a C in the note which Bergen prepared accusing him of murder, is George F. von Walz, son of Mr. and Mrs. James von Walz of 12th Street, Philadelphia. His sister, Miss Margaret Walz, manages dancing academies in New York and Philadelphia and is a policewoman there.

His parents and sister were in Hackensack yesterday. He has not explained his use of a different name, nor would members of his or his wife's family. In one of the notes found on Bergen, Kline was referred to as "alias George Walz."

Mrs. May Bergin, who insists that is the correct spelling of Bergen's name, identified his body as that of the man who married her in 1917 and deserted her one year later before her daughter, Margaret, was born.

The prosecutor has been informed that Bergen was arrested recently at Atlantic City at the instance of a woman who charged him with stealing some of her clothing. He was held in $250 bail, furnished by Kline, to whom Bergen appealed for help.

Bergen's mother, Mrs. Ellen Bergen, and his brother, Joseph, yesterday removed his body from the morgue in Fort Lee to their home at No. 214 East 115th Street, Manhattan. Funeral services will be held to-day.

HARDING CONFIDENT HARD COAL PEACE IS NEAR AT HAND

(Continued from First Page.)

general situation would be such as to enable a gradual re-establishment of complete stability.

Just what Executive steps are in contemplation to facilitate coal shipments was not revealed, but it was indicated that both the Interstate Commerce Commission and the emergency fuel distribution machinery already set up would be relied on to provide effective measures to protect the interests of the public. There were intimations that in order to get the maximum results a curtailment of passenger, express and freight traffic in all commodities except fuel and essential foodstuffs was among the possibilities.

Chairman Cummins, who has advocated steps to authorize Presidential operation of roads and mines, would not discuss the Mayflower conversations on his return to the Capitol today, but he indicated that he might not offer for the present the authorizing legislation he has prepared. It was the clear implication of all the leaders, both in executive and legislative circles, however, that possible action in that direction still was a part of the Government strike programme, if lesser measures do not prove effective.

There was noticeably increased optimism at the White House to-day over the anthracite situation, officials close to the President indicating that they expected some agreement within forty-eight hours that would insure a resumption of hard coal production. Their hopes were centred in the conferences in progress at Philadelphia, where peace overtures originating from Washington were reported to have made a favorable impression.

Secretary Hoover told the committee that, if the Winslow bill were passed, "we hope that control may be necessary for not more than ninety days, but it may be extended for six months."

He estimated that 2,000,000 tons of bituminous coal a week was necessary for railroads, 750,000 for publicutilities and 300,000 for Governmental, hospital and miscellaneous essential use.

"We rely on approximations of requirements made during war time," he said, "in concluding that a distribution of 9,000,000 tons per week would prevent any general closing up of industry. We hope with rapidly increasing production to prevent that."

"We haveseen a gooddeal in the press about taking over anthracite mines," interjected Representative Huddleston, Democrat, Alabama. "I am led to believe there is nothing in this bill to cover that, and no such step is in contemplation."

"Such processes have not been recommended by the Presidential committee now in touch withcoal distribution," Mr. Hoover replied.

Control must be maintained on the current production, he said, even though coal output increased sharply, because the northwest had to be supplied, because anthracite production had failed, and because stocks had to be built up before winter.

"All this means," he continued, "that railroads, in a weakened condition, may be unable to carry the load. There must be a continuation, and there must be a restraint on prices."

INQUEST TUESDAY IN WAINWRIGHT CASE

Dr. A. L. Higgins, who performed the autopsy upon the body of Mrs. Katherine Wainwright of Springfield, Ill., following her death Saturday at the Nassau Hospital, will be the principal witness at the inquest to-morrow in the Court House at Mineola, L. I.

Dr. Higgins has reported evidence of bichloride of mercury poisoning. District Attorney Weeks said it had been reported to him there were indications Mrs. Wainwright had undergone an operation.

