

Embargo at New York Aboard Liner Stranded Off New York

Wilson Still Firm Against Reservations

President Stands on His Message to Jackson Day Diners, Hitchcock Reports to Senators

18 Democrats in Rebellious Mood

Ready to Support Lodge Program if Necessary to Get Treaty Ratified

From The Tribune's Washington Bureau WASHINGTON, Feb. 6.—President Wilson is standing by his declaration in the letter he sent to the Jackson Day diners and will not accept any reservations placed upon the peace treaty by the Senate that "change its meaning," Senator Hitchcock, leader of the Administration forces in the Senate, said to-night. Senator Hitchcock has kept in close touch with the White House during the progress of negotiations for a compromise on the treaty and since the bi-partisan conference of Senators failed to reach an agreement. Mr. Hitchcock made an effort today to reach President Wilson and discuss the entire situation with him so that he could carry direct word to the Democratic Senators at his conference on the treaty to-morrow. He was unable to see the President, but will make another effort before the conference to-morrow morning. Definite Word Expected

The President will send word of his position toward ratification with modified Lodge reservations either directly or indirectly to the Democratic conference through Senator Hitchcock is fully expected by Senators on both sides who have been working for an agreement. Should the President make an effort to swing the Democratic Senators back into line against any changes in the treaty except interpretive reservations, however, the conference, it is expected, will break up, with a large group of the Democratic Senators revolting against the President's position.

The eighteen Democrats who sought a compromise with the Republicans regardless of the President's attitude said to-day they would demand that the President should demand that the Democrats agree to accept the modified Lodge reservations that were agreed upon at the bi-partisan conferences. If the support of all the Democrats cannot be secured for a compromise program, the group of Senators said they would vote for ratification on the basis of the modified reservations if possible, and that they would accept the Lodge reservations in order to get the treaty ratified.

Simmons Predicts Split Senator Simmons, of North Carolina, who has followed the President's lead throughout the Senate fight over the treaty, declared there will be a cleavage in the Democratic ranks if the President should demand that they continue to oppose anything but interpretive reservations.

"A large number of the Democratic Senators will insist to-morrow that an agreement be made that will ratify the treaty," said Senator Simmons. "We will go into the Senate when the treaty is called up on Monday, regardless of what is done at to-morrow's conference, and make the biggest fight ever seen in the Senate to force a modification of the Lodge reservations substantially along the lines agreed upon in the bi-partisan conference. If we cannot secure modification of the Lodge reservations we will accept them if we have to in order to get the treaty ratified."

President's Views Unchanged "Since returning from the West I have not been in direct communication with the President, but I have been able to get at his ideas," said Senator Hitchcock. "I do not think that there has been much change in the President's attitude."

Mr. Hitchcock, in reply to questions, said that he considered the President's attitude to-day to be about as it was Tuesday to-night. He said he was against changes in meaning. "I doubt if I will be able to tell the conference anything new about the attitude of the President, but I cannot say definitely. I have not had any communication from him."

"I don't imagine to-morrow's conference will be a large one, because twelve or fifteen Senators are sick or absent. In the bi-partisan conference, I was invited to all the Democrats, but it was stated that the conference was for those friendly to ratification. Not to exceed forty-three Democrats will be for ratification provided there is some measurable modification of the Lodge reservations. I have received information that takes one Senator out of the list." Mr. Hitchcock was asked if he meant Senator Thomas of Colorado, who, it has been reported, will vote against ratification.

"If the President does not assent to

British-Russian Peace Parley On

STOCKHOLM, Feb. 6.—Peace negotiations between Great Britain and Soviet Russia are now in progress, according to a statement which the "Svenska Dagbladet" attributes to Adolph Joffe before his departure from Dorpat, where he headed the Bolshevik peace delegation.

M. Joffe, the newspaper adds, said that Russia desired peace with all nations and merely stipulated, as a main condition, no interference in her internal affairs.

Richthofen May Be Sent Here as German Envoy

Dr. Mueller and Dr. Suedekum Mentioned as Candidates for U. S. Post

By William C. Dreher

Special Cable to The Tribune (Copyright, 1920, New York Tribune Inc.) BERLIN, Feb. 6.—The Foreign Office meeting with one rebuff after another with its first batch of diplomatic appointments. Following the rejection by Madrid of the appointment of Herr Drosen and by Rome of Von Lucius, it is now reported that Tokio is raising objections to Dr. Solf and Brussels to Dr. Landberg.

