

FERRY CRASHED BY GRAND REPUBLIC

To-Night's Weather—THUNDER SHOWERS.

To-Morrow's Weather—FAIR.

THE WALL STREET EVENING WORLD FINAL EDITION

The Evening



World.

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"Circulation Books Open to All."

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Colgan Hands Bombshell to Mayor Hylan

OUSTED FROM CITY JOB BY HYLAN. COLGAN CHARGES, FOR NOT BOOMING HEARST

High in Elk Order, Asked to Canvass Lodges Through the State, Expenses Paid and City Salary Continued—Masons, Knights of Columbus and Other Orders to Be "Worked."

Mayor John F. Hylan is using the fraternal order influence of his appointees in the City Administration to further the interests of the political aspirations of William Randolph Hearst, is the open charge made by George A. Colgan, who was summarily removed last week from his \$5,000 post as Deputy Commissioner of Public Markets.

Mr. Colgan charges that Mayor Hylan, through his confidential adviser, Francis P. Bent, who holds a lucrative job in the Board of Estimate, tried to force him to furnish a copy of the roster of Brooklyn Lodge of Elks, No. 22 of which he is a trustee and of every other lodge in the State and asked him to make a tour of the State visiting every lodge of Elks in the interest of Hearst. His expenses were to have been paid, he says, and his salary was to have been paid also.

Mr. Colgan further charges, on information received from Bent, that Mayor Hylan has asked city officials owing their appointments to him to capitalize their popularity or standing in the Masonic Order, the Knights of Columbus, the Order of Moose and other secret and fraternal organizations to the advantage of Hearst.

(The City Record lists Francis P. Bent, of No. 781 Bushwick Avenue, Brooklyn, as a director, attached to the office of the Secretary of the Board of Estimate and Apportionment, with a salary of \$7,000 a year.)

After a conference with Mayor Hylan at the City Hall this afternoon Mr. Bent denied the truth of Mr. Colgan's statements. Previously Mr. Bent had refused to "digify" them by discussion.

"Mayor Hylan telephoned me," said Mr. Bent, and told me Colgan had given out a statement and asked if I had seen it. I said I had not. He asked me to come over to the City Hall and showed me the statement. After I had read it he asked me if there was any truth in it. 'Your honor,' I said, 'it is false from beginning to end.'

The charges of Mr. Colgan are contained in the following statement which he sent to the reporters' room in the City Hall at noon today: "Mayor Hylan, in a statement yesterday, is quoted in today's newspapers as follows:

"False assertions are being made in ho-tie newspapers that pressure has been or is being put upon municipal officials in favor of one candidate or another for the Governorship or refrain from following their own inclinations. At no time have I exercised personal or official pressure or used threats or intimidation for the purpose of influencing or controlling the judgment of any municipal official on behalf of any candidate for the Governorship."

"The Mayor is either in error or forgetful. On Wednesday, June 7, I was requested, through his representative, Director in the Board of Estimate Francis P. Bent, to call at his office in the Municipal Building. I did. After I met Mr. Bent, he said:

"The Mayor has requested me to ask you to take a man along with you and go up through the State, visiting every Elk Lodge in the interest of William R. Hearst."

"I know that you are prominent in the Order of Elks and a trustee of Brooklyn Lodge No. 22. I want a copy of the roster of Brooklyn Lodge and all the other lodges in the State. All your expenses will be paid and your time and salary in the Markets Department will go on."

"I stated to Mr. Bent: 'I will not be a party to this request because I could not and would not use the Order of Elks for such a purpose. I have never done so and would not do so. Also, I always pay my own expenses on any trip I ever take.'

"Mr. Bent replied: 'This same request is being made of others in Masonic, Moose Order and the Knights of Columbus in favor of Hearst.'

"I replied: 'I do not care what others may do. I could not be a party to such a request.'

"Mr. Bent then said: 'Won't you consider the matter further?'

"I replied: 'I'll sleep on it.' "Mr. Bent then said: 'It would be to your interest if you do not ignore the Mayor's request.'

Besides diplomatically calling the Mayor a liar Mr. Colgan, who is a fighting Democrat, does not, in his statement, endorse the accuracy of assertions made by Commissioner of Markets O'Malley in his letter dismissing the Deputy Commissioner, which reads:

"Pursuant to our conversation, I regret exceedingly that your personal business is of such a nature as to take up a great deal of your time which you ought to give to the city's business and that, therefore, your connection will cease at the close of business this day."