Other witnesses will include Dr. G. A. Fensterer, who attended Mrs. Wainwright and refused to sign a death certicate stating the exact cause of death; her mother, Mrs. Catherine Cusack of Flora Park; her sister, Mrs. Grace Hornsby, of No. 202 Van Wyck Avenue, Richmond Hill, and John C. Waite, a lawyer, of No. 233 Broadway, said to have been described by Mrs. Wainwright as a close friend.

Robert C. Wainwright, a civil engineer, husband of Mrs. Wainwright, went to South America last April and she has been living with her mother.

SHUTDOWN ORDER OF FORD FAILS TO WORRY CAPITAL

Washington Politicians Sceptical That Coal Strike Caused Move.

SHREWD ACTION SEEN.

Regarded as Pretext to Stop Overproduction and High Material Prices.

By David Lawrence.
(Special Correspondent of The Evening World.)

WASHINGTON, Aug. 28 (Copyright).—Although news that 100,000 men might be thrown out of employment would ordinarily cause shivers of apprehension to run up and down the political spine of the incumbent Administration because of the possible effect on other industries, it cannot be said that official Washington is particularly disturbed over Henry Ford's threat to shut down his plant.

The truth is, considerable scepticism exists here as to whether the coal shortage was the real reason for the action of Mr. Ford. Many men in the Government conversant with the automobile industry credit Mr. Ford with a shrewd stroke in seizing upon the coal situation as the pretext for a shutdown when his plants have reached the saturation point of production.

The view is expressed, for instance, that nothing better could happen from a business viewpoint for the Ford plants than a shutdown for a few weeks. This step gives opportunity to hold up all orders for supplies and makes possible the negotiation of new contracts. Some hints are heard here that the prospect of an increase in the cost of steel caused Mr. Ford to adopt retaliatory measures before the steel manufacturers could squeeze him for a higher price.

But basically, Government officials who were discussing the move of Henry Ford to-day declared that the closing of the Ford plants was by no means an unusual step in the automobile trade. The theory was advanced that whenever the production reaches the highest peak there is always a sudden retrenchment when it is discovered that more automobiles have been made than the public can absorb.

Mr. Ford concedes that his production is at an abnormally high stage and that he was reaching the greatest rate of output in the history of his plants. This, however, is seen as a reason for readjustment on the ground that the dealers will have more than enough Ford cars to handle the demand for months to come. Meanwhile, the shutdown will prove an economy in the long run, for it will permit the making of new contracts on supplies or the holding up of those supplies which have already been ordered. One man who has had much experience with automobile production and who now is in the Government here said:

"Many manufacturers would like to shut down every now and then when they reach the peak of their production and are at the saturation point. They try usually to readjust and retrench, which is, after all, difficult and dangerous. The safest way is to shut down entirely and start with a clean slate. This is undoubtedly what Mr. Ford has done, for it is inconceivable that Mr. Ford, who owns a railroad which connects with one of the largest coal producing areas in the country, should find it difficult to get enough coal to run his plants."

From a political angle, the news of Mr. Ford's action was a subject of some discussion, but only as a symptom of the general complications which the coal and rail strikes have made for those members of Congress who are up for re-election this year. Administration officials already admit that unless the country is in a prosperous condition when election time comes a vote of protest will inevitably be registered which will help the Democrats, though as yet no real fear exists that the Republicans will lose control of Congress.

The next ten or fifteen days will be crucial. The feeling in Administration quarters is that industry is on the verge of a great era of prosperity if only the coal and rail strikes can be settled. The President on his return from the Mayflower gave no new indication of the course he will follow, which for the moment appears to be one of waiting to see whether the railroads can operate efficiently and carry the coal which the bituminous mines are producing in such great quantities since the Cleveland treaty of peace was signed. If the coal being produced cannot be carried, Government operation is inevitable, though it must be understood that the Administration is not committed to that course and is really making no preparations in that direction as yet and hopes some other solution will be found.

The situation is not far different from that which prevailed when the President invited the mines to resume operations under Government protection. It became evident after a short time that not enough coal was being produced to affect the situation very much. Now it remains to be seen whether the deterioration of locomotives and equipment is a myth or the truth and whether the coal being mined can be carried. When the facts are clear, Mr. Harding will act—and not much sooner.

