

HARDING WOULD MERGE ALL RAILWAYS AND POOL EQUIPMENT

through the Federal Land Banks, may well have its powers enlarged to provide ample farm production credits as well as enlarged land credits. It is entirely practical to create a division in the Federal Land Banks to develop production credits, with the limitation of time so adjusted to the farm turnover as the Federal Reserve system provides for the turnover in the manufacturing and mercantile world.

"Special provision must be made for livestock production credits, and the limit of land loans may be safely enlarged. Various measures are pending before you, and the best judgment of Congress ought to be expressed in a prompt enactment at the present session.

"But American agriculture needs more than added credit facilities. The credits will help to solve the pressing problems growing out of the war-inflated land values and the drastic deflation of three years ago, but permanent and deserved agricultural good fortune depends on better and cheaper transportation.

"Here is an outstanding problem demanding the most rigorous consideration of the Congress and the country. In the last half of the year now closing the railways, broken in carrying capacity because of motive power and rolling stock out of order, though insistently declaring to the contrary, embargoed the farmer's shipments or denied him cars when fortunate markets were calling. Too frequently transportation failed while perishable products were turning from possible profit to losses counted in tens of millions.

"I know of no problem exceeding in importance this one of transportation, in our complex and interdependent modern life transportation is essential to our very existence.

"Manifestly, we have need to begin on plans to coordinate all transportation facilities. We should more effectively connect up our rail lines with our carriers by sea. We ought to reap some benefit from the hundreds of millions expended on inland waterways, proving our capacity to utilize as well as expand out of order, to turn the motor truck into a railway feeder and distributor instead of a destroying competitor.

"It would be folly to ignore that we live in a motor age. The motor car reflects our standard of living and gauges the speed of our present-day life. It long ago ran down simple living, and never failed to inquire about the prostate figure which fell as its victim. With full recognition of motor car transportation we must turn it to the most practical use.

"This transportation problem cannot be waived aside. The demand for lowered costs on farm products and basic materials cannot be ignored. Rates, historically increased, to meet increased wage outlays during the war inflation are not easily reduced. When some very moderate wage reductions were effected last summer there was a five per cent. reduction in rates.

"I thought at that time, in a very informal way, that the railway managers go before the Interstate Commerce Commission and agree to a heavier reduction on farm products and coal and other basic commodities.

and leave unchaned the freight tariffs which a very large portion of the traffic was able to bear. Neither the managers nor the Commission saw fit to adopt the suggestion, so we had the horizontal reduction too slight to be felt by the higher class, and too little to benefit the heavy tonnage calling most loudly for relief.

"Government operation does not afford the cure. It was Government operation which brought us to the very order of things against which we now rebel, and we are still liquidating the costs of that supreme blunder.

"Surely the genius of the Railway Builders has not become extinct among the railway managers. New economies, new efficiencies in co-operation must be found. The fact that labor takes 50 to 60 per cent. of total railway earnings makes limitations within which to effect economies very difficult, but the demand is no less insistent on that account."

The President then urged merger of the railroads, pooling of equipments and a central agency to aid in their financing and to suggest economies. Then turning to the important Railroad Labor Board problem he said:

"It is vitally important that some such agency should be a guaranty against suspension of service. The public must be spared even the threat of discontinued service."

"The Labor Board, itself, is not so constituted as best to serve the public interest. With six partisan members on a board of nine, three partisans nominated by the employees and three by the railway managers, it is inevitable that the partisan viewpoint is maintained throughout hearings and in decisions handed down."

Only the public group of three is free to function in unbiased discretion. Therefore the partisan membership may well be abolished, and decisions should be made by an impartial tribunal.

"I am well convinced that the functions of this tribunal could be much better carried on here in Washington. Even were it to be continued as separate tribunals, there ought to be contact with the Interstate Commerce Commission, which has supreme authority in the rate making to which wage cost bears an indissoluble relationship.

"Theoretically, a fair and living wage must be determined quite apart from the employer's earning capacity, but in practice, in the railway service, they are inseparable. The record of advanced rates to meet increased wages, both determined by the Government, is proof enough."

"The substitution of a labor division in the Interstate Commerce Commission made up from its membership, to hear and decide disputes relative to wages and working conditions which have failed of adjustment by proper committees created by the railways and their employees, offers a more effective plan.

"It need not be surprising that there is dissatisfaction over delayed hearings and decisions by the present board when every trivial dispute is carried to the tribunal. The law should require the railroads and their

(Continued on Tenth Page.)