Some criticism has been made in the press of Foreign Secretary Mueller for failing to bring forward to ascertain whether the prospective appointees would be acceptable. Spokesmen for the Foreign Office replied in their own defense that the old precedent of taking soundings only in the case of embassies of the first class had been followed by the present government.

The filling of the post in Washington is naturally being held in abeyance pending the result of diplomatic relations, but several candidates have been named. In high government circles the Tribune correspondent has heard mentioned the names of Baron Richthofen and Dr. August Mueller. Dr. Albert Suedekum is being spoken of among outsiders. Richthofen formerly was an attaché in Washington and is now prominent here in the League of Nations. Mueller was the first Socialist to be appointed to a high office under the Kaiser. He was a member of Prince Max's Cabinet.

Bonfires Melt Big Snow Banks in City's Streets

Wood, smoke and gusts of snow swirled across lower Manhattan together yesterday. Janitors of buildings on the side streets, despairing of ever clearing the drifts, threw in their gutters by snow plows, started in to burn off the snow.

Before hundreds of buildings bonfires built of broken packing cases and other refuse were kindled, melting ever deeper into the drifts as the snow melted away below. In some places the mounds looked like sleet-cast volcanoes spouting flame.

Roads Told to Rat-Proof New Orleans Terminals

NEW ORLEANS, Feb. 6.—Officials of the Louisville & Nashville and Illinois Central railroads were notified to-day after a meeting of Dock Board members and representatives of local commercial agencies that unless work was started within forty-eight hours on rat-proofing freight terminals on the river front of the buildings would not be permitted and steps would be taken to assist in her.

The action was taken in connection with the campaign to prevent a recurrence of the bubonic plague.

Ship in Distress 600 Miles East of Hatteras

Wireless calls for help from an unidentified steamship about six hundred miles east of Cape Hatteras were picked up here early this morning.

BOSTON, Feb. 7.—The steamer Polar Bear in distress signals, which were intercepted here early to-day, reported that she was disabled 600 miles south of New York and requested assistance. The message said she was drifting eastward at the rate of one-half knot an hour. The coast guard station at Norfolk was said to be sending assistance to her. The Polar Bear, which registers 2,800 tons, sailed from Dakar on January 5, from New York and was due February 5.

Says Germans Can't Pay Bill

LONDON, Feb. 6.—In a speech at Paisley to-night former Premier Asquith, who is contesting the seat in Parliament for that district, said: "Speaking with a full sense of my responsibility, I am disposed to believe, after making proper allowances for what is needed to start Germany's industrial life again, that £2,000,000,000 (approximately \$10,000,000,000) is the outside indemnity obtainable from Germany. If I were the Chancellor of the Exchequer I would write off anything beyond this as a bad and doubtful asset."

The Book Pages

Edited by Heywood Brown, will be found to-morrow and on Sunday thereafter in the Magazine Section of the Sunday Tribune

Labor Plans Nation-Wide Drive at Polls

Aggressive Political Campaign Prepared to Win Control of Congress and Elect State Officials

Candidates Sought in Both Parties

Gompers Under Orders of A. F. of L. Directs Call to 4,000,000 Workers

WASHINGTON, Feb. 6.—Definite plans for the first nation-wide, aggressive political campaign by organized labor to control Congress and elect friendly national and state officials have been made by a committee of the American Federation of Labor and will be announced soon.

The fight, labor officials declare to-day, will be bi-partisan and will be launched in the coming Presidential primaries. Organization details have been formulated by a committee composed of the executive council and department presidents of the Federation, which has been in session here for the last two days. Samuel Gompers, president of the Federation, said to-night that an explanation of the movement would be made public to-morrow.

Committee Forms Plans

The committee formulating plans was appointed by Mr. Gompers in accordance with instructions given by the General Labor Conference, held here December 13, to put into effect the "declaration of principles" adopted at that time.

Representatives in Congress whose records show them to be unfriendly to organized labor, it was said by members of the committee, will be opposed vigorously for reelection, and new candidates will be proposed in their stead. Every craft affiliated with the Federation will be called upon to join the political fight, it was added. Congressional districts will be apportioned on the basis of organizers put in the field. The Federation now claims a membership of more than 4,000,000.

