

DEFEND RAILROAD RATES

Employees Say Companies Need Much Larger Incomes.

BIG CONFERENCE HELD HERE

Delegates, Representing Combined Membership of 350,000, Adopt Political Plan.

Strong approval was expressed and volunteered in furtherance of the proposals of the railroads to increase freight rates at a meeting in the Amsterdam Opera House yesterday afternoon of representatives of organizations of railway employees with an aggregate membership of 350,000. The increased facilities, safeguards and the like demanded by the public and the employees, it was said, made it imperative that the revenue of the transportation companies be greater, and the meeting adopted a resolution instructing the chief executive officers of the various organizations to appear before the Interstate Commerce Commission, and support the position of the railroads at the present rate hearings in Chicago.

It was also decided at the meeting to take a concerted hand in state and national politics.

Warren S. Stone, of Cleveland, grand chief of the Brotherhood of Locomotive Engineers, spoke of the political plan for bettering the condition of organized labor, and declared it would be a better method of adjusting difficulties of union railway men than had been done in strikes.

It is proposed to ask candidates, state and national, particularly state legislators and Congressmen, a series of eight questions, including whether he is for or against universal safety appliances for the protection of both railway employees and the better protection of the public; employers' liability, where the law does not now exist; railway pensions for old employees, hours of labor and other matters of detail affecting railway employees and the general public. This political guide is to be drafted and sent to all executive officers of subordinate unions and locals by W. G. Lee, of Cleveland, grand chief of the Brotherhood of Railway Trainmen, and A. B. Garretson, of Cedar Rapids, Iowa, president of the Order of Railway Conductors. There were 2,900 members and delegates at the meeting. They represented men of the four great divisions of railroad employees in the East, as follows: Brotherhood of Railroad Trainmen, 130,000 members; Brotherhood of Locomotive Engineers, 75,000; Brotherhood of Locomotive Firemen and Engineers, 70,000, and the Order of Railway Conductors, 62,000.

The resolution adopted concerning increased rates was as follows:

Resolved, That this representative meeting of the Railway Brotherhood requests our chief executives to appear before the Interstate Commerce Commission during the pending rate hearing and on behalf of the railway employees represented by these organizations state our case and support the proposal to reasonably increase the existing rates, and so forth.

Resolved, That they invite representatives of all classes of railway labor to join them in carrying out the spirit of this resolution.

Another resolution called for a "square deal" and touched on the political side as follows:

Whereas, the train service organizations as represented at this meeting, with a combined membership of approximately 350,000, propose to continue to insist on their employers higher wages, more favorable working conditions, shorter hours and adequate compensation for their membership injured or killed in the service, they hereby request the Interstate Commerce Commission to secure these benefits the employees must be accorded sufficient earning power to maintain their standard of living.

Whereas, the two million voters directly dependent on the railroad interests of this country for their livelihood, are being subjected to a square deal from the hands of the state and government law giving bodies, be it enacted, that we shall exert our collective and individual efforts against those who are unfairly antagonistic to the interests of the railroad employees and the public.

The earnings of railroads must be sufficient to pay all charges and expenses, with a reasonable and assured margin of profit, in order that conditions may continue to improve, and that the public may be protected, and that necessary extensions may be made to the face with the interests of our common country. We further recognize that our welfare as employees of the railroads is dependent on the welfare of the property of the employing company, and that the investor has the right to protection and consideration as well as the employee.