HARDING MESSAGE IS BID FOR VOTES IN NEXT ELECTION

Deals With Subjects He Believes Affected Results in Recent Balloting.

DISCONTENT HEEDED, Agriculture and Transportation Treated in Effort to Placate Farmers.

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

WASHINGTON, Dec. 8 (Copyright, 1922).—President Harding has taken complete cognizance in his message to Congress to-day of the major problems which made the electorate so restless this year and brought such a confused result in the elections just a month ago yesterday.

The President says something on nearly every subject which might have had anything to do with the balloting or which might affect the course of affairs in the next National referendum in 1924. "Members of both parties will agree that irrespective of the merit of Mr. Harding's proposals, whether they constitute a cure for the ills or a plea in avoidance, the President has nevertheless by his recitation of problems given a comprehensive account of 'the state of the Union.'"

Much of what Mr. Harding has recommended does not come as a surprise, but until the executive speaks, until the leader of the dominant political party puts his words formally on record, there is never the same weight given or the same attention paid to the recommendations.

Agriculture stands first and foremost in Mr. Harding's thought. He knows that the revolt in the Middle West, indeed the friction inside the Republican party, has at its root a dissatisfaction with America's imperfect system of financing the farmer. Enlargement of the powers of the Farm Loan Bureau, together with the permanent establishment of a system that will do at all times what the War Finance Corporation did in an emergency, is what Mr. Harding proposes. The details are being worked out in Congressional committees now. But results alone are not sufficient. Freight rates have been a bugaboo, and with that problem the President links the poor transportation.

Mr. Harding makes a plea for more use of the motor truck, better highways, and a co-ordination of motor facilities to move crops. He openly criticizes the railroads for saying their service is good when it is not and he deplores the poor service they have given in regions of the country where perishable crops had to be moved. He refers particularly to the Pacific Coast.

Yet, as the President tackles the railroad problem, he realizes in his speech that the railroad strike was not an accident, but that back of it all is the perennial dispute about labor. The most important recommendation he makes is the abolition of the United States Railroad Labor Board, or rather its complete revision. As has been pointed out again and again in these dispatches, the weakness of the board has been its division into three groups, labor, employer and public. This in arbitration tribunals only means that the real burden is placed on the neutral members. Mr. Harding proposes a board to be composed of all neutral members!

Thinking also that the labor board is an ill-fated institution, without power to enforce its decrees, the President thrusts forward the idea of making a new subdivision of the Interstate Commerce Commission to concentrate on labor disputes. This provision probably will be bitterly fought by labor, for it means that the arbitrary rules of a fair return on the investment will be considered by one branch of the Interstate Commerce Commission and that another will fix wages on the basis of what the railroads can afford to pay.

This is where labor enters the argument with the cry that it should be given a living wage even if there is not so much profit as the government now guarantees. Labor has fought the government theory of what constitutes a fair return on railroad investment.

Also there is every reason to believe that labor is just as much opposed to any tribunal which enforces its decrees, whether it is called a labor board or a subdivision of the Interstate Commerce Commission, or any other else. The present Interstate Commerce Commission act has enforceable provisions already. Simple amendment to include labor disputes would be easy from a psychological viewpoint, as it would seem to place carriers and employees on the same basis, but labor will fight that and will insist on the unrestricted right to quit work in a body.

The President hopes to soften the effects of this enforcement policy by limiting the disputes to be considered by the national tribunal to those which "are likely to affect the public welfare." Definition of this phrase will probably provoke considerable debate and controversy.

Mr. Harding doesn't ignore the sentiment in favor of a change in the tariff and promises that the flexible provisions of the law permitting the Executive to proclaim changes will not become a dead letter.

Immigration is touched on, too, with the suggestion that quotas be enlarged ultimately and that aliens be examined abroad so as to prevent hardships at ports of entry through the denial of admission to applicants who have already made the voyage to American shores.

The proposal to submit a constitutional amendment prohibiting child labor is not unexpected and will help friends of the President to point to the "progressive" character of his administration, especially at a time when the "progressive" bloc is advocating such things.

Mr. Harding frankly tells the American people he isn't opposed to amending the Constitution when the changes are for the better. It had been reported that he wanted to stand pat on the Constitution.

But he proposes that all tax-exempt securities now be abolished. It will take many years for an amendment like that to be submitted to the several states and ratified, but ultimately it will prevail as it falls within the category of "progressive" doctrine on which the radicals have always thrived—it is a measure aimed at the wealthy, something popular with the radical politicians in the states. It has the support of Mr. Harding, however, because he thinks it will increase government revenues at a time when the budget sorely needs added sources of income.

