

Ryan Doubts Shorts; Drops Price Offer

Plans to Proceed With His Rights in Stutz Transaction and Bring Suits on Outstanding Contracts

Stock Corner Is Denied

Counsel Notifies Committee That Securities Will Be Bought In To-morrow

Allan A. Ryan announced last night his conviction that the shorts in stock of the Stutz Motor Company had no intention of settling their obligations and that he had withdrawn the settlement price he had offered to the protective committee of the shorts. He would "proceed with my rights, whatever they may be," he said, and bring suits on the loan contracts which he said he made "at the specific instance and request of the stock exchange committee."

"I deny that my obligations are gambling obligations whatever they may have intended them to be," said Mr. Ryan. "I believe that a stock exchange contract is still good, and I am ready to spend my money in order to prove it so. I believe that these gentlemen, who would have been delighted to take the profit if the stock had gone down, will be obliged to give the loss now that the stock has gone up."

Stock Corner Denied

He denied that he ever had said that there was a corner in the stock and asserted that he was ready to prove by testimony of governors of the Stock Exchange "that the statement made by me was quite the contrary and that I was, at their specific instance and request, lending it to those who wished to borrow."

Counsel for Mr. Ryan yesterday notified the protective committee that the shorts would be "bought in" to-morrow at 10 o'clock on the New York Curb. Mr. Ryan's lawyers in a letter to Rosenberg & Ball, counsel for the protective committee, stated that the contemplated action was "inasmuch as the mediation proceedings had failed."

The protective committee's counsel expressed surprise over the statement of Mr. Ryan's lawyers and said that the protective committee "continues to be willing that all matters in controversy be adjusted by mediators or arbitrators."

Statement by Chairman

Charles A. Morse, chairman of the protective committee, issued the statement outlining the latest developments in the Stutz controversy. It reads: "This morning at 10 o'clock, while we were still actively endeavoring to secure the services of mediators, our counsel received a letter from Mr. Ryan's counsel, of which the following is a copy: "On behalf of our clients, Allan A. Ryan & Co. we beg to notify you that inasmuch as the mediation proceedings have failed, our clients, acting upon the stipulations made with your clients through you as set forth in our letter of yesterday, will proceed to 'buy in' for account of those firms represented by you, on the New York Curb on Saturday, April 24, at 10 o'clock a. m., or as soon thereafter as the same can be bought, in accordance with the notice heretofore sent by our clients to said firms respectively."

"To this our counsel replied as follows: "Answering your letter of even date, received early this morning, and the statement contained therein that 'the mediation proceedings have failed,' the protective committee was, as you know, engaged all yesterday in endeavoring to secure the services of men of high standing as mediators. It comes as a complete surprise both to the protective committee and to ourselves to learn that 'the mediation

proceedings have failed." We cannot understand how they have failed unless your letter means that your clients decline to proceed with the proposed mediation.

"In order that there may be no possible misunderstanding as to the protective committee's position, we state the following: "The committee continues to be willing that all matters in controversy be adjusted by mediators or arbitrators."

"The committee is willing that such a mediation or arbitration shall be by three prominent bankers of standing in the community, or by any other three men of high repute. If such a course is found impracticable, the committee is willing that a mediation or arbitration be had under the direction of the Chamber of Commerce. If that is not acceptable to your clients, the committee is willing that your clients and the committee shall each select a mediator, the two so chosen to appoint a third, the decision of the three to be final and binding upon all parties. "As to the 'buying in,' we do not recognize that your clients have any right to 'buy in,' nor that any such 'buying in' will have any legal force or effect whatever. If your clients choose to proceed, they do so at their own risk."

Veteran Weds War Worker

Miss Carolyn Ross Is Bride of George H. Dockstader

The wedding of Miss Carolyn Ross, daughter of Mrs. Lewis R. Ross, of 150 West 106th Street, to George Herbert Dockstader, son of Dr. and Mrs. Charles H. Dockstader, of Manhattan Avenue, took place last evening in the chapel of the West End Presbyterian Church. The Rev. Dr. A. Edward Keigwin performed the ceremony, assisted by the Rev. Dr. Edward Tilton jr. Miss Ross was attended by her sister, Mrs. Frederic B. Colver, and the Misses Frances Bralley, Carolyn Whittemore, Marion Fink and Frances Ranyon, a cousin of the bride, and Winifred Davey was the flower girl. Charles T. Goodwin, an uncle of the bride, led her to the altar and she was given away by her mother. The ushers were Frederic B. Colver, Edgar Tilton, Paul Miner and Robert Dockstader, a cousin of the bridegroom. The ceremony was followed by a reception. Mr. Dockstader is a Dartmouth graduate and a member of the Phi Delta Theta Fraternity and Dragoon Senior Society, and served two years in the war on a transport. The bride was active in Red Cross work.