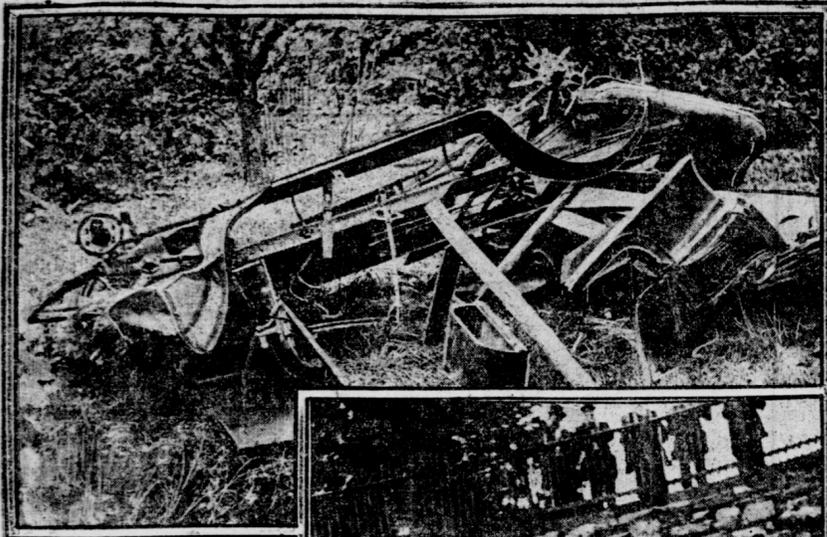
Under the enlarged powers it now possesses, the Interstate Commerce Commission is more than ever responsible for railroad conditions throughout the country, and the entire welfare of these employees in railroad service depends so largely on the wisdom with which the Interstate Commerce Commission exercises its powers that we earnestly request the Interstate Commerce Commission to consider the proposed increase in freight rates in the light of the fact that the present conditions as they exist, that technicalities and impractical theories may not be allowed to override the well established facts and that such disposition be made of the matter as will foster and encourage the efficiency of the service, the welfare of the rank and file and the maintenance of the standards best calculated to enhance the development of the country.

Mr. Garretson said the railroads of the country cannot continue to serve the public with the facilities they are now giving, equip cars as now called for and provide quick transportation without getting increased rates.

Mr. Lee said:

"Railroad employees are to continue to demand good wages, improved safety appliances, liability laws, general compensation laws and such other legislation as is necessary to protect them in their employment. These things are all necessary for the protection of the men, and they mean increased cost of operation."

SCENE OF FATAL AUTOMOBILE WRECK AT HASTINGS.



FOUR KILLED IN AUTOS

Continued from first page.

to go, but mother told her that it would be all right.

"Marion said that she would go, if they would promise to be home before 12 o'clock. She said that our street was a lonely street, and she didn't want to be out after midnight. The next we heard was when we got a telephone message this morning, telling us of the accident and that Marion was dying. They tried to get my mother, but I was home and got to the telephone first.

"When I got to the hospital at Dobbs Ferry I was told that my sister had lived about two hours after the accident and that a priest was with her until she died. The priest wrote me a letter to say that he was with her and that he had administered the last rites just before she died."

Didn't Know It Was "Joy" Ride.

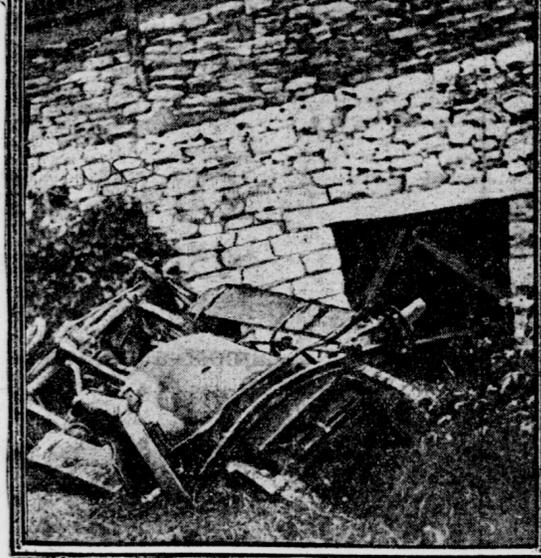
Though Miss Morgan did not know it when she started out, she was going on a "joy" ride of the kind that originated the term. Robert Riely, the chauffeur, told this to the police after the accident. He said that the car, a big 40-horsepower touring machine, belonged to Charles Gromont, of the Wilson Distilling Company, and that he had taken the car from the garage at No. 1710 Broadway without Mr. Gromont's knowledge or permission.

O'Brien carries a permit from the police giving him a right to carry a revolver as a paymaster, and is said to be a paymaster for the Consolidated Gas Company. After taking the car out Riely picked up his friend O'Brien, and they got Miss Mullen and went for Miss Morgan to complete the party.

Riely told the police that after they got Miss Morgan they went up through Jerome and Webster avenues, stopping at several places for drinks. He could not explain how they happened to be flying north on the Albany Post Road at 2 o'clock in the morning, when they were supposed to be back in 139th street before midnight.

But at 2 o'clock they topped Reformed Church Hill, on the southern outskirts of Hastings, and shot down the long slope to the village. The steepest point on the hill is where Main street, Hastings, and the Farragut Road come into the Post Road, and there there is an "S" turn in the Post Road and the trolley car tracks cross it, with another "S" curve.

