Mayors Blame Government for Industry's Ills

Municipal Executives Revolt at Governor's Gag and Do Some Plain Talking

Railroads a Bad Factor

Exorbitant Freight Rates Aggravate the Situation and Bolshevism Is Fostered

By Theodore M. Knappen
New York Tribune Washington Bureau

WASHINGTON, March 4.—Declaring that the governors were misrepresenting the situation with regard to unemployment and permitting a false impression to go abroad, the mayors of the governors' and mayors' conference revolted this afternoon, took charge of the meeting themselves, scrapped a canned programme that had been prepared by the Department of Labor, chased a declared Bolshevik out of the sacred precincts of the White House and turned loose floods of denunciatory, plaintive and mbonitory oratory.

One or two ill-disciplined Governors encouraged the revolt by telling a few plain facts and expressing some unvarnished opinions, but there was no explosion until somebody proposed, after all the Governors had had their allotments of the spot light, that the Mayors be instructed to reduce their remarks to writing for purposes of embalment in a printed report of the meeting. Finally it was agreed that all the Mayors who had problems and experiences of national interest would be summoned to talk and that every Mayor who thought he had an important message to deliver could introduce himself.

Bolshevik Orator Appears

This having been agreed upon, a long-haired, bewhiskered individual arose and caused no surprise when he proclaimed himself a Bolshevik. Mayor Peters of Boston, who was in the chair, called upon him to produce his credentials. Having none, the way out was pointed to him. Declaring that he was one of the downtrodden proletariat, the self-proclaimed Bolshevik shot through the door just in time to avoid forcible ejection. Mayor Baker of Portland, Oregon, announced a few minutes later that he had "disposed of that long-whiskered bird," but the manner of disposition was not disclosed.

Between the recalcitrant Governors and the combative Mayors every sort of national and local sore spot was rubbed, and the situation was voted serious but easily cured if only somebody besides the Mayors would do something. Some speakers declared we had "too much government, some said we didn't have enough; some demanded that the Federal government leave us alone, some demanded that the Federal government assume more functions; but everybody agreed that the government at Washington was wrong whether it acted or not.

Blame Federal Government

However, there was a surprising degree of unanimity on these points:

First—Business lassitude and unemployment are largely due to the fact that the railways under national control, though representing 30 per cent of the consuming capacity of the nation, are neither efficiently conducted nor buying the supplies and making the improvements that they absolutely need.

Second—Road building and other public and private improvements are discouraged by the excessive freight rates—in some cases four times as much as formerly—on building materials.

Third—The Federal government is urging other governments and private concerns to get busy and produce, but it is doing nothing but talk itself, Congress being roundly blamed for having deserted its responsibilities and adjourning without passing bills essential to governmental activities.

Fourth—The unemployment situation is not generally bad now, but is getting worse, and a desperate Bolshevik propaganda is actively at work to aggravate the situation, so that to the complications of unemployment are being added the grave problems of irrational strikes, often in defiance of organized labor.

Governor Coolidge, of Massachusetts, started the meeting off in the morning with a statement that his state was placing 90 per cent of the returned soldiers. One of the best barometers of the situation was the "situations wanted" advertisements, which, he said, were fewer now than a year ago.

Rodger W. Babson, of the Department of Labor, took the floor with a long account of what the government was doing to meet the unemployment situation through the different departments. The government was doing its best but was being baffled by a new kind of "sabotage"—the sabotage of capital, which was trying to force lower prices of materials and labor for selfish profit.

This sort of high sabotage was gumming the wheels of prosperity. What was needed was a campaign of publicity to stimulate business, just as such campaigns were conducted during the war to stimulate saving and labor. Advertising, Mr. Babson asserted, was the only remedy for the sick national mind. Mr. Babson's programme is expansion of public works, encouragement of building operations, construction of roads, fair treatment of traction properties, better service from labor, advertise to get people to buy, and help the government.

Governor Stephen of Colorado said conditions were good in his state, though there was an underlying stratum of Bolshevism there "as well as in every other state." He advocated immediate construction of two ocean-to-ocean highways.

Governor Walter E. Edge of New Jersey said he might talk about New Jersey's $12,000,000 tunnel under the Hudson, her $12,000,000 bridge over the Delaware and her $15,000,000 highways programme, but what interested him more was what the national government was going to do.

Senator Calder, of New York, said labor wanted much for little and manufacturers were too intent on large profits. A new attitude and confidence would solve the problem.

There were some more speeches before the row started. After a lively debate the mayors were accorded their place in the sun and Mayors Rolfe, of San Francisco, Creamer, of Lynn, Mass.; Hurley, of Lawrence; Myers, of Minneapolis; Soucy, of Woonsocket, R. I., and others got their "say," and said it with a punch that kept the meeting on edge the rest of the afternoon.