Mayor Hylan's protestations of innocence of trying to influence his appointees contained in a statement

(Continued on Twenty-third Page.)

N. Y. CENTRAL TURNS DOWN HARDING PLAN TO REINSTATE STRIKERS WITH SENIORITY

President Smith Asserts Road Will Stand by Loyal Men, but Others at Conference Here Refuse to Be Quoted.

Committee of Rail Executives Drafts Reply to President—Indications Are Definite Understanding Is Reached.

CINCINNATI, Aug. 1.—Officials of the Big Four Railroad announced here today they had received a telegram informing them that A. H. Smith, President of the New York Central Lines, announced at the meeting of the railway executives in New York today that the New York Central Railroad would not accede from their position regarding seniority.

The telegram said Mr. Smith told the rail executives who are considering acceptance of President Harding's plan for settlement of the rail strike that the New York Central would support the old employees who remained faithful and the new employees who have made possible the continuation of transportation during the shopen's strike.

These three points, it was emphasized at the White House, constituted merely the basis for a settlement and the President in transmitting them to B. M. Jewell, leader of the striking shopen, and T. De Witt Cuyler, Chairman of the Association of Railway Executives, sent a letter amplifying and explaining them. This letter was not made public at the White House.

The Associated Railway Executives, representing virtually every railroad in America are drafting a reply this afternoon to the proposals made by President Harding for the settlement of the strike of their shopen.

The personnel of the committee delegated to draft the reply was not made public when the association resumed its conference at the Grand Central Terminal following luncheon. While no definite announcement has been made, it is known a strong feeling has developed against meeting the terms of the proposals of President Harding. Executives who refused to be quoted for publication privately declared themselves as absolutely against the unconditional taking back of strikers and allowing them to retain their seniority in the service.

"It can't be done in justice to the men who have remained loyal and in justice to the men who since the strike have come into the employ of the roads," was the expression used by one executive, who explained that fully 25 per cent. of the new men hired are ex-service men.

One executive when asked regarding the chance of seniority being restored to strikers taken back said: "There isn't a chance in the world."

The temper of the executives was evident at the morning session. Loud bursts of applause were heard at frequent intervals, following the reading of the proposal by President Thomas DeWitt Cuyler. It was learned at the recess for luncheon that these outbursts were caused by members voicing opposition to this provision of President Harding's plan.

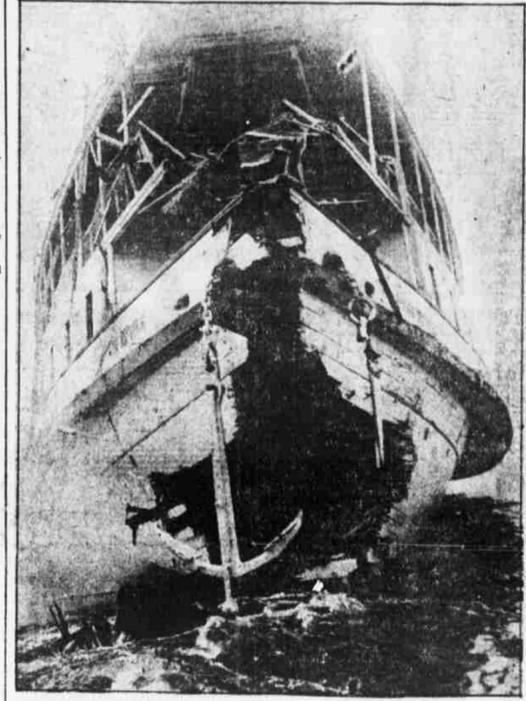
While no executive would admit a vote had been taken upon the proposals, the appointment of a committee to draft a reply was considered as indicating that the 148 representatives of the roads had reached a definite understanding.

Secretary of Commerce Hoover presented President Harding's peace proposals to the conference in the Grand Central Terminal building at noon. The executives met at 11 o'clock to listen to the proposals.

The Secretary remained in the

(Continued on Second Page.)

Great Hole Burst in the Front Of Grand Republic in Collision



THREE DIE, 100 POISONED, BY ARSENIC IN CAFE FOOD

Former Cook Held as Material Witness—Two Girls and Man Dead, Others Stricken, After Luncheon—Arsenic in Deadly Quantity Found by Chemists in Pie Crust.

One man and two girls died today as the result of having eaten arsenic in food served yesterday at luncheon in the Shelburn Restaurant at No. 1123 Broadway. More than 100 other patrons of the restaurant were poisoned and some still are in a serious condition.