The estate of W. F. Christie lies along the Post Road north of Main street and extends along Main street. At the corner there is a sheer drop of twenty feet to Mr. Christie's vegetable garden, with a stone retaining wall supporting Main street and the Post Road. Thirty feet from the wall a tiny stream runs through the garden. A slight picket fence serves to keep pedestrians from a fall into the garden.



THE CAR, GOING AT HIGH SPEED, CRASHED THROUGH FENCE THAT WAS SMASHED AT BOTTOM OF WALL, AS SHOWN IN THE PICTURE.

Scene of Another Fatality.

Seven years ago a trolley car got away from the motorman coming around the "S" curve, left the tracks, dug through the sidewalk and crashed over the wall. A passenger was killed in this accident, and the picket fence was rebuilt. The car now stands on the Christie property.

Riely took the first part of the curve safely, but as well as can be judged his car must have skidded on the trolley tracks, and he shot across the sidewalk and broke through the fence, taking part of the retaining wall with him, and dropped into the garden. The car seems to have rebounded and turned turtle, for it was found on the far side of the little brook, bottom side up, and with the tonneau torn off and the engine and radiator broken apart.

Robert English, caretaker of the Christie property, heard the crash of the machine going over the wall, and ran for John O'Leary, an officer of the Hastings police. The two ran back to the scene of the accident and found Miss Morgan pinned under the forward end of the car, with her back broken by the engine and her clothes saturated with gasoline. The other members of the party were lying fifteen or twenty feet from the car, and all were unconscious.

Policeman O'Connell had come up by this time, and several persons had gathered from the neighboring houses. O'Connell telephoned for Dr. F. R. Lyman, of Hastings, and Dr. Robert Denison, of Dobbs Ferry, while the car was being lifted from Miss Morgan. The

rescuers had to work in the dark, as they were afraid to bring matches or lanterns near the wreck, on account of the escaping gasoline.

Convent Medal on Breast.

When Miss Morgan was brought out from under the car a medal from the Convent of the Sacred Heart was found pinned on her breast, and O'Connell telephoned for Father O'Keefe, of St. Matthew's Church, Hastings. Father O'Keefe administered the last rites of the church to Miss Morgan and went with her to the hospital at Dobbs Ferry, where he stayed with her until she died, and again administered the last rites just before her death.

An ambulance and an express wagon had also been sent for and as soon as the injured persons could be got to the road the little procession started for the hospital at Dobbs Ferry. Miss Morgan was carried in an ambulance, and this was followed by the express wagon, carrying Miss Mullen. The two men were taken in the automobile of one of the doctors.

Others Likely to Die.

Miss Morgan died shortly before 5 o'clock, without regaining consciousness. O'Brien was found to have a broken collarbone and internal injuries, while both Riely and Miss Mullen had fractured skulls and internal injuries. It was said at the hospital last night that there was no hope that any of the three could live.

Police Justice James E. Hagan, of Hastings, went to the hospital and held Riely on a charge of manslaughter until the arrival of Coroner Albert H. Iles, of Yonkers. The Coroner then took charge of the case and put an officer on guard

at the hospital to await the result of Riely's injuries.

Word was sent to the families of all the injured persons from the hospital, and Miss Morgan's brother went up to Dobbs Ferry and took charge of his sister's body.

O'Brien's father and sister said last night that O'Brien was in the habit of going automobile riding with Riely, but that they did not know that he was going out on Saturday night. They said they did not know either Miss Mullen or Miss Morgan.

THREE DEAD AND TWO HURT

Auto Dashes Into Electric Train at Unguarded Crossing.

(By Telegraph to The Tribune.)

Camden, N. J., Sept. 25.—Three persons were killed and two were severely injured when a big automobile dashed into an electric train of the West Jersey & Seaboard Railroad at an unguarded grade crossing at Essex street, Gloucester, to-night at 6 o'clock.

The dead are: Clayton P. Davis, fifty-five years old, of Collingswood, N. J., a member of the firm of Quigley, Davis & Dorr, shipbuilders, of Camden; Charles F. Peet, sixty years old, of the Peet Biscuit Company, of New York, and Mrs. William B. Mackay, of Collingswood, daughter of Mr. Davis.

The severely injured, who will recover, are William B. Mackay, who was driving the car, and his sixteen-year-old daughter Myrtle, who live at Collingswood.

The party of five had been out for an afternoon ride in Davis's car, and were on the return trip home, running at fair speed out Essex street.

The view of the crossing at that point is partly obscured by dwelling houses on both sides of the street, which is rather narrow.