Principals in the Movie Tragedy, Wives of the Slayer and the Man He Shot

MRS GEORGE KLINE

MRS JOHN BERGEN

GEORGE KLINE

JOHN BERGEN

RAILWAYS FIGHT WAYMEN'S APPEAL TO LABOR BOARD

Say They Do Not Represent Majority and Some Are on Strike.

CHICAGO, Aug. 28.—Railway maintenance of way employees, comprising approximately 400,000 track workers and crossing flagmen, whose threatened strike with the shop crafts laast month was held in abeyance pending new wage hearings, placed their demands for increased pay before the United States Railroad Labor Board here to-day.

When the hearing opened the first opposition to the union submissions came when six Eastern railroads refused to recognize the union's appeal on the ground that railroad shopmen, including some of the maintenance men, were on strike.

Four other roads later joined in the protest, declaring that new organizations of trackmen had been formed on those lines as a result of strikes and that consequently the maintenance union did not represent a majority of their trackmen.

Of the 202 Class 1 railroads 105 were parties to the dispute. The maintenance men baased their claims for higher wages on the increaased cost of living. E. F. Grable, President of the trackmen, said the 23 to 35 cents an hour scale provided by the Rail Board's July 1 decision was "less than a living wage."

The hearing was on a petition of the United Brotherhood of Maintenance of Way Employes and Railroad Shop Laborers, asking an increase of minimum wages from 23 cents to 48 cents an hour, a virtual demand for recognition of a basic eight-hour day with time and a half for overtime.

E. F. Grable, President of the Maintenance Brothtrhood, refused to affirm or deny the reported plan to include a minimum cost of living base in proposals to amend the Transportation Act.

The union's position in its effort to increase the minimum wage of 23 cents an hour for trackmen to 48 cents an hour, was to be developed in the testimony of F. J. Lauck, labor statistician.

John G. Walber, representing eastern railroads, and John Higgins, representing western railroads, represented the railroads.

BOTH SIDES CLAIM GROUND GAINED IN RAIL STRIKE HERE

Carriers See Drift of Striking Shopmen Back to Jobs.

With both sides in the railroad shopmen's strike absorbed in keenly following the developments in Washington and Chicago, strike leaders and the executives had little time for issuing statements to-day.

In local railroad circles second interest to national happenings regarding the strike centred around reports received relative to the men at work in the railroad shops. Heads of the Eastern carriers were confident that a movement of strikers returning to work had set in, but gave no figures to back up their opinions and predictions.

While no official statements were issued at the headquarters of the Central Strike Committee for the metropolitan district, at the Hotel Continental, the labor leaders claimed substantial gains in numbers and morale to the striking shopmen's cause.

The strikers also gained considerable satisfaction over the general inability of the Eastern roads to maintain "on time" schedules. The marked increase in "late trains," the strike leaders hold, substantiates their claim that there is no break in the strike.

M'ANENY DECLARES HYLAN TRANSIT PLAN IS IMPRACTICABLE

(Continued from First Page.)

it out, and any additional borrowing capacity to be realized within the next few years would not pay for one-tenth of the system the Mayor is talking about.

"Third:—That the so-called recapture of parts of the existing system, now operated under lease by the private companies, would mean nothing more than the further disintegration and tearing apart of the 5-cent fare system, without the slightest corresponding benefit at any points; and

"Fourth:—That any plan for the building of new subways, and the installation of new surface facilities, that is to be offset by the ripping out of existing facilities will add practically nothing to the carrying capacity of the system, and leave the public for years to come without the sort of relief that should be provided immediately. What the situation calls for is the promptest sort of provision for the building of new lines that can actually be financed, and the preservation at every point of the common 5-cent fare.

"The plan of the Transit Commission, concerning which the Mayor still shows an almost unbelievable lack of understanding, calls for further unification, and for the restoration of the broken lines and the abandoned transfers that the Mayor's policy has developed during the last five years. It does not propose for a moment the use of city funds to acquire existing properties. It would not add a dollar to the city's budget, but on the other hand woul dprovide for a means of liberation of the xisting city lines from the indebtedness they are now carrying, and a corresponding provision of immediately available funds for real subway building.