Following the report of chemists that arsenic in deadly quantities was found in the pie crust served at the restaurant, the restaurant owners took Charles Abramson, thirty, of No. 720 De Kalb Avenue, Brooklyn, former pastry cook in the place, to the office of District Attorney Banton, who ordered the man held as a material witness.

According to the story told District Attorney Banton, Abramson was discharged last Saturday. His place was taken by Louis Mandell of No. 113 East 96th Street. Mandell told the District Attorney he found a large quantity of dough yesterday. He used this in the pastries and pies.

When scores of customers were stricken by the poison, owners of the restaurant rushed a sample of the pastry dough to a firm of chemists and their report was that the dough contained "arsenic in deadly quantities."

As the detective was arresting Abramson, a telephone message came from the police in Palisade, N. J., stating that Bernstein had died from the result of poison and that he had eaten in the Shelburn Restaurant yesterday.

Shortly after his patrons started dropping over after eating, Samuel Bixel, one of the proprietors of the restaurant, rushed a sample of the crust to Bendheim & Schiesing, chemists, at Third Avenue and Tenth Street. To-day the chemists reported the finding of arsenic in deadly quantities in the samples submitted.

This report was rushed to the Board of Health, but not satisfied that the

(Continued on Twenty-first Page.)

GRAND REPUBLIC WITH 1,261 PASSENGERS ABOARD CRASHES INTO CHAUTAUQUA WITH 400

Panic Quickly Follows on the Big Passenger Ship—100 Boy Scouts Who Were Bound for Bear Park With the Others Help to Soothe the Excitement—Two Girls Jump Into the River but Are Saved—Both Vessels Claimed Right of Way.

The Erie Railroad ferryboat Chautauqua, carrying 400 passengers and fifteen vehicles, was rammed on the starboard side by the big wooden hull excursion steamer Grand Republic, which had 1,261 passengers on board, 200 feet from the Chambers Street ferry slip at 9.25 o'clock this morning. The prow of the hull of the Grand Republic went half way through the men's cabin of the ferryboat, tearing a hole thirty feet wide.

No one was injured on the ferryboat but a score or more of the Grand Republic's passengers required medical treatment either for physical hurts or for hysteria.

Two girls were thrown from the top deck of the Grand Republic into the river by the shock of the collision and were rescued unconscious and later revived at Broad Street Hospital.

A panic followed the collision on the forward part of the two upper decks of the Grand Republic which extend right out to the bow. These forward decks were crowded with excursionists bound from the Battery for Bear Mountain who had chosen their positions for the view and the air.

Half a dozen were hurled bodily onto the upper deck of the ferryboat. Many children were trampled in the rush and when it became apparent that the Grand Republic was certain to strike the ferryboat, neither boat was injured below the water line and both were speedily made fast to piers, to which the passengers hurried.

The captains and pilots of both craft involved in the collision claim they had the right of way. All witnesses agree that signals were exchanged and both the Grand Republic and the Chautauqua continued at full speed, the navigators of each trying to cross the bow of the other, until the Grand Republic was within thirty feet of the ferry boat. Then the wheels began to move backward and the speed of the big boat was slackened, but her momentum, even against a strong ebb tide, carried her into the collision.

The Grand Republic under her own steam made Pier 17, at the foot of Murray Street, where she was tied up at the outer end and many of her passengers hurried ashore. Ambulance surgeons from Volunteer, Broad Street, St. Vincent's and Gouverneur hospitals attended to numerous women and children suffering from hysteria and to a few men who were bruised by jumping from the Grand Republic to the upper deck of the Chautauqua at the moment of the collision.

The Chautauqua left the Pavana Terminal in Jersey City at 9.20 o'clock. There was a thick haze on the river but the view of the pilot was not seriously impaired. On many previous mornings the Chautauqua and the Grand Republic had passed each other off the Chambers Street slip and the navigators of neither vessel paid particular attention to the other as they approached that point.

Both Capt. Smith of the ferry boat and Capt. Lewis of the Grand Republic claim he had the right of way. It is established that each blew a whistle, indicating that he intended

GRAND REPUBLIC'S BOW STOVE IN TEN FEET.

The bow of the Grand Republic was stove in for 10 feet back of the prow but above the water line. Following the collision the Chautauqua was holed against Pier 19, at the foot of Warren Street, where the passengers were helped ashore by policemen and longshoremen. Later the ferry boat made her slip under her own steam and the vehicles were discharged.

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