The Prohibition portions of the message contain a few surprises. The President had been reported weakening on the Volstead law. It had been said he noted a shift of sentiment in the last elections. He comes out in his message as favoring a rigorous enforcement of the Volstead act. He frankly says the provisions of the law are not in his opinion contrary to public desire.

He predicts that a repeal of the Eighteenth Amendment is not likely and asks for "literal enforcement." Besides, Mr. Harding announces that he will call the Governors of all the

COAL DICTATOR ADMITS BIG STOCK AVAILABLE HERE

Householders Will Be Forced to Use Part Substitutes.

State Fuel Administrator Woodin admitted this afternoon that there is an immense supply of small size anthracite steam coal in the New Jersey terminals, but said he has no control over it.

"If we could find a way to compel people to buy it we could move that coal," he said. "But, even in the face of the emergency, consumers do not want that kind of coal and they will not take it."

Mr. Woodin, District Administrator Arthur S. Layroyd and Commissioner Grover Whalen, representing the Mayor at a conference to-day, figured out a plan that will, it is believed, move much of this surplus coal now lying in the terminals. They agreed upon the form of an order which will be issued for publication in morning newspapers to-morrow, which provides that every delivery of anthracite coal must be accompanied by a stated percentage of substitutes—either small size anthracite, bituminous or coke.

This order is along the lines adopted by the district fuel administrators in session in Albany with Gov. Miller yesterday. It is the simplest means of getting the substitutes circulated. Inspectors will be stationed at all coal yards to see that no deliveries of 100 per cent. anthracite are made.

The percentage of substitute will vary with the type of heating to be served.

The Fuel Administrator reported this afternoon that 28,000 tons of steam size coal have been distributed in Greater New York in the last four days. Yesterday 2,908 tons of domestic size anthracite were received in Brooklyn, 2,361 tons in Manhattan and 503 tons in the Bronx.

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IRISH INSURGENTS SENT TO FIRING SQUAD ON TREASON CHARGE



LIAM MELLOWES.



RORY O'CONNOR.

States into conference here to consider ways and means of enforcing the Prohibition Laws through the increased use of State machinery. The message is a complete victory for the dries. There isn't a hint of wetness in it.

Broadly speaking this means that Mr. Harding wants the Republican party to stand pat on the Prohibition issue, believing public sentiment to be on that side. The Democrats will naturally discuss whether to take the other horn of the dilemma. Their greatest strength in the Eastern States has been acquired through wet votes. Some Democratic leaders think a Union of the solid South and the populous Eastern States is enough to elect a wet President. They think the South, which is dry, will not object, however, to modification of the Volstead act to permit the sale of wine and beer.

This is all theoretical. What Mr. Harding has done, however, is to align his party on the dry side by his message to Congress.

As for international affairs, the President maintains that America need not take a concrete part in European affairs, proposing that American foreign policy be based, so far as helping Europe is concerned, on "sympathy, fraternity and the highest fellowship."

COURT STOPS FIRE LIUTENANT'S TRIAL ON BRIBE CHARGES

copying the floor, did not recognize Isaacs as a member of Engine No. 18, with all of whom he was closely acquainted. This man, named Rosinsky, ran to the quarters of No. 18 and he thought there was "a fake inspector in the Cohen Brothers' place," Monahan and another fireman returned to the Cohen Brothers' factory with Rosinsky and confronted Isaacs.

The sworn report continues that Isaacs confessed in the presence of the two firemen that he had accepted \$5 from one of the Cohens for promising to overlook a small violation of the fire laws and that he had previously taken \$1 from Miss Cohen, the cashier of the O. C. Dress Co. He was told to return to the headquarters of his own company.

Monahan's report was forwarded to Commissioner Drennan that same night. The next day Isaacs put in his application for retirement. Under the law such an application must be approved if the applicant has been more than twenty years service. Isaacs became a fireman in 1899.

The day after that Commissioner Drennan ordered him suspended, put under charges and put to trial. Through his attorney, Isaacs objected that he was out of the department before he was suspended. Justice Gannon to-day gave him the right to be heard on that point next Tuesday and postponed his trial until after that hearing.

Isaacs has had but two complaints against him in his twenty-two years of service.

HEADACHE FROM SLIGHT COLDS. The Tonic and Laxative Effect of Laxative BROMO QUININE Tablets seen below. Headache caused from a cold. The only cure is the signature of E. W. Grove. Be sure you get BROMO, 70c—Advt.