In addition, the campaign will be carried out through local primaries and elections and an attempt made to obtain Governors, judges and Legislatures well disposed toward labor.

Labor leaders explained that while an effort would be made to enlist the support of the farmers no third party movement is considered advisable. No attempt to reach an agreement with national farm organizations will be made, but the appeal will be addressed directly to the workers themselves, it was said. The cooperation of friendly state and local farm organizations, however, is hoped for, particularly in North Dakota, Minnesota and adjoining states where the Nonpartisan League has gained a hold, and in New York, South Carolina and other states, having strong farmers' organizations.

Real Men Are Reluctant

Chiefs of the four big railroad brotherhoods, now in Washington for wage conferences with the Director General, shied at any political discussion when asked to-day if the railroad employees were aligned with the Federation in the contemplated fight.

On the other hand, to-morrow's issue of "Labor," the official organ of the Plumb Plan League, will have as its leading editorial a call to "ninety million wage earners and farmers to organize now to elect their quota of congressmen." H. E. Wills, chairman of the legislative committee of the brotherhoods, and L. E. Sheppard, president of the appeal, are members of the editorial board of "Labor."

Arms Seized in Raids On Sinn Feiners' Homes

Three Arrests Made by Police and Military in Londonderry, Ireland

LONDONDERRY, Ireland, Feb. 6.—Police and military last night raided the homes of Sinn Feiners and arrested three of them. A quantity of arms, ammunition and explosives was found by the raiders.

Would Curb Reserve Board

NEW ORLEANS, Feb. 6.—A movement to bring about an amendment to the Federal Reserve act and to limit the powers of the Federal Reserve Board was inaugurated here to-day at a conference of bankers from eleven states. The movement was instigated by the recent par clearance order of the Federal Reserve Bank of the 6th District.

Canada Balks at U. S. Exchange

TORONTO, Ont., Feb. 6.—As the result of telegrams sent broadcast to members of the association of the secretary of the Canadian Wholesale Grocers' Association has received more than one hundred replies unanimously in favor of discontinuing the purchase of United States manufacturers' goods unless payment for same is accepted in Canadian money.

Because of the soaring exchange rates local theaters are faced with the necessity of canceling their contracts for attractions from the United States, as the American producers object to accepting Canadian money at a heavy discount.

Daniels to Ask for 26 Capital Ships for Navy

Plans Huge Building Program, Including Sixteen Up-to-Date Dreadnoughts and Ten Battle Cruisers

From The Tribune's Washington Bureau WASHINGTON, Feb. 6.—A huge naval building program, involving the construction of twenty-six capital ships, including sixteen superdreadnoughts and ten battle cruisers, will be laid before Congress within the next two weeks, by Secretary Daniels.

Announcement of the fact made to-day by Mr. Daniels, who said he would ask Congress to adopt by the end of the month a policy of naval construction, which would place the United States in the league of nations, will give this country a navy as large as any in the world, and which in his opinion does not do so will pave the way for a navy greater than any other in the world.

"I shall propose," he said, "that we proceed immediately with construction of a navy of the capacity of our yards, a capacity which we have already begun to enlarge."

Ships to Cost \$780,000,000 The ultimate cost of these twenty-six capital ships, it was estimated, will approximate \$780,000,000. For the work to be completed by the end of the year, Mr. Daniels said, he would ask for an appropriation of \$200,000,000.

The ships called for are those it was proposed to build under the original program suggested to the last Congress. Authorization for some of them already has been given and the budget for a few actually laid. Mr. Daniels, however, desires to have the program put under way at once.

"From an examination which already has been made," he said, "officials of the Navy Department are satisfied that the present capacity of yards in this country available for this kind of construction is such that work on all twenty-six could be proceeded with simultaneously."

Whether Congress will approve is extremely doubtful. The program of economy adopted by the Republican majority, such as to close the door to new projects of any kind.

\$50,000,000 More for Navy Pay. Moreover, in order to obtain the personnel required for the augmented fleet Secretary Daniels will renew his request for an increase in navy pay that will add another \$50,000,000 to the budget he will present. With the completion of the new vessels proposed, it is probable that the appropriation for pay will have to be increased again, as the \$50,000,000 he has asked according to Mr. Daniels will be used largely to raise the pay of the present personnel.