It's Idle to Work If Prices Soar, Hylan Asserts

New York Tribune Washington Bureau

WASHINGTON, March 4.—Mayor Hylan, of New York, forced to leave Washington early, filed the following statement with the secretary of the Governors' and Mayors' conference:

"The purpose of to-day's session, as I understand it, is for the Mayors of the various cities to report what their particular municipalities are doing to stimulate business conditions and give employment to the great number of men who are released daily from Federal service.

"New York responded splendidly to the call made upon her during the war, and she is now ready to do her part in the reconstruction period by aiding the business interests of the city and in the securing of employment for thousands of soldiers who should and must be given employment.

"The Mayor's Committee of Welcome to homecoming troops in the City of New York has not only welcomed the soldiers upon their return by meeting and greeting them as they entered the harbor, but has also secured employment for thousands of them.

"The young men of our country responded hobly to the call to arms. Let the business men of our country, the municipalities, the states and the Federal government show them that the services they have rendered were appreciated by starting and progressing great public and private improvements, which will give them employment, and by the regulation by the Federal authorities of the business of the powerful meat packers who control the food necessities.

"The Senate investigation brought out the fact that five packers—Armour, Swift, Cudahy, Wilson and Morris—have a monopoly on 400 of the most vital and necessary articles of food in the United States. In the year 1917 their profit was over $95,000,000. The people must either purchase these food necessities through these channels of monopoly at their price or starve. It will avail returning soldiers and others only an existence by securing employment, if their weekly wage is quickly eaten up by the exorbitant prices which they will have to pay to the packers for the essentials of life.

"The coal combination is extorting from the people of New York City a price for coal per ton which ranges from $9 to $27.

"In New York City soldiers and their families, as well as thousands of others, suffer seriously because of the extortionate price of coal and food necessities. The Federal authorities can help the people of New York and of the country if they prosecute vigorously these war profiteers. Their prosecution is the first and most vital step to be taken by the Federal government to help the returning soldier and thousands of our people.

"The municipal administration in New York is progressing as rapidly as possible all necessary public improvements and has authorized the expenditure of $10,000,000 for the erection of public schools and will authorize the expenditure of an additional $10,000,000 as soon as required. It has also authorized the expenditure of $5,000,000 for dock and waterfront improvements. It will also authorize an additional $5,000,000 as soon as it can be used. The city will authorize as rapidly as necessary a sum of money amounting approximately to $50,000,000 to complete the subways system. For local improvements, such as sewers, new streets, repaving of the present streets, $14,000,000 has been made available. For miscellaneous improvements provided for during the year 1919 an amount close to $5,000,000 has been authorized.

"The great west side improvement will be taken up in the near future, and it is estimated that the cost of this improvement to the city will be between thirty-five and forty million dollars. A contract has been let for the extension of the water system, amounting to about $18,000,000. This work will be started as soon as possible.

"Every action necessary and possible will be taken to stimulate the various lines of industry and the business interests of the city to give employment to our deserving soldiers and others seeking employment."

Port Tied Up When 12,000 Workers Quit

Continued from page 1

work. The difference, it was explained, between the two was that an order of exemption would not permit the men to be ordered out later, while the substitute would.

On vote the Vaccarelli resolution was declared carried and almost immediately reversed on the ground that the members of the strike committee did not understand what they were voting on.

Aside from this matters moved smoothly at strike headquarters. Early reports showed the railroad boats were tied up and that lighters, coal and grain boats were tying up in large numbers. By noon it was estimated that 10,000 men were out, with more reporting by telephone or to pickets on duty along the water front.

Strike to Grow Is Forecast

"There will be more out by nightfall," Thomas L. Delahunty, the strike leader declared. "It has been impossible to get word to everybody. By to-morrow morning the strike will be much more complete than it is now. In a strike of this sort it always is stronger on the second day than on the first."

Soon after Professor William Z. Ripley, a labor specialist of the United States Shipping Board, called at strike headquarters with A. H. Stockder, of the same service. He was closeted with Mr. Delahunty and Captain William A. Maher, of the masters, mates and pilots, for a while, and left without making any statement. Mr. Delahunty said he had called hoping for information.

"He had nothing to offer in the way of a peace proposal," he added.

Professor Ripley later went to the offices of Paul Bonynge, counsel for the boat owners, and still later to a meeting of the private operators and representatives of the railroad administration.

Mediator Hughes followed not long after Professor Ripley. He was with Messrs. Delahunty and Maher for nearly three hours, hearing their side of the case and reporting a visit he had had with the operators. He said when he left that he did not expect to return until to-day.

Hughes Meets Committee

Within an hour, however, he was back at strike headquarters, accompanied by Colonel Harrison J. Kerrick, of the quartersmasters' department, and representatives of the naval establishment. They went at once into a meeting with the strike committee. This lasted until nearly 9 o'clock, when Captain Maher announced that nothing had been accomplished.