WHITNEY TROPHIES IN \$20,000 LOOT TAKEN IN RAID

Last of Band of Five Long Island Twilight Burglars Arrested.

For a long time to come, Nassau County authorities promise, commuters along the north shore and in the centre of Long Island will feel easier in spending their evenings in town than up to the time Sheriff Weeks, Fingerprint Expert Charles Hanson and Superintendent E. W. Weeks of Plandome hunted down James Crawford, the Negro who is in Mineola Jail awaiting the arrival of four New York prisoners arrested last night for trial with him.

From "Harry Payne Whitney's place" Hill to the Sound there were eight raids ending in the loss of \$20,000 to a second hand suit of \$1,000 from Nov. 1 to Nov. 15. The method was simple. An automobile was driven as near as possible to the house to be robbed. A quick survey would determine whether members of the family were at home; the lights would show that. There was a quick dash into the nearest window which had not yet been fastened for the night, or even the front door. Sometimes the raid extended as far as the second story.

From Mr. Whitney's home a tiger-skin rug was snatched and some polo and racing trophies. Henry Hiltner of Plandome lost an evening dress outfit, laid out to await his arrival for a hurried change. Other Plandome homes robbed were those of Martin Howard, J. V. Gibbons and William Allison. A quantity of jewelry was stolen from Acosta Nichols of Cold Spring Harbor. The home of W. W. Davis of Great Neck was visited in the absence of his family in the South.

Altogether from \$10,000 to \$20,000 of property was missed, though the authorities were active from the very first robbery reported. It was noted that in many of the homes which were robbed there were Negro girls, of more or less frivolous tendencies, employed as maids. Wherefore Weeks and the rest began to look for Jim Crawford, whose lean gray black face, drawn up on one side by a twitching "tic," masked a charm which made hearts under dark breasts flutter from the back districts of Port Washington, through Manhattan's "Smoketown," and along the railroad colony at Little Neck, all the way to the Congo district of New York.

It is not so many years since Crawford was arrested for the murder of an old Negro with whom he lived in Manhattan; cheerful witnesses against him became sullen and then forgetful and he was not brought to trial. Other charges have been made against him formally, with a similar result. But when he was actually found three days ago the detectives said they found a revolver in his pocket.

He was persuaded to talk. His conversation had to do with Fred Jackson, a Negro of No. 115 West 53d Street. Jackson was found to be in the New York County Penitentiary serving a sentence for weapon carrying. Sheriff Smith and his party went last night to the candy store of Dominic Cohara at No. 7th Street. They searched the place and found nearly \$10,000 worth of missing property and forty pawn tickets, indicating about as much more. Cohara and his wife, Frances, were arrested charged with receiving stolen goods, though they said they had no idea where the things were bought from. Their Negro clients were stolen. At the home of Cohara's son-in-law, John Sullivan, No. 200 West 40th Street, a few trinkets and a Luger pistol were found and he also was arrested.

The New York police say their records show sentences to the Catholic Protector in 1904 for delinquency, a sentence to Elmira Reformatory in 1907 for attempted burglary and a sentence to Atlanta prison in 1911 for counterfeiting.

Charles W. Hansen, fingerprint expert of Nassau County, to-day said he believes he can clean up practically all of the recent Long Island robberies. He believes \$100,000 worth of valuables will be recovered which were stolen from this section and that New Jersey authorities may be aided in recovering the same amount taken from homes in that State in the last year.

RORY O'CONNOR AND LIAM MELLOWES ARE EXECUTED BY IRISH

that held the Four Courts Building in Dublin in its stand against the Free State troops last June. Each was taken prisoner when the building was captured after a three-day siege.

Both O'Connor and Mellows had been arrested a number of times. Mellows, who had barely passed his twenty-seventh birthday when executed, had the more romantic career of the two. Even when in his teens he was an indefatigable worker for the Republican cause. He organized the Fianna-Eireann, a body of boys who pledged their lives for

FIRE KILLS ONE, SWEEPS 27 BLOCKS, IN OREGON TOWN

Damage Done in Astoria Blaze of Nearly \$15,000,000.

ASTORIA, Ore., Dec. 8 (Associated Press).—The business district of Astoria was laid in ruins to-day by a fire which broke out shortly after 2 A. M., and despite efforts of the local fire department and reinforcements from Portland, swept twenty-seven blocks, causing a loss estimated at between \$10,000,000 and \$15,000,000.

According to reports from the fire-swept district, Morris Staples, President of the Bank of Commerce, dropped dead.