It is recalled that after proposing the three-year program two years ago Mr. Daniels last spring went before the House Naval Affairs Committee and suggested that the whole plan be suspended pending the outcome of the peace conference. At that time President Wilson was in Washington, having returned to this country for a brief period during the negotiations at Paris.

Mr. Daniels' explanation of his change of attitude was that the whole question of naval armament would undoubtedly be taken up by the league of nations and that a policy would be sought to be established covering the Federal construction of the member states.

Secretary Daniels in a message to Congress to-day recommended construction of three aviation carriers and four destroyer tenders. He proposed that fabricated steel now on hand at Hog Island be used, reducing the cost from \$23,000,000 to \$11,000,000.

It was 2:25 a. m. when the first message was received from the Princess Anne was received at naval stations and at Police Headquarters. Battling his way northward through the storm, Captain Seay apparently failed to recognize his exact position, and the first message, which stated that the Princess Anne was ashore on Romer Shoals, sent relief vessels racing to the aid of the harbor master's tug to Rockaway Point. It was some time before they could be advised by wireless of the true position of the Princess Anne.

Second Message at 2:40 p. m. Twelve hours after the receipt of the first message the wireless of the Princess Anne came faint and stammering through the storm.

Aid Cut Off By High Sea Beating Ship

Attempts by Coast Guard and Many Tugs to Reach Princess Anne on Rockaway Shoals Are Futile

No Heat or Light For Passengers

Wireless Ceases; Engine, Boiler Rooms Flooded; Try Rescue at Daybreak

The Old Dominion liner Princess Anne, Norfolk for New York, pounded last night, as she had throughout the day, on the inner bar off Rockaway Point. Within 500 yards of the beach, with the city's glow showing dimly through the driving sleet and snow, thirty-two passengers watched the waves tumble about a lighthouse tender and tugs that were standing by.

Waves running from twenty to thirty feet high were pounding the vessel. Its dynamo was silenced. Only an occasional oil lantern threw a swaying circle of yellow on her decks. Hold No. 3 was awash. Decks, masts and rails were sheathed in ice. The wireless, which for hours had constituted a tenuous connection with the shore that was so near, was dumb for lack of power.

Thirty-two passengers and a crew of seventy-two were wrecked on the waterfront of New York and unable to get ashore! They had been there since 2 a. m.

Wireless Calls Cease It was 6 p. m. when the wireless ceased to function. For some time before that, had been running on current obtained from batteries. The after hold of the vessel, including the engine and boiler rooms, was flooded, cutting off the passengers from the light and heat. Even the coffee had to be served sparingly because of the shortage of drinking water.

Although their plight was most uncomfortable, the passengers were said to have been brave, except from exposure. The outer bar, which is a sort of breaker, diminishing the force of the giant rollers which swept in from the sea. There was no danger either of the ship's striking or into deep water, as it might have done on the outer bar.

Captain Joseph Meade, of the Army coast guard station, who took command at the Rockaway Point station after reaching it with his crew, said it was the worst storm he had seen in fifteen years' experience on the coast. Repeated efforts to launch lifeboats were frustrated and the beach and the ice floes that littered the beach. Last night the waves swept clear across the peninsula, cutting off the lifelines of the men in the station.

Will Try to Pass Line Captain Meade will go out in a powerful motorboat at 5 a. m. to-day and seek to pass a line from the Princess Anne to one of the vessels standing by. The aim of such a line the passengers and crew could be taken off the wrecked boat. The Princess Anne is pointing inshore at an angle of about 45 degrees. Her capriciousness with wind and waves. All efforts to reach her during the day proved futile.

It was too rough to attempt to transship the passengers. The distance from shore was so great that a breeches buoy probably could not have been used even could a mortar have shot a line across the vessel. All day the passengers, many of them suffering from exposure and all of them in need of allowance of drinking water, because of the protracted trip, strained their eyes to see the low shore line where lights were visible through the sleet and snow lifted for a moment.

Within the very city limits they were suffering the hardships of shipwreck in the Shetlands or the Orkneys. Although Captain Seay sent out wireless messages for help during the afternoon, the sea was still running too high to get the passengers off. Observers decided the risk to those on board was less on the Princess Anne than it would be if the effect was made to transship them.

Calls for Tugs "Ship is filling," Captain Seay called. "Send tugs to get passengers and crew off before night. Vessel in exposed position. Seas very high."