Paul Bonynge, speaking for the boat owners, said the strike had not been as effective as the one in January. "It is clear that more men have stuck to their jobs than did then," said Mr. Bonynge, "but I cannot give any figures to-night. I should have figures to-morrow. Any I might give out now would be guess work."

Mr. Bonynge added that the boat owners were preparing to operate their craft. "They do not anticipate much difficulty in getting men," said he.

Heavy police guards at the various ferries and along the water front found very little to do during the day. Such of the strikers as remained about were orderly.

As far as the commercial traffic was concerned the lower bay and rivers were virtually cleared. All the way up from the Battery not a single tug, railroad float or barge was seen afloat.

New Haven Men Out

All the men employed on the boats of the New York, New Haven and Hartford Railroad Company were out, numbering 310 boatmen, 40 captains, 40 engineers, 44 deckhands, 66 firemen, 86 floatmen, 22 oilers and 12 cooks.

At the Long Island Railroad freight terminal, at the foot of Sixty-fifth Street, Brooklyn, it was stated that no car floats arrived after 5 a. m. Officials here said there would be no congestion in the yards for some days, but matters would become more serious if the strike continued for any length of time.

Several car floats were docked at the Bush Terminal, South Brooklyn, during the early morning, the men quitting as soon as their craft were tied up. Five tugs of the Morse Dry Dock Company were moored to their docks. It was said here there were enough ships available to keep the force of men busy for three or four days. When men at the James Shewan & Sons yards, at the foot of Twenty-seventh Street, Brooklyn, were not forthcoming during the day. States cruiser Chattanooga into dry dock they refused until they had received specific instructions from headquarters in Manhattan, which was not forthcoming during the day.

In six other towing companies in the Greenpoint section of Brooklyn workmen walked out shortly before noon, tying up more than thirty tugboats. Altogether the tieup along the Brooklyn waterfront was complete, with an estimated number of 400 craft deserted by their crews.

There was one exception, however, to the general walkout. At the Bauer, Richert and McAllister towing offices the men did not leave their tugs, and remained on the job until late in the day. Whether they will eventually quit could not be learned.

Army Base Not Affected

The United States Army base, at the foot of Fifty-ninth Street, Brooklyn, was not affected by the strike. The navy fleet supply base, however, was cut to 75 per cent of its activities. Government work, it was stated, was not interfered with.

Just how the strike is affecting the shipment of merchandise and foodstuffs was exemplified by the conditions obtaining at the piers of the New York Central & Hudson River Railroad at the foot of Barclay Street.

E. J. Riley, the foreman there, stated that as far as potatoes, apples and onions are concerned, the people of New York need have no fear of the food supply. The pier was piled high with bags and barrels of these things, which had been unloaded from barges that were rushed to the place in anticipation of the strike.

Mr. Riley explained the railway officials, expecting trouble, had ordered that all consignments of perishables be hurried, and all day Saturday, Sunday and early yesterday morning hundreds of cars began arriving at the New York Central, Lehigh Valley, Erie, B. & O., and Pennsylvania terminals along West Street.

Some Goods May Spoil

Those terminals which have a large number of cars available will take shipments of merchandise westbound, subject to delay. As a general rule, however, explained Mr. Riley, the agents are not accepting perishable stuffs. As a result of the cessation of traffic hundreds of cars laden with all kinds of material are collecting at the foot of Seventy-second Street, Weehawken, much of which, if the strike continues, will spoil.

The Erie Railroad terminal was also well filled with onions, oranges, grapes and citrous fruits, which were rushed in preparatory to the trouble. No freight for outbound shipments, it was learned here, was being accepted.

In a few days, it was asserted, there will be hundreds of empty cars at the docks, which probably will be filled with merchandise and await the ending of the strike for shipment. If the trouble lasts for more than three or four days many of the agents believed that thousands of workers would have to be laid off.

Four Railroad Ferries Completely Tied Up: Tube Congestion Slight

Ferries of the Pennsylvania, New Jersey Central, West Shore and Erie railroads, between New Jersey and Manhattan, were completely tied up by the strike.

The Delaware, Lackawanna & Western Railroad continued to operate its boats between Hoboken and the Barclay, Christopher and Twenty-third Street terminals on this side.

There was no interruption of service on the municipal ferry line from the Battery to St. George, Staten Island.

Other ferries continuing in operation were those between St. George and Sixty-ninth Street, Brooklyn; the Greenpoint Ferry from the foot of Greenpoint Avenue, Brooklyn, to East Twenty-third Street, Manhattan; the Union Ferry Company lines from Hamilton Avenue and from Atlantic Avenue, Brooklyn, to the Battery, and from Fulton Street, Brooklyn, to Fulton Street, Manhattan.