Mackay said there was no warning of the approach of the train, either by bell or whistle, and he drove to the tracks just as it bore down, and the car dashed into one of the coaches. All the occupants of the automobile were hurled violently out.

Davis, Peet and Mrs. Mackay were thrown against a large telephone pole, and their skulls were crushed. The two men were dead, having been killed instantly.

but Mrs. Mackay still showed signs of life, and, with her husband and daughter, was taken into the home of William Howarth, near the scene of the tragedy.

Mrs. Mackay, however, lived only a short time, although a doctor, who had been summoned, did all in his power to aid her. The machine was dashed with such force against the telephone pole as to crush it into a shapeless mass. Members of the train crew denied Mackay's statement that no warning for the crossing had been sounded. The electric train are not equipped with bells, but have loud air whistles, which, it was said, were blown for the crossing, as the rules require.

HIS FAMILY KILLED

Cleveland Physician Backed His Auto Before Speeding Car.

(Cleveland, Sept. 25.—)Backing his automobile across a country road in an attempt to reach a private driveway, Dr. Morris D. Stepp, a prominent Cleveland surgeon, drove the machine directly before a speeding electric freight car late to-day. The automobile was hurled high into the air, and in a moment Mrs. Stepp and her two small children lay beside the unconscious form of the husband and father on the ground.

Death came in a few moments to the woman and the little ones, Morris, eight years old, and an infant daughter. Dr. Stepp was removed to a hospital, where it was found that he had sustained three fractured ribs and internal injuries.

The accident occurred on the Cleveland & Southwestern suburban line, a few miles outside the city, on the road to Berea.

DRAGGED BY AUTO; BADLY HURT

Woman's Clothing Catches in Wheels and Car Passes Over Her Body.

Mrs. Silya Watzman, of No. 1022 East 156th street, was seriously injured yesterday when she was struck and run over by an automobile at the corner of 156th street and Southern Boulevard.

The woman was attempting to cross the avenue, when the automobile, driven by Alexander Pell, of No. 69 East 117th street, the owner of the car, was going south. Mrs. Watzman became confused as the machine approached. Her clothing

caught in the wheels and she was dragged some distance before the car was stopped. Pell telephoned for an ambulance and Dr. Lieberman, of the Lebanon Hospital, took the woman to that institution, where it was found that her skull had been fractured and her right arm broken. Her condition was said to be serious. Pell was taken to the Alexander avenue station by Patrolman Rosenberg, and, after giving his name and address, was allowed to go.

STUBBS NEAR DEATH

Father Blames Drink for Cleveland Shooting.

Cleveland, Sept. 25.—In a weak whisper Donald P. Stubbs, general agent of the Union Pacific Railroad here, told his father to-day that the probably mortal wound that he received above the heart last night was accidental. The father, John C. Stubbs, traffic director of the Southern Pacific Railroad, came here on a special train as soon as he learned of the finding of his son in the railroad office, apparently dying.

"My son seemed anxious for me to know that he shot himself accidentally," said Mr. Stubbs. "He seemed discouraged, however, and did not appear to care whether he lived or not. His only fault was a weakness for drink, and I am convinced that this was responsible for the accident. There is no reason for him to attempt self-destruction."

Donald Stubbs was married to Miss Marguerite Wheeler, of New York, last June, and after the honeymoon came here to take the newly created post of general agent for the Union Pacific for this territory. Physicians say he has only a fighting chance for life.

HOMESTEAD MINE CAVES IN

Threatens Safety of Buildings in Lead, S. D.

Lead, S. D., Sept. 25.—The Homestead mine caved in early this morning from the two hundred foot level to the surface. Buildings in the centre of the city are being vacated.

Store Opens at 8:30 A. M. and Closes at 6 P. M. Directly on the Interborough Subway. Eight Car Lines Each Way to Store.

A. T. Stewart did more than merely found this store in 1825; he founded a new and better system of business.

At *Wanamaker's* New York, September 26, 1910

The business born planted by John Wanamaker in 1801 has grown to a giant oak whose branches cover the industrial world.

And Some of the Very Best of the September China Sale Offerings Come Today!

Rather curious condition has occurred. Because this has been the largest sale in our history, the last few days find us with some of the best things still to sell. And this is why!

In the first place, we bought more largely than usual for this sale. In the second place, the success of the sale caused dealers to bring us some unexpected sample lines.