It was 2:25 a. m. when the first message was received from the Princess Anne was received at naval stations and at Police Headquarters. Battling his way northward through the storm, Captain Seay apparently failed to recognize his exact position, and the first message, which stated that the Princess Anne was ashore on Romer Shoals, sent relief vessels racing to the aid of the harbor master's tug to Rockaway Point. It was some time before they could be advised by wireless of the true position of the Princess Anne.

Second Message at 2:40 p. m. Twelve hours after the receipt of the first message the wireless of the Princess Anne came faint and stammering through the storm.

"Ship's dynamo will not last much longer," ran a message received at 2:40 p. m. "Atter part of aerial down. Mast broken. Wires covered with ice. Half of bank of batteries down and

Text of Mayor's Proclamation Asking Suspension of Unnecessary Traffic

Mayor Hylan's proclamation placing a virtual embargo on all but vitally necessary vehicular traffic until Tuesday reads:

"To the People of the City of New York: "The Street Cleaning Commissioner reports that due to lack of men he is unable to cope with the extraordinary conditions confronting the city by reason of the present great storm, and that the health and business of the people of the city are being seriously jeopardized by reason thereof, and immediate provision must be made to remedy existing conditions. The situation, therefore, is one of great emergency and calls for immediate action.

"It can be met successfully only through active cooperation and aid of all engaged in the transportation business, such as railroads, steamship lines and other carriers, not including those engaged in the delivery of foodstuffs, coal, milk and daily newspapers.

"I therefore call upon all those engaged in such transportation business to cease work from Friday night, February 6, until Tuesday morning, February 10, 1920, and most urgently request that their trucks and other paraphernalia incident to their business, including their laboring forces, be offered to the city in this extreme emergency. All transportation lines entering New York are requested to volunteer the use of their piers for dumping the snow.

"Information as to trucks and men available for snow removal should be transmitted to the Department of Street Cleaning now. Offices in the following boroughs: Manhattan—Telephone 5210 Worth; Brooklyn, Telephone 2291 Main; Bronx, Telephone 6976 Melrose.

"A dump will be promptly assigned to such volunteers nearest to them for short hauls.

"A meeting of representative business men will be called forthwith to cooperate in carrying out this plan for the relief of the people of the city.

JOHN F. HYLAN, Mayor."

Thieves Below 'Deadline' Get \$90,000 Haul

Lawyer in N. Y. Title Co. Building Second Victim in Two Days; Bonds and Stocks Are Taken

Securities worth \$90,000 were stolen from a safe in the private office of James R. Deering, a lawyer with a suite of ten rooms on the fifth floor of the New York Title Company's building at 135 Broadway, between 5 p. m. Thursday and 9 a. m. yesterday, it became known yesterday afternoon. The stocks and bonds, many of which were only recently acquired, were the property of Mr. Deering.

This is the second time burglars have done the "deadline" below Fulton Street within two days. In both instances, the methods employed in affecting the robbery are believed to have been identical. Offices of the Pittsburgh Steel Company in the Equitable Building diagonally across the street from the New York Title Company building, were looted Thursday.

The continuation to the lock on the safe in Mr. Deering's private office was evidently known to the culprits, who after rifling Mr. Deering's desk, but securing nothing of value, proceeded to the safe and deliberately opened it. The burglar, who also as they had gained access to the rooms, which was done by picking the lock of the door leading from the elevator hallway.

Mr. Deering last night the combination of the safe was known to himself, so far as he knew, and he thought no one had ever seen him use it. A larger safe in the outer office was not touched.

Lawyer Discovers Loss. Scrubwomen who came to work Friday morning at 6 o'clock had seen one at the Deering offices and the superintendent of the building who questioned the night watchman, who also acts as elevator man at night, was able to obtain no information which would indicate the exact hour of the burglary or lead to an arrest. Detectives from the City Station are working on the case.

There are several persons employed in the Deering offices, but none of them were on duty last night. As pictured an desperate last night. At Long Beach, L. I., for instance, the supply of fuel had not been replenished for more than seventy-two hours. Because of difficulties of train operation, as well as the fuel famine, it was impossible to reach them with coal trains last night, however.