At 8 o'clock the flames had eaten under the pavement on Commercial Street, burning the piling on which the city was built, and firemen were unable to cope with this development.

One life only was lost in the fire, according to reports available at 8 o'clock that of Staples. Two other business men who were missing and believed dead were accounted for later.

Patients were removed from St. Mary's Hospital, all the windows of which were shattered by explosions of dynamite or gasoline tanks.

FIRE IN ALBANY CAPITOL CAUSES \$500 DAMAGE

ALBANY, Dec. 8.—As Larry Farrell, clerk for Majority Leader Gusk of the Senate, and Edward Muldowney of the Assembly docket room, were leaving the State Capitol last evening, their attention was attracted by a blaze coming out of the window of the bill drafting room on the third floor of the Capitol, near the northeast corner.

The fire sent an alarm and firemen quickly put out the blaze. The flames had burned down the heavy window curtain, burst out the glass and spread to the law books on the shelves nearby. Otto Jantz said that it was probably caused by a crossed electric wire. He estimates the damage at less than \$500.

RECALL OF DECISIONS OF U. S. SUPREME COURT, LOVETT'S SUGGESTION

WASHINGTON, Dec. 8.—Judge Robert S. Lovett, Chairman of the Union-Pacific System, declared to-day at the hearing here that railroads could never be satisfied with a Central Pacific system dominated by the Southern Pacific. "Only some sort of a recall of decisions of the Supreme Court," he said, would allow the Interstate Commerce Commission to consider the Southern Pacific's application.

YOUNG MOTHER, PEEVED WITH HUSBAND, TAKES POISON IN BRONX HOME

Mrs. Bessie Goldstein, 33 Since Child's Birth, Rushed to Hospital After Swallowing Tablets.

Mrs. Bessie Goldstein, twenty-one, of No. 3044 Kingsbridge Avenue, the Bronx, who is a bride of a year and a mother of a two-months-old baby, swallowed two bichloride of mercury tablets in the bathroom of her home this morning following a misunderstanding with her husband, and is in Fordham Hospital in a serious condition.

The young mother had been ill since the birth of her daughter and up to last Friday was in charge of a nurse. Her husband, Samuel, suggested to her this morning that she go to the home of his mother for a while, as he was obliged to go to business and could not spend his time with her during the day. This suggestion was misconstrued, according to neighbors.

Going to the bathroom to prepare the baby's milk, Mrs. Goldstein swallowed the tablets. She fell to the floor and her husband ran to her assistance. He opened the door and applied a pillow to her head, but she was unable to breathe. Policeman McGowan of the Kingsbridge Station, who was called, summoned Dr. Goldman of Fordham Hospital, but the woman refused to take an emetic and she was rushed to the hospital.

Display advertising type copy and banner copy for the week day closing World or The Evening World is received after 4 P. M. on the day preceding publication. If the copy is not received by 4 P. M. on the day preceding publication, it will be held for the next day. Display advertising type copy for the Sunday World must be received by 3 P. M. on Thursday preceding publication and release must be received by 3 P. M. on Friday. Copy containing corrections to be made by The World must be received by Thursday noon.

Display advertising type copy which has not been received by 4 P. M. on Friday and Saturday copy which has not been received in the publication office by 3 P. M. on Friday, and positive insertion orders not received by 3 P. M. on Friday, will be omitted as conditions require, rigidly in the order of later receipt and positive release order.

Display copy or orders released later than as provided above, when omitted, will not be carried over to the next day. No contracts or otherwise.

THE WORLD DIED.

GRIES—CLARA, Campbell Funeral Church, Broadway, 60th St., Friday, 11 A. M. MARK—CHARLES J., Campbell Funeral Church, E. 74th St., Friday, 11 A. M. SAUNDERS—MINETTA, Campbell Funeral Church, E. 74th St., Friday, 3 P. M.

All "Lost and Found" articles advertised in The World or reported to "Lost and Found Bureau," 400 West 10th St., New York, will be held for thirty days. These items can be recovered by advertising in "Lost and Found" advertisements can be left at any of The World's offices or by telephone direct to The World, 400 West 10th St., New York, or Brooklyn Office, 410 Main.

Ever try making Comparisons — The Best Candy You Know with the Best Candy We Make. Advt. on Page 24

WORST TRANSIT TIE-UP IN MONTHS CAUSED BY STORM

(Continued)

Washington Square. None of the occupants was injured.