The ferry between Port Richmond, Staten Island, and Bayonne, N. J., operated by the Public Service Corporation, was tied up, but those between Tottenville and Perth Amboy and between Holland Hook and Elizabethport were operated.

Congestion on the Hudson tubes and in the tube stations both in Manhattan, Hoboken and Jersey City, although very great, was not as heavy as during the January harbor strike. This was accounted for by the explanation that many commuters, having profited by their experience the last time, remained at home yesterday.

However, the tubes carried in addition to their regular traffic all the passengers of the Pennsylvania, New Jersey Central, West Shore and Erie railroads who otherwise would have crossed the river on the ferries of those lines.

Police Inspector Conboy, in charge of the reserves from the Old Slip station, who handled the crowds at the Cortlandt Street tube entrance, estimated that the number of persons using the tubes yesterday and last night was 40,000 in excess of the usual number.

In Jersey City 300 policemen were detailed to duty at the Summit, Grove and Exchange Place stations. They regulated the number permitted to enter each train.

The tube congestion was no greater than that on the Lackawanna ferries, the only boats carrying passengers and trucks between Manhattan and New Jersey. All day long and until late at night double lines of vehicles, extending many blocks from the Barclay Street ferry entrance, stood on West Street. Like conditions existed at the Christopher and West Twenty-third Street terminals of the Lackawanna. As the night wore on some of the drivers in the rear of the lines curled up on their seats, covered themselves with blankets and went to sleep.

District Attorney Albert C. Fach, of Richmond County, served notice that he would lay before the grand jury any evidence that came into his possession regarding efforts of the strike leaders to coerce the municipal ferry employes into quitting their posts.

All preparations had been made, however, to operate the municipal lines with police crews in the event the men did go out.

About 1,000 men employed at the Standard shipyards, Staten Island, when they discovered the steam tug Highlander, which ordinarily takes them to work, was not running decided to take a holiday. They probably will cross to-day on the municipal ferry boats.

Two thousand Staten Islanders who work at the Standard Oil and other plants at Bayonne, N. J., were marooned when the ferry between Port Richmond and Bergen Point stopped running. A few managed to get across the Kill von Kull in rowboats.

Calvin D. Van Name, Borough President of Richmond, said last night the strike would give added impetus to the movement for a Staten Island-Manhattan subway.

Tube Route to Insure Milk for Wounded Soldiers and the Sick

In view of the fact that milk deliveries may be delayed by the harbor strike, I. Elkin Nathans, secretary of the New York Milk Conference Board, and William Thompson, representing the city, pleaded with the leaders of the strikers yesterday to operate two boats each of the Erie and Pennsylvania Railroads between 6 and 10 o'clock this morning.

At frequent intervals, over a period of five hours, they repeated their request, explaining that 587,000 children and numberless wounded soldiers and sick of the city were in dire need of the daily milk supply. After a consultation the strikers announced their refusal to man the boats requested. Mr. Nathans then completed arrangements whereby the 60 per cent of the milk normally transported by the boats will pass through the Pennsylvania tube to Sunnyside yards. It is to be called for by the wagons of the milk companies, using the Queensboro Bridge.

Jersey Food Line Closed

No food will reach this city over the fourteen railroads with Jersey termini. There will be no rerouting on these lines back to the Poughkeepsie Bridge for passage down the east side of the Hudson over the New York Central's lines, it was announced at the office of Regional Director A. H. Smith.

The figures of the Bureau of Markets of the United States Department of Agriculture on the food supplies on hand in the city, substantiated by statements of produce men, showed conclusively yesterday that New York can subsist at least a month with all receipts cut off.

According to John Glass, head of the fruit and vegetable department of the Bureau of Markets, the "root crops" in the city at present can supply it for between three and four weeks.

The butter and egg division reported 43,504 tubs of fresh butter on the floors of dealers to satisfy a demand averaging 3,000 tubs a day. The fresh egg supply was reported as 45,615 cases. The demand averages slightly more than 5,000 cases a day. In addition to these supplies of fresh commodities there are 8,268,941 pounds of butter in the storage warehouses here. The cheese stocks total 723,229 pounds, more than a month's supply.

Produce Prices Unchanged

According to William D. Mahr, president of the New York Mercantile Exchange, the large stocks on hand are due to orders of shippers who refused to release their products on the market because of the low prices prevailing. There were no price changes because of the strike as yet, he reported. The meat stocks are ample. The flour and canned goods stocks in the city would supply the demand for between two and three months, according to James B. Brown, of the Austin-Nichols Company. Edward Zimmer, of Zimmer & Dunkak, 179 Duane Street, one of the largest dealers in butter and eggs, declared fresh supplies of these commodities will be obtained by way of the Pennsylvania tubes, if necessary.