Mrs. Minor Heads D. A. R.

Organization Goes on Record for Universal Military Training

WASHINGTON, April 22.—Mrs. George Maynard Minor, of Waterford, Conn., to-day was unanimously elected president general of the Daughters of the American Revolution, succeeding Mrs. George Thacher Guernsey, of Kansas. All the candidates for executive officers on Mrs. Minor's ticket were elected without opposition, the only contests being for vice-presidents general. Twelve candidates were nominated for seven posts. The Daughters went on record to-day in favor of universal military training. There was only a scattering vote against the resolution, which was presented after an effort to have the organization recommend voluntary service had failed.

Ship Susquehanna Floated

TRIESTE, April 21.—The American steamship "Susquehanna," which went ashore Monday on the Dalmatian coast near Pola, was floated this evening. Her passengers, numbering 450, have been brought to this city.

Ignoring Chief, Strikers Vote To Remain Out

(Continued from page one)

probably would be thirty days before the Labor Board could hear the demands of the brotherhoods. It is told them that the railroads had filed a petition for a delay of three months to the different roads to find what the proposed wage increases would cost the lines. I told them when I left Washington I tried to have the ultimatum of the general managers extended, and then I asked them if they wanted to wait or go back."

Punishment To Be Severe

That the railroads were determined to abide by their policy was evident from the action of the Erie yesterday, when officials of the road rejected the proposal of a delegation of Hoboken firemen and engineers who desired to return in a body. The employees insisted that each striker should stand on his record and let it be known that some of the men now out would not be taken back. It was said by some railroad managers that the weeding-out process has the approval of the regular brotherhood chiefs, who have already advised there was severe punishment in store for the leaders of the insurgents.

It was said that of the 4,500 men who had gone out in this district about 2,000 had, in all, less than 2,500 strike on strike. Their places, the railroad employers say, are being rapidly filled with new employees who are being assured permanent jobs. J. J. Mansfield, spokesman of the General Managers' Association, declared yesterday that the passenger service on most of the lines was no practically normal. Freight service, however, is still a serious problem, although it was claimed that about 40 to 50 per cent of the freight normally moved here is now being handled. The Erie reports moving 9,500 loaded cars within the last twenty-four hours, 8,500 the day before and 5,000 Tuesday. Under normal conditions about 19,000 cars handled in this line. Other lines report similar progress.

Erie Still Crippled

The passenger service on the Erie, however, and on the Staten Island lines of the E. & O. is still considerably curtailed. The former road brought in 25,776 commuters yesterday out of a normal number of 39,500, the other 14,000 having to use trolley lines and other roads to get to New York. While trains have been running between St. George and Tottenville during the strike, service was begun yesterday over the South Shore division to South Beach, but was discontinued at 7 p. m. The Mariners' Harbor branch is still idle.

Service in the Hudson tubes was further extended yesterday to Summit Avenue, with trains running under a normal schedule. The company officials said that most of the men employed on the trains were new, very few being returned strikers. According to I. G. Hunt, president of the striking tube employees, officials of the Hudson & Manhattan Railroad Company, which operates the tunnels, had offered to guarantee the seniority rights to the men if they would return by this morning. At a meeting of the 450 men affected, Hunt says, it was decided to stay out.

Several hundred freight handlers employed in railroad yards along the Jersey City waterfront returned to work yesterday on a guarantee of \$10 a day. Essex County posts of the American Legion have endorsed the action of various posts and individual Legion men

in volunteering to man trains during the present railroad strike. About 150 commuters have asked the Jersey City law department to begin suits against several of the railroads for a refund of lost fares. The suits will also include claims for damages to business.

President Rebuffs Insurgent Strikers

Will Not Intercede for Them Until They Return to Work, Tumulty Says

WASHINGTON, April 22.—Arguments on the wage increases demanded by conductors and switchmen were made before the Railroad Labor Board to-day by L. E. Sheppard, president of the Brotherhood of Railway Conductors, and S. W. Heberling, president of the Switchmen's Union of North America. Both cited the rise in the cost of living during the last few years to support the plea for higher wages. Demands of the switchmen call for pay increases of approximately 58 per cent, with time and a half for overtime, Sundays and holidays. Similar overtime allowances are asked by the conductors, together with wages sufficient to enable them to live on a par with the standard. They ask in addition an allowance for expenses when kept away from home.

Headed by Frank Boland, of Jersey City, a committee representing the strikers in the metropolitan district of New York, returned to the offices of the labor board prepared, they said, to "sit tight." Boland declared the men had attempted to return to work but had been refused reinstatement by the General Managers' Association. He added that they would not go back now until assured of their full seniority rights.

