. Also tailored frocks of tricotine and serge. *75.00*

WOMEN'S APPAREL—SECOND FLOOR

CANDY
PENNY A POUND PROFIT
Trade Mark.

Our Big Daily Special 34¢ POUND BOX
For Tomorrow, Friday, April 16th
CHOCOLATE COVERED CREOLE PEPPERMINT PATTIES—These are big disks of richly spiced cream, flavored with finest Oil of Peppermint and covered with our unexcelled, fragrant, velvety chocolate. SPECIAL

Our Two Big Week-End Extra Specials

MAPLE PECAN KISSES—These big goodies are produced from a combination of Pure Vermont Maple Sugar, Confectioner's Sugar and the choicest Texas Pecan Nuts in a masterly blending. Our reg. 65c goods. EXTRA SPECIAL. POUND BOX 59c

MILK CHOCOLATE COVERED FRESH PINEAPPLE—The choicest specimens of this luscious tropical fruit, abundant with rich golden juices, are first cut into portions, dipped in rich Fondant Cream and covered with our famous Premium Milk Chocolate. Our reg. 75c goods. EXTRA SPECIAL. POUND BOX 65c

Thursday Attractions

MILK CHOCOLATE COVERED MARASCHINO CHERRIES—The reddest, ripest, most luscious fruit, abundant with sweet juice, dipped in rich Fondant Cream and blanketed under coverings of our famous Premium Milk Chocolate. POUND BOX 75c

Loft New York
Stores: New York, Brooklyn, Newark.

YE ANCIENT MOLASSES TAFFY—Everybody likes the good old fashion chewing taffy. Here it is made by Loft Candy Craft, in big, toothsome, golden cakes, wrapped in sanitary waxed paper. POUND BOX 39c

For exact location see telephone directory.
The specified weight includes the container.