Wife Leaves Wealthy Husband to Seek Job

Missing Philadelphia Woman Decides to Earn Her Own Living

Special Correspondence

PITTSBURGH, March 3. — After twenty years as the wfe of a wealthy steel broker of Philadelphia and Pittsburgh, one of the most beautiful women of her fashionable circle, surrounded by luxury, Mrs. Harry B. Jewkes is to-day seeking to remodel the remaining years of her life as a working girl. With the aid of the police of several states the husband is seeking her.

In a statement to the police, Harry B. Jewkes, of Devon, a Philadelphia suburb, said that his wife had been missing for two weeks from her home. He said he feared mental disorders. She left a note, he said, which read:

"I find I cannot do as you say. Am going to leave for Philadelphia to take a position."

"The first line of her note can only mean that she found she could no longer control herself," Jewkes said. "I am sure she referred to a request I made the day preceding her disappearance that she strive to master her extreme nervousness."

"My daughter is not mentally deranged as the result of the operation she underwent last April," Mrs. Elizabeth McKown, her mother, said. "She is somewhere in Philadelphia, is in good health, and has a good position."

Mrs. Jewkes was formerly Miss Eugenia McKown, prominent in Pittsburgh society. She is a niece of Edward O'Neil, steel magnate, and is a sister-in-law of the son of former Lieutenant-Governor of Pennsylvania, Walter Lyon. She is thirty-eight years old.

Police Orders

Appointment as Probationary Patrolman

March 3—Walter W. C. Meyer, to Training School.

Transfers and Assignments

Patrolmen, 12:01 a. m. March 3—From National Defence to precincts indicated, leaves revoked: Thomas Reidy, 18th; Albert Dittmar, 29th; John P. Corbley, 42d.

James F. J. Harrington, Traffic B; Albert C. Ackerly, 70th, to bicycle duty; William J. Bailey, 73d, to mounted duty.

Effective 8 a. m. March 5—Charles Arend, 97th to 116th; assignment as attendants discontinued; James Rogers, 1st; Bernard Mellon, 92d; Joseph Banger, 109th; Timothy Flannery, 113th to 111th; Oscar F. Mohr, 113th to 111th.

Caretakers—Nathan Plataman, 5th to 1st; Joseph J. Wiltshire, 6th to 74th; Joseph C. Radican, 21st to 109th; Thomas Brennan, 22d to Headquarters; Thomas Dineen, 35th to 92d; Patrick Rafferty, 42d to 79th; Thomas A. Conroy, Headquarters to 113th; Lewis Billups, storehouse to 67th.

Temporary Assignments

Sergeant John P. Challon, 15th, to Headquarters, duty in Training School, 12 days, 8 a. m. March 4.

Patrolmen William W. Kimmey, 37th, to Headquarters, department storehouse, 15 days, 8 a. m. March 4; Michael McGowan, 39th, to day tour, excused from reserve, 30 days, 8 a. m. March 4; John Bergin, 74th, to dog squad, 15 days, 8 a. m. March 4.

Leaves of Absence Without Pay

Patrolmen Anthony J. Imperial, 4th, 1 day, 4 p. m. March 6; Stanley J. Jiroudek, 17th, 2 days, 8 a. m. March 5.

Full Pay While on Sick Report

Acting Detective Sergeant (second grade) Herbert Moog, Detective Division, 7:10 p. m. February 20, during disability.