The worst of the operating trouble was on the Third Avenue elevated line, where Interborough Rapid Transit Company officials admitted that the tie-up was for a time "almost complete." But no line was unaffected, for the weather, by the throngs of passengers themselves. Passengers reported that it took an hour to ride from 96th Street to Chambers Street on the West Side subway, and many were unable to get out at their regular stations because of the pressing crowd.

The worst jamming that New York has seen in months occurred between 8 and 9 o'clock at the Grand Central Terminal. Delayed subway trains, already overcrowded, were stored there by abnormally big crowds from the New York Central trains.

Guards in many instances were powerless to make the plain train crowds "let 'em out first." Passengers trying to get out and passengers trying to get in met and crushed each other in mutual defeat—for those who wanted to get out were carried away down town and those who wanted to go down couldn't.

Early passengers on all the elevated lines and many of the surface lines reported very slow progress, trains and cars stopping again and again as they struck the slippery spots. And conditions in Brooklyn were similar, especially on the Brighton Beach and Coney Lines.

Two elevated trains caught fire on the Third Avenue line in New York but neither blaze was serious. They were empty trains in each case and the guards extinguished the flames without turning in alarms.

Great streams of passengers from the paralyzed Third Avenue line rushed over to Lexington Avenue and backed the subway platforms.

At 8 A. M. when the Transit Commission reported that the Third Avenue tie-up was "very, very serious." They reported, however, that a preliminary survey had shown that the Third Avenue line was the only one tied up. The trouble on this line, they said, began shortly after 5.30 A. M., when express and additional local trains were held up on to take care of the morning rush. The stoppage was reported to be on both south and northbound tracks.

Materialists who forgot their "fire chains" also suffered, especially on the

ICE-COVERED SLOPES OF THE QUEENSBORO BRIDGE WEDGED FOR A TIME MORE THAN 200 TRUCKS WERE TIED UP

They could not get away until after 8 o'clock, when the bridge was sanded. All Bronx traffic was subject to at least half an hour's delay. Trains returning from downtown after the beginning of the steel storm were unable to make better time than two hours between City Hall and Grand Central.

The Putnam Division of the New York Central was overwhelmed with the passengers from other lines, who relied on its covered third rail to keep it going normally.

John Stitzer was pushed off the Morrisania Station of the Putnam division in front of an incoming train. Max Samallo of No. 1228 Union Avenue jumped from the platform and dragged him to safety. Mr. Stitzer was taken to Lincoln Hospital.

A short circuit in a rheostat coil in the forward car of a Lexington Avenue subway at Jerome Avenue and 39th Street set fire to the insulation. The passengers became in alarm and crowded each other dangerously. The motorman had the fire out in three minutes and the passengers quitted in three more.

Solomon Clark of No. 656 East 160th Street, slipped on the steps of his home and was seriously bruised and scratched. He was taken to Lincoln Hospital by Ambulance Surgeon Goldberg.

Thomas Schifsky a trucking contractor of Franklin Avenue, Nepera Park, Yonkers, died of heart disease in a train of the Putnam Division of the New York Central arriving at the 162d Street Station at 10 o'clock to-day. It was believed that the crowded condition of the train caused the heart attack.

IMMENSE QUANTITY OF COAL HERE; BUT DEALERS FAIL TO FIND BUYERS

following quantities of small size steam anthracite on hand:

Patterson & Brown, 3 barges; Fuel Service Company, 3 barges; Blue Ridge Coal Company, 3 barges, and "Thorne," No. 10 & Co., 15 carsloads. At the same terminal, Weston-Dodson Company has 28 carsloads, and Thorne, Neale & Co., 22 carsloads of bituminous coal.

In the B. & O. terminal on Staten Island the Coal Corporation has twenty-eight cars of bituminous coal which has been lying there for ninety days, and the Interstate Commerce Commission has twenty-nine cars of bituminous coal which has been there for sixty days. This coal, being in New York is under the jurisdiction of the Fuel Administration, but the Fuel Administration does not know it is there.

BOSTON MAYOR WANTS COAL GOUGERS JAILED INSTEAD OF FINED

BOSTON, Dec. 8.—Mayor Curley to-day urged jail terms for profiteering coal dealers. The Mayor asked Charles B. Wooley, Sealer of Weights and Measures, to request Chief Justice Bolster of the Municipal Court to impose jail sentences instead of fines.

This action followed information received by the Mayor that peddlers were selling coal consisting largely of slate in small lots at prices that were at the rate of \$25 a ton.

PROHIBITION PORTIONS OF MESSAGE CONTAIN A FEW SURPRISES

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