Final setback to the efforts of the unauthorized strikers to get their cases before the board was given at the White House when Secretary Tumulty told representatives of the Yardmen's Association and of the railroad brotherhoods that President Wilson would not intercede in their behalf as long as they remained away from work. The delegations were assured by Secretary Tumulty that the Administration was standing squarely behind the board in its efforts to end the present strike and had no intention of intervening to obtain a hearing for the strikers at this time.

The men called at the White House, they said, because of a report that the President had promised the strikers that he would ask the board to give them a hearing prior to their return to work. The report, Secretary Tumulty was told, had greatly hampered the efforts of the brotherhoods to get the men back on the job, especially in the district around New York.

The secretary is understood to have informed the union heads that the President was taking the attitude that the wage board should be left to handle the situation as it interpreted the law.

Strikers in Chicago Called by Grunau to "Clear Up Situation"

CHICAGO, April 22.—John Grunau, president of the Chicago Yardmen's Association, this afternoon called a meeting for to-morrow afternoon to "clear up the entire situation." Members of his organization and of the other insurgent union, the United Enginemen, were invited to attend.

along with Judge K. M. Landis, John M. Glenn, representing Illinois manufacturers and general managers of the railroads.

Mr. Grunau said he had no recommendations to make to the men. "Any proposition that they may make will be voted on," he said. "They are free to suggest any action they desire, and the vote of the majority will rule."

Elevator Strike Leader Is Fined 10 Days' Pay

City Employee Is Ordered Back to Duty and His Application for Thirty-Day Leave Denied

Thomas J. McGill, president of the Elevator Starters' and Operators' Union and an employee in the Municipal Building, who directed the city-wide strike of elevator operators, was yesterday ordered back to duty and fined ten days' pay for absenting himself without leave ostensibly on the excuse that he was ill.

His application for a leave of absence for one month without pay was denied. Clarence H. Fay, Commissioner of Public Works, in a memorandum to Henry H. Curran, President of the Borough of Manhattan, who originally ordered McGill's suspension, urged leniency in McGill's case. Contradictory claims as to the status of the elevator operators' strike continued to be made yesterday by both sides. At the office of the union, 136 Third Avenue, it was declared many more operators had returned victoriously to their posts and that 500 employees had accepted the union's demands. Managers and superintendents of buildings, however, denied that any had surrendered to the union. It was declared all the strikers can have their jobs back if they return by the end of the week.

St. Louis Yardmen Vote A Conditional Return

ST. LOUIS, April 22.—The striking yardmen in the St. Louis district last to-day voted to return to work pending a decision on their wage demands by the Railroad Labor Board, provided their seniority rights are not denied them.

Old Guard Veterans Honor Thirteen Dead

Diminished in numbers, but not in splendor, the Old Guard Veteran Battalion of New York, white coats, shako with sabers, glistening silver cords, martial music and all, marched down Fifth Avenue and Broadway yesterday from its headquarters in West Fifty-first Street to Trinity Church, Rector Street and Broadway, amid the shouts of the thousands who lined the sidewalks. Memorial services were held in honor of thirteen members who died in the last year.

Major Edward Havemeyer Snyder led the battalion. A program of singing, a salutation to the colors, a Bible lesson and an address by the Rev. Dr. Washburn, chaplain of the Old Guard, was given.

Before the battalion marched to the church the installation of new officers was held at the headquarters, 229 West Fifty-first Street, the ceremony being in charge of Adjutant General Charles W. Berry by authority of Governor Smith.

Mauretania In Day Late; Delay Caused by Gales

Adolph Zukor Brings Back Report of 14,000 Movie Theaters in Scandinavia Countries Soon

The Cunard liner Mauretania arrived here belated yesterday from Southampton after an unusually rough passage across the Atlantic. She was expected to come on Wednesday, but was held back by gales and heavy head seas.

Among the saloon passengers was Adolph Zukor, head of the Famous Players-Lasky Corporation. He had been abroad three months, giving much of his time to a business trip through Scandinavia. He said there were 3,500 motion picture houses in the Scandinavian countries and that the demand for pictures was so great there would soon be 14,000 theaters erected at a cost of \$15,000,000 supplied by European capital. He denied a cable report that he had purchased a necklace worth \$500,000, but said he had brought over a quantity of pearls valued at \$66,000.

Another traveler was Willoughby G. Walling, vice-chairman of the central committee of the American Red Cross, who had gone to Geneva to attend the general council of the League of Red Cross Societies. He was accompanied by his wife and Eliot Wadsworth, vice-chairman of the American Red Cross War Council.

Joseph McCarthy, who wrote the lyrics for "Irene," returned with his wife and a girl two and one-half years old whom they adopted. The child, who is called Mary Irene McCarthy, was one of 6,000 war orphans assembled for adoption at Crissy Tower, London.

William A. Brady, theatrical manager, another traveler by the Mauretania, returned with a pessimistic view of conditions abroad, saying that America is standing on the edge of another World War.

In the second cabin came Johann