Reprimanded

Patrolmen Arthur Johnson, 1st, September 6, absent from special assignment, sitting; Martin E. Byrnes, 5th, October 3, failed to signal; Charles E. Fischer, 6th, July 31, absent from post in liquor saloon, no permission, no entry; Frederick T. W. Ehlers, 7th, July 20, sitting in premises; David Kelly, 13th, September 13, improper patrol; Joseph C. Riley, 15th, September 20, improper patrol, no permission, no entry; John T. Clausen, 16th, October 5, absent from post in premises, sitting, no permission, no entry; Daniel Mandel, 17th, August 22, absent from post in premises, no permission, no entry; George Meindel, jr., 17th, September 16, absent without leave three hours; Herman Neisel, 18th, August 23, improper patrol; John G. Beyer, 18th, October 1, absent from reserve fifty minutes; James F. Murtha, 21st, August 17, absent from post, in vestibule of liquor saloon, no permission, no entry; Thomas Dooney, 21st, August 18, improper patrol, no permission, no entry, false statement; Charles F. O'Connor, 23d, September 21, absent from post, prominent from premises, no permission, no entry; Bernard J. Noldy, 25th, October 4, absent from post, coming from premises, no permission, no entry; Patrick S. Quinn, 26th, October 25, absent from post, no permission, no entry, absent from relieving point; Russell J. McKay, 26th, September 24, absent from reserve duty forty minutes; Thomas J. Donnelly, 26th, October 20, improper patrol; William Davis, 26th, September 24, absent from reserve forty minutes; Edward Gerstenfeld, 26th, September 22, improper patrol; John W. Murtha, 26th, September 24, absent from reserve forty minutes; Louis Fitzgerald, 26th, October 25, absent from post, no permission, no entry, absent from relieving point; Thomas J. Smith, 29th, August 31, improper patrol; Charles Schlopy, 26th, October 25, absent from post, no permission, no entry, absent from relieving point; Joseph I. Norris, 26th, October 25, improper patrol, no permission; Ambrose A. Wolff, 26th, October 25, absent from post, no permission, no entry, absent from relieving point; William S. Miller, 26th, September 23, absent from special post, coming from premises, no permission, no entry; William W. Corbett, 26th, September 11, absent from reserve fifty-five minutes; Peter A. Clinton, 26th, October 21, absent from tour of reserve; Edward J. Cleary, 26th, September 24, absent from reserve forty minutes; William H. Morrison, 28th (two charges), September 9, absent from post in conversation, no permission, no entry; September 10, loitering and in conversation, absent from post in conversation, no permission, no entry; Timothy P. Murphy, 28th (two charges), September 9, absent from post in conversation, no permission, no entry; September 10, loitering and in conversation, conversation; Philip Mulcahy, 28th, October 26, could not be found on post; Peter E. McGough, 28th, July 31, conversation, in premises, no permission, no entry; William C. Niemand, 28th, September 2, absent from special assignment, no permission, no entry; Samuel S. Bierman, 31st, November 5, absent from post, in premises, sitting, no permission, no entry; Joseph J. Muck, 31st, October 8, absent from school crossing, no permission, no entry; Benjamin Scheider, 31st, September 8, conversation and skylarking; Joseph L. Murphy, 31st, August 11, absent from post, in doorway, sitting and in conversation, no permission, no entry; Joseph V. Haley, 31st, September 16, absent from post, coming from premises, no permission; Bert Sears, 32d, September 11, failed to respond to flashlight signal; Dunbar D. Smith, 32d, September 30, absent without leave fifty minutes; Jasper Rhodes, 38th, October 29, absent from post and relieving point, no permission, no entry; James M. Nolan, 38th (attached to the 1st Precinct when charges were preferred), August 12, failed to report at end of tour; Peter J. Reilly, 38th, October 30, absent from reserve; John K. Trimble, 38th, October 30, absent from post, conversation with patrolman, no permission, no entry; Emerson D. Taylor, 38th, July 29, conversation; Antone A. Straussner, 38th, July 29, sitting; George A. Michel, 38th, September 16, improper patrol; David M. Healy, 38th, August 11, absent from reserve forty minutes.

1% PER MONTH ON PLEDGE OF PERSONAL PROPERTY
THE PROVIDENT LOAN SOCIETY OF NEW YORK
Office Hours: 9 A. M. to 8 P. M. Saturdays, 9 A. M. to 4 P. M.; from first Saturday in June to first Saturday in September, both inclusive, 9 A. M. to 1 P. M.

MANHATTAN
Fourth Avenue, cor. 25th Street.
Eldridge St., cor. Rivington St.
East Houston St., cor. Essex St.
Seventh Av., bet. 48th & 49th Sts.
Lexington Av., cor. 124th St.
Grand St., cor. Clinton St.
E. 72d St., bet. Lexington & 3 Avs.
Eighth Av., cor. 127th St.
BRONX
Courtlandt Av., cor. 148th St.
BROOKLYN
Smith St., cor. Livingston St.
Graham Av., cor. Debevoise St.
Pitkin Av., cor. Rockaway Av.

The ALMANAC

Going On To-day

DAY

Free admission to American Museum of Natural History, Metropolitan Museum of Art, American Museum of Natural History.
Luncheon of Association of Lock Washers Manufacturers, Astor, 12:30 p. m.
Social meeting of the Rainy Day Club, Astor, 3 p. m.
Meeting of the Missouri Women's Club, Astor, 2 p. m.
Conference of New York Peace Society, 70 Fifth Avenue, 4 p. m.

EVENING

Meeting of National Association of Clothing Designers, McAlpin, 7 p. m.
Meeting of Parents' Association of Public School 87, Ninety-third Street and Amsterdam Avenue, 8 p. m.
Mass celebration to honor Irish Republic, Central Opera House, Sixty-seventh Street and Third Avenue, 8 p. m.