TO DRAW DISCUSSION INTO THE CAMPAIGN.

"I have not, of course, had an opportunity to examine minutely the details of the Mayor's scheme, but there will be plenty of time for their discussion—though the Mayor's choice of a time for the launching of a plan, after five years of inaction and nearly a year after the appearance of the plan of the Transit Commission, suggests irresistibly that the discussion he is provoking is expected to parallel the perod of the political campaign. Hischoice of time is, of course, a circumstance that the Transit Commission cannot alter. The Commission is, however, quite prepared to enter into any discussion that the proper enlightenment of the public demands, whether no wor at any other moment, and it will respond accordingly."

The Mayor's plan will be submitted to the Board of Estimate on Sept. 6.

HEARST CALLS IT "REAL" RAPID TRANSIT.

The long document, given out by direction in his absence, is termed "Mayor Hylan's Plan for Real Rapid Transit in New York City," and it appears to end all hope of an agreement between the City Administration and the Transit Commission and to put off indefinitely new subways, better service and a solution of the transit problem.

The Mayor's plan is almost in every way the antithesis of that proposed by the Transit Commission. The commission cannot proceed with its plan without the approval of the traction companies and appropriations of the Estimate Board, and the City Administration apparently is blocked from carrying out its scheme by the Transit Act, which created the Transit Commission.

The attitude of the commission, it is known, is that the Mayor's plan is only an attempt to influence the voters in the Gubernatorial election in November to vote the Democratic ticket.

The Mayor's plan provides in brief:

City ownership and operation of all the present subways, with the exception of the east side line of the Interborough Rapid Transit Company, through recapture of the lines after 1925 and 1926, as provided in the dual subway contracts.

WHOLE PROGRAMME CALLS FOR $600,000,000.

Construction of 125 route miles of additional subways, six new tunnels and a tri-borough bridge, requiring an investment by the city of $600,000,000.

Abolition of the "existing obsolete" surface lines.

Inauguration of a city owned bus system if the Legislature will permit the city to buy buses—calling for an expenditure of $25,000,000.

"Disappearance" of the present elevated roads.

The universal 5-cent fare.

The cost of constructing bridges for the proposed new lines is not included in the $600,000,000 budget.

In recapturing the subways under the dual subway contracts now in force, the city must pay to the roads 15 per cent. over the cost of the original investment. This alone will amount to many millions.

The city's plan would be to recapture one system at a time, operate it for a few months, show that it was self-sustaining—meaning the interest on the bonds issued to pay for it could be paid and amortized regularly—and then have the sum declared by the courts outside the debt margin and issue new bonds for the recapture of another system.

The construction of the new lines, promised by the City Administration, would require fifteen years, the plan states, amounting to an increased carrying capacity of 120 per cent., and would be completed in five year groups. In fifteen years, it continues, the new subways would increase property valuations in this city by $6,000,000,000 and would result in $500,000,000 being added to the debt margin, which might be used for the construction of still more subways.

In the statement is an admission, never before made by the City Administration, that many of the residents of New York City are paying far in excess of 5 cents for transportation. It once more assails the Transit Commission as seeking higher fares and as hoping to force the city to purchase worn out surface and elevated lines.

Mayor Hylan's Proposed Transit Routes on Page 5.

COMMITTEE NAMED TO SOLVE CITY'S COAL SHORTAGE

Eighty-Four Attend Mayor's Conference and Urge Quick Action.

The conference called by Acting Mayor Murray Hulbert at City Hall to-day, to receive suggestions and advice as to what emergency action should be taken by the city authorities in the event the coal situation reaches the stage of crippling the transit lines, resolved itself into a discussion of city owned and operated bus lines, in which Grover A. Whalen, Commissioner of Plant and Structures, furnished most of the facts.