In the third place, the heavy buying has broken several of our regular lines, which we shall now close out at very low prices. The latter refers to French and English china plates, in the rich border decoration.

About ten days ago we made a special purchase of 3,000 fancy china samples to sell at half price and less than half price.

Two tableful remain—good assortment of plates, a few cups and saucers, few chocolate pots, covered dishes, biscuit jars. Because of the broken collection, prices have dropped even lower than those marked originally. Regular \$1 plates will be sold at 25c—the same ratio of value applies to the other articles.

On another table about 300 French and English china plates from our own stock. Of some a complete dozen, of many only two or three or even one of a kind. All of fine quality, beautifully decorated, mostly rich border designs. Prices for this sale have been from one-third to one-half less. On Monday to clear out the few, prices are made even lower.

In cut glass a limited group at the best values ever given in this store or in any other store. This refers only to limited quantity and cannot be duplicated after that lot sells.

In dinnerware we have had the largest number of sales ever recorded in one month here. We have for today a supply of Theodore Haviland dinner sets at \$15, instead of \$22.50. \$17.50, instead of \$25. \$35, instead of \$60.

A belated dinner set arrival comes from England to sell at \$15, instead of \$25. English porcelain from one of the finest and oldest English potters. It is composed of 100 pieces, including three meat dishes, two covered dishes, soup tureen, and all the other valuable and expensive large pieces, included in our regular composition. Border decoration of a black Greek key on brown bar with edging of gold—one of the most effective designs in our entire stock. One of the newest French shapes. In our regular stock we have sets at \$25, with exactly the same decoration in a little lighter tone in not so new a shape. We ourselves like this at \$15 better. But please remember only a limited quantity which cannot be duplicated.

JOHN WANAMAKER

Formerly A. T. Stewart & Co., Broadway, Fourth ave., Eighth to Tenth sts.

FALL FROM LADDER FATAL

Deputy Fire Chief Lays Blame for Accident on Patrolman.

Michael Doody, who was injured when a ladder broke during a fire at the Boylston Garage, No. 141 East 41st street, early Saturday morning, died at Bellevue Hospital yesterday morning. Deputy Chief Martin of the Fire Department lays the blame for the accident on Patrolman Joseph Neary, of the East 25th street station.

According to Martin, Lieutenant McGinnis and two other firemen, Brennan and Tobin, placed a thirty-five-foot ladder against the wall of the garage and went up to where Doody was hanging out of a third story window. Brennan was carrying him down, assisted by McGinnis and Tobin, when the patrolman rushed up the ladder. His weight, the firemen say, caused the ladder to give way. All five men fell to the ground.

Neary in his report to Captain Gray, of the East 25th street station, stated that he had heard a cry for assistance from the firemen on the ladder and rushed up to help them. The firemen, on the other hand, declare that there was no call for assistance.

FIRE ON FORDHAM CAMPUS

Students Fight Flames Which Threaten Grandstand on Ball Field.

Twenty-five students of Fordham University fought a haycock fire on the campus for about three-quarters of an hour last night, but were finally compelled to call the crew of Engine Company 45 to their assistance.

Thus reinforced, they fought the flames for at least half an hour longer before they brought the blaze under control and prevented it from spreading to the grandstand of the ball field, which was threatened. The fire was discovered at 7:30 o'clock by the president, the Rev. Daniel J. Quinn. He estimated the damage to be about \$500.

Haan's Restaurant

(Park Row Building)

opens to-day their magnificently decorated "New Front Room"

on the second floor, facing the General Post Office, as an addition to their well-known and popular Ladies' and Gentlemen's Restaurant, Rathskeller and Gentleman's Cafe.

This addition gives a total seating capacity of 1500 persons, making it the largest restaurant in the city.

A special feature of the "New Front Room" will be the service of

AFTERNOON TEAS with music.

The establishment is also open for DINNER.

"This Beer Exactly Suits Me!"

That's what they all say who try

Imperial Beer Gold Label

Order from any dealer. HEADLSTON & WORZ, Brewera, New York.

Most Delightfully Satisfying Light Beer Ever Brewed

They Start at 3:30 Today

Four 20th Century Trains are crossing the continent in a Tour of 8,196 Miles

450 Bankers from Eastern and Southern States, attending the Convention of the American Bankers' Association at Los Angeles, wanted to enjoy exceptional facilities and the most modern of railway equipment, so they

Selected Four 20th Century Limiteds

NEW YORK CENTRAL LINES

"For the Public Service"