BOARD OF EDUCATION LECTURES
MANHATTAN

"Travels in a Swamp," Edward F. Rigelow, at Public School 25, West Houston and Clarkson streets, near Varick Street; stereopticon views.
"Fractures, Dislocations, Sprains and Suffocation," Theron W. Kilmer, Public School 101, 111th Street, west of Lexington Avenue; motion pictures.
"Back to Business," E. H. Kuhn, Public School 145, 177th Street, near Audubon Avenue.
"The Marvels of India," Priya Sarada Ghosh, Central Jewish Institute, 25 East Eighty-fifth Street.
"The Brain, the Body's Keeper," Smith Ely Jelliffe, Cooper Institute, Eighth Street and Fourth Avenue.
"Life of the Indian and Cowboy," Colonel Edwin A. Havers, Hawthorne School, Hawthorne.
"Antony and Cleopatra," Professor J. G. Carter Troop, Hunter College, Fifty-eighth Street and Lexington Avenue.
"Kurdistan and Armenia," Sidney Neville Ussher, Hamilton Grange Branch, New York Public Library, 503 West 145th Street.
"Beautiful Copenhagen," Mrs. Antoinette R. Hersey, Samuels Church Institute, 27 South Street.
"William Shakespeare," Garrett P. Serviss, Y. M. C. A., Harlem Branch, 5 West 125th Street.

Weather Report

WASHINGTON, March 4.—The belt of low pressure that last night extended from Lake Superior southwestward to the Rio Grande Valley has advanced slowly eastward, and to-night is extended from the St. Lawrence Valley southwestward through the lower Mississippi Valley to Southern Texas. This belt remains the dividing line between an area of south winds and much warmer weather to the east and strong north winds and decidedly colder weather to the west. The contrast in temperature is very decided over the Middle West, temperatures of 60 degrees or more prevailing to-night over the Ohio and lower Mississippi valleys and freezing temperatures and snow over the upper lake region, the upper Mississippi Valley and the middle plains states.

Freezing temperatures prevail as far south as Northern Texas, and temperatures remain below zero along the north border from Minnesota westward to Montana.

The indications are that the area of unsettled weather in the West will advance eastward and overspread the states east of the Mississippi River within the next thirty-six hours, with rains changing to snow in the north Atlantic states, the Ohio Valley and the lower lake region and rains in the south Atlantic and east Gulf states.

The temperature will be much lower to-morrow and Thursday in the region of the Great Lakes, the Ohio Valley, Tennessee and the east Gulf states and to-morrow night and Thursday in the Atlantic states.

Cold wave warnings have been ordered for lower Michigan, Indiana, Kentucky, western and central portions of Tennessee, Mississippi and Alabama.

Forecasts for Special Localities.—Southern New England—Threatening to-day, probably followed by rain and colder to-night; to-morrow rain or snow and much colder.

Eastern New York—Rain, turning to snow in north; threatening, followed by rain, in south portion to-day; much colder this afternoon; to-morrow rain or snow and colder.

Eastern Pennsylvania, New Jersey and Delaware—Threatening, followed by rain and much colder this afternoon or night; to-morrow rain or snow and colder.

Local Official Record.—The following official record shows temperatures during the last twenty-four hours, in comparison with the corresponding date of last year:

	1918.	1919.		1918.	1919.
3 a. m.	25	40	3 p. m.	31	58
6 a. m.	23	38	6 p. m.	34	54
9 a. m.	26	43	9 p. m.	32	47
12 m.	31	53	12 p. m.	31	41

Highest temperature yesterday, 58 degrees (at 3:30 p. m.); lowest, 37 (at 6:30 a. m.); average, 48; average same date last year, 28; average same date for thirty-three years, 34.

Humidity

8 a. m.	59	1 p. m.	45	8 p. m.	41

Barometer Readings

8 a. m.	30.21	1 p. m.	30.11	8 p. m.	30.09

Local Forecast.—Threatening, followed by rain, to-day, much colder this afternoon; to-morrow rain or snow and colder; strong south winds.

Shipping News

Port of New York

Miniature Almanac

Sun rises ..... 6:26 Sun sets 5:59
Moon rises ..... 7:34 a. m. Moon sets ..... 10:06 p. m.

High Water

	A. M.	P. M.
Sandy Hook	9:43	10:12
Governor's Island	9:55	10:24
Hell Gate	11:46	

ARRIVED YESTERDAY

VESSEL.	PORT.	DEPARTURE.
Rochester	Brest	Feb. 17
Fort Lockenbach	Brest	Feb. 12
Satangerfjord	Christiania	Feb. 18
Lakehurst	Cristobal	Feb. 21
C. of St. Louis	Savannah	Mar. 1
Philadelphia	San Juan	Feb. 25
Nickerie	Cardenas	Feb. 27
Piqua	Jucaro	Feb. 26
Thor	Norfolk	Mar. 2
Daram	Philadelphia	Mar. 2
Jacobahavet	Washington	Mar. 2
Lake Fluvanna	Boston	Mar. 2
River Arazes	Biserta	Feb. 3

OUTGOING STEAMERS

To-day

	Mails Close.	Vessel Leaves.
George Washington, Brest		12:00 M.
President Grant, Brest		12:00 M.
Montana (war), Brest		12:00 M.
Black Arrow, France		12:00 M.
Caserta, Genoa	8:00 A.M.	12:00 M.
Jean Laurent, Antwerp		10:00 A.M.
Ogletherp, Lisbon		1:00 P.M.
Lake Sterling, Guadeloupe	10:30 A.M.	1:00 P.M.
Saunton, Kingston	2:30 P.M.	5:00 P.M.
Panama, Cristobal	12:30 P.M.	4:00 P.M.
El Capitan, Galveston		12:00 M.