There were 84 persons at the conference but not more than twelve participated. The conference took a recess until Wednesday at 11 o'clock. Acting Mayor Hulbert appointed the following committee to report Wednesday: Edward P. Doyle, President of the Allied Real Estate Board; August F. Schwarzler of the Bronx Board of Trade; Sidney Cohen, President of the Motion Picture Theatre Owners; Simon Rothschild of the dry goods trades and Preston P. Lynn of the department store interests.

In outlining the purpose of the conference, Mr. Hulbert declared that an emergency is facing the city. He said the Board of Estimate, whether with or without power, would prevent stagnation in the transit systems.

He emphasized the fact that the transportation systems are daily showing effects of the coal shortage and asked for suggestions or advice.

Simon F. Rothschild of the Retail Dry Goods Association asked how his association might help and what the programme was. Acting Mayor Hulbert replied he had no definite programme.

Edward P. Doyle said he thought something should be done, but advised waiting until the Legislature at Albany took definite action. William Brandt of the Theatre Owners' Chamber of Commerce said 700 theatres had no coal in their bins and are in the market now for 50,000 tons for the winter. He suggested that a committee be appointed to co-operate with the Fuel Administration and he offered the aid of the motion picture theatres to inform the public how to conserve coal.

Mr. Hulbert said the Legislature should be informed before it takes any action to-night of how the business men of New York feel over the impending crisis.

Sidney S. Cohen, President of the Motion Picture Theatre Owners' Association, declared that a suspension of rapid transit facilities would mean millions of dollars' loss to theatre owners and throw many theatrical employees out of work. A representative of the Hippodrome spoke in the same vein.

Whether or not the Board of Estimate has the power to establish temporary bus lines if regular transportation systems fail, was the question raised by William F. McConnell, Assistant Secretary of the New York Board of Trade and Transportation.

Commissioner Whalen said the same coal shortage that confronts the transit companies also confronts the City Administration. He declared that seventeen truck manufacturers promised that 1,541 bus chassis could be delivered in one week on which could be mounted bus bodies, and within thirty days 7,000 buses could be delivered complete at an approximate cost of $5,000 each. With such equipment, Mr. Whalen said, the city could transport 3,500,000 persons daily after the first thirty days of the emergency. He also pointed out that the Board of Estimate had already appropriated $1,000,000 for buses, but a taxpayer brought a restraining suit.

The coal shortage is apt to shut down the public schools, Patrick Jones of the Board of Education said, in which event 200,000 pupils would be out of school.

BOY DIES FROM FRIGHT WHEN CAR HITS HIS DOG

Pet Escapes Unhurt While Child Goes Into Convulsions.

(Special to The Evening World.)

BRISTOL, Pa., Aug. 28.—Frightened into convulsions when his pet dog was struck by an automobile last night, George C. Jobson, six-year-old son of Mr. and Mrs. Jobson of No. 1242 Pond Street, died a few minutes later. The dog was uninjured.

The child and his pet had gone out to play shortly before supper. A passing automobile attracted the attention of the dog, which gave chase, was struck and knocked over. The boy ran into the house screaming. Before he could tell his mother the cause of his grief he went into convulsions and despite medical aid died without regaining consciousness.

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MILLER IS LIKELY TO GET $10,000,000 STATE COAL FUND

Albany to Act Fast in Session Starting To-Day—City Democrats Opposed.

ALBANY, Aug. 28.—The extraordinary session of the Legislature, which convenes to-night, is expected to carry out Gov. Miller's programme for meeting the coal shortage emergency and adjourn by Wednesday at the latest. The only opposition is expected from New York Democrats who may make a fight for the Hylan plan, under which the City of New York seeks power to appropriate $5,000,000 to buy and sell coal and to give it away to those unable to pay for it.

Other cities of the State want this power and through the New York State Conference of Mayors a bill will probably be introduced giving all cities the right to buy and sell coal to their citizens and industries. Gov. Miller is opposed to this plan, holding that with fifty-nine cities competing for coal it would increase the price and destroy the benefits of centralization.

Gov. Miller's plan contemplates enactment of three measures—declaring that an emergency exists, creating a Fuel Administration and giving him full powers.