Small Supply Promised Efforts were being concentrated last night on getting sufficient coal to tide over the emergency. The city's daily coal consumption. The B. R. T. and Brooklyn Edison Company, which store together on Staten Island, said last night that they had been assured that 800 tons of coal a day could be brought to the city from Staten Island. This will serve as a substantial supplemental supply to the tender stream of fuel reaching that borough by rail.

A plea that all electric current and gas saving possible be attempted by the public was made by Mr. Nixon last evening. He said that only by such economy would it be possible to pull the city through its present dilemma. After a morning conference with representatives of the railroad administration, he issued this statement:

"Mr. Fisher, who is the regional director for the Allegheny region under the railroad administration, at his headquarters in Philadelphia yesterday

Curb Placed On Vehicles For 3 Days

Mayor Also Requests Owners of Private Motor Cars to Keep Them In Until Tuesday

City Will Wage Battle on Snow

Business Men Rally to the Aid of Officials; Trolley Lines Tied Up

A three-day embargo on private passenger motor cars, similar in effect to the "gasless Sunday" edict of war times, was requested of New York last night by Mayor Hylan, who enlisted the aid of merchants, steamship companies, truckmen and drivers' unions at a conference on storm conditions in City Hall. The Mayor previously had issued a proclamation urging the suspension of all but vitally necessary trucking traffic for the three-day period.

Steamship companies have offered the use of their piers for snow dumping purposes. The United States Trucking Corporation will turn over 450 motor trucks to the city this morning. John Wanamaker offered the services of 200 employees as snow shovelers.

It was in this spirit that the business men and the labor men met with city officials last night to devise means of rescuing New York from the three-day snow storm, which has blocked streets, tied up transportation systems, almost cut off the city's coal supply and interfered with the delivery of food. At the close of the meeting the resolution calling on motorists to keep their cars off the street for three days was adopted.

More Snow Predicted

Fourteen inches of snow had fallen at 8:30 o'clock last night. More snow is prophesied for to-day, probably stopping during the day. It will be colder to-day, according to the Weather Bureau, but the mercury probably will not go below 20 degrees.

The havoc wrought by the storm yesterday was scarcely less than on the preceding days, and the cumulative effect was appalling. Surface cars crawled here and there through the snow-choked streets. Elevated trains proceeded at a scarcely swifter pace, and for hours the Second and Third Avenue elevated lines were virtually out of commission. Service on the Brighton Beach line was suspended during the morning, and few trains ran in the Sea Beach subway because of the drifts in the cut. Five persons were killed in accidents incident to the storm.

Despite the efforts of the railroad administration to assist the coal supply of public utilities showed a net loss for the day, and it was doubtful last night whether the fuel of the light and transit companies would suffice for over Sunday.

An extraordinary tide prevailed, again stranding the city's beaches with wreckage, although no buildings were washed away. The Old Dominion liner, Princess Anne, stranded off Rockaway Point, several steamers are locked in the ice in the Sound, and countless small craft in the bay and elsewhere were torn from their moorings.

Trains from the West and the North were hours late. Nine expresses on the Pennsylvania Railroad between Philadelphia and New York were taken off the schedule because of the snow and the congestion in the yards at this city. The Pennsylvania led in the efforts to get coal through to New York, placing a partial embargo on freight and giving coal shipments the right of way. Other roads took similar steps.

Suburban trains, especially in the electrified zone, met with tedious delays. The Long Island Railroad suffered severely. It took nine hours for a passenger train from Port Washington, N. Y., to reach the city line, to reach Long Island City.

Milk trains were from one to six hours late, and the delivery of Grade A milk, mostly for infants, was delayed to the tardiest of all. There were additional delays in getting the milk to the distributing stations and delivering it to homes because of the almost impassable condition of the streets.

All leaves have been canceled in the Fire Department except for men already on vacation, the condition of the streets rendering it unsafe to send extra firemen. In the opinion of Chief Kenion, temporarily the men have been put back on the old schedule, which allows them scant time off, and extra firemen have been sent to outlying stations, where the difficulties to be met are even greater than in the thickly settled parts of the city.

As to food and coal for domestic purposes, the city is said to have small cause for worry. Railroads reported that about 80 per cent of the usual food shipments were coming in, and there is said to be an ample supply of anthracite in the yards of coal dealers to answer domestic needs. The

Continued on page three

Platform Contest

A survey of two weeks of the contest, with letters and planks, will appear in the Editorial Section of to-morrow's Sunday Tribune