Thursday

Aquitania, Southampton	8:00 A.M.	12:00 M.
Julia Luckenbach, Brest		12:00 M.
Otsego, Brest		12:00 M.
Gen. J. F. Hodges, Cristobal	12:30 P.M.	4:00 P.M.
City of St. Louis, Savannah		2:00 P.M.

Friday

Rochambeau, Havre	8:30 A.M.	12:00 M.
Osiahaw, Nassau	9:00 A.M.	12:00 M.
Maui, Brest		12:00 M.

CITY ISLAND

Bound East

Steamers Delaware, New York for Boston; United States lighthouse tender Mistletoe, ——; schooner Annie B. Mitchell, Port Reading for Long Cove, Me. (anchored). Sailed: Schooner B. F. Jayne (from Perth Amboy), Greenport.
Wind southeast, fresh; Cloudy; light sea.

AMERICAN PORTS

BALTIMORE, March 4.—Arrived: Steamers Rosalie Mahoney, New York; Calvaresa, Boca Grande; bark Mona (Nor.), Rio de Janeiro. Cleared: Steamers Tiberius (Dutch), Rotterdam; bark Alastor (Nor.), Buenos Ayres. Sailed: Steamers Heider (Nor.), Gibraltar for orders; Algenib (Dutch), Rotterdam.

CAPE HENRY, Va., March 4.—Passed in for Baltimore: Steamer Cornelia (Dutch), Norfolk. Passed out from Baltimore: Steamers Bronhild (Dan.), Nybooling; Harlet (Nor.), Guantanamo.

HALIFAX, N. S., March 5.—Arrived: Steamers War Patriot (Br.), Bermuda; Royalite (Br.), Mexico; War Peetie (Br.), St. John N. B. (for bunkers). Sailed: Steamers Burinese Prince (Br.), London; Canadian Voyageur (Br.), West Indies.

BOSTON, March 4.—Arrived: Steamer City of Columbus, Savannah. Sailed: Steamers Kershaw, Norfolk; Matoa, Newport News.

Portland, Me., March 4.—Sailed: Steamers Canada (Br.), Liverpool; Lake Cayuga, Norfolk.

SAVANNAH, March 4.—Arrived: Steamer City of Rome, Boston. Sailed: Steamers Thistlemere (Br.), Liverpool; Augusto (it) Larrinaga (Br.), Liverpool; Orbit (Dan.), Barcelona; Howard, Jacksonville.

PORT TAMPA, March 4.—Arrived: Steamer Miami, Havana (via Key West). Sailed: Steamer Algiers, Philadelphia.

GALVESTON, March 4.—Arrived: Steamers Shipton Castle (Br.), Gibraltar; Lake Ocean, Tampico. Sailed: Steamer Pendragon Castle (Br.), Havre.

CHARLESTON, S. C., March 4.—Arrived: Steamer Comanche, Jacksonville (and sailed for New York).

NORFOLK, March 4.—Arrived: Steamers Chowtan, Santo Domingo (and sailed for New York); Cherokee, Boston (and sailed for Chaparra, Cuba); Leland (Dutch), Amsterdam (and sailed for Baltimore); Hermes (Swed.), New York (and sailed for Havana); Lake Markham, New York (and cleared for San Juan); Randolph S. Warner, New York; schooner Albert H. Willis, Tampa.

SAN FRANCISCO, March 4.—Arrived: Steamer China, Hong Kong. Sailed: Steamer Sahoma, Sydney.

PORT LADS, La., March 4.—Arrived: Steamers Cubadist, Cienfuegos; El Mar, New York; Gene Crawley, Tampico; John M. Connelly, Tampico; Minerva, Matanzas; Vera (Nor.), Port Barrios; Vilburg (Nor.), Havana; Puerto Rico. Sailed: Steamers Chalmette, Havana; Copan, (Hond.); Omba, Fred W. Weller, New York; Mary Isles (Br.), Havana via Sagua La Grande; Oaxaca (Mex.), Progreso; Telmelin (Br.), Havana via Norfolk.

JACKSONVILLE, Fla., March 4.—Arrived: Steamers Kyabahin, Boston via Charleston; Mohawk, New York via Charleston.

FOREIGN PORTS

AARHUS, Feb. 28.—Sailed: Steamer Tranbjerg,