He is reported to be considering the names of several men for the post, including those of Major Gen. George W. Goethals, retired army engineer and builder of the Panama Canal, and former Gov. Charles S. Whitman.

It is understood he will ask for the appropriation of $10,000,000 as a revolving fund to buy and distribute coal through dealers. The coal would be turned over to the dealers at cost and a fair profit would be allowed for the work of distribution. Drastic prison penalities are provided for profiteering, and the administrator could even take over the work of distribution in localities where the dealers refuse to co-operate.

The Coal Administrator would have power to curtail the use of coal in schools, public institutions and even certain industries not deemed absolutely necessary, and plans are already considered for encouraging the burning of soft coal and wood for household purposes. Cities with ordinances against the use of soft coal may be asked to abrogate them.

Some action may be taken to meet the fears of New York City landlords, because of the housing laws, which make it a jail penalty for a landlord to fail to furnish heat or hot water when leases call for it.

TIE-UP OF ALTON COMPLETE; CHIEFS TRYING TO END IT

Attempt to Dynamite Two Bridges at Roodhouse—Bombs and Shooting.

CHICAGO, Aug. 28 (Associated Press).—Their charters endangered by revocation by their national chief, W. G. Lee, members of the Brotherhood of Railway Trainmen by unauthorized walkouts at Roodhouse, Ill., and Slater, Mo., still have a strangle hold on traffic on the Alton. Striking clerks and firemen aided the trainmen in holding the road in their grip and meetings were called to-day to decide whether the throttling would continue.

J. A. McBride, Vice President of the Firemen's Union, was at Roodhouse to take charge of the situation among members of his organization.

A few men remained at work in the roundhouse at Roodhouse during a series of bombings, promiscuous shooting and attempts to dynamite two railroad bridges near the town. Train despatchers and the regular staff of telegraphers remained at their desks with little to do. The ticket office was open, but the waiting rooms at the station were deserted.

Arrest of three men by United States Deputy Marshals was reported, following the explosions at the two bridges. Examination showed that the explosions did only slight damage.

Company guards and Deputy United States Marshals patrolled the yards, which were filled with stalled passenger and freight trains. Some perishable freight was transferred to other lines and railroad employees fed and watered two carloads of poultry stranded on a side track.

W. H. Penrith, general superintendent of the road, had his office car on a siding and with other officials was directing efforts from there to iron out the trouble.

With the blockade at Roodhouse complete, postal inspectors were investigating the delay of a Chicago and Alton mail train at Slater and Marshall, Mo. It was said to be the first instance of interference with mails in Missouri.

A non-union man, who took the place of a union fireman at Slater, jumped from the cab and fled after firing the mail train's engine to Marshall, when he learned that strikers had followed the train in an automobile from the former town.

Trackmen on the Missouri Pacific at Jefferson City, Mo., joined the walkout of trainmen in protest against the presence of armed guards and Deputy United States Marshals in the shops and yards. Freight service there was at a standstill.

PRONOUNCED RECOVERY OF MARK IN LONDON.

LONDON, Aug. 28.—The feature of the foreign exchange market to-day was the recovery of the mark, which was quoted at 6,450 to the pound as against 7,500 Saturday, on the cessation of selling and a more optimistic feeling regarding the outcome of the reparations discussions.

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Advt. on Page 4

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Display advertising type copy for the Amusement Sections of The Sunday World must be received by 1 P. M. Thursday preceding publication and release must be received by 2 P. M. Friday. Copy containing engravings to be made by The World must be received by Thursday noon.

Sunday Main Sheet copy, type copy which has not been received by 4 P. M. Friday, and engraving copy which has not been received in the publication office by 1 P. M. Friday, and positive insertion orders not received by 4 P. M. Friday, will be omitted as conditions require. Adds in the order of latest receipt and positive release order.

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THE WORLD

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Do not vote for both King and Queen on this ballot. Vote for only one candidate. If you use ballot for King and Queen it will be destroyed.

(For Story See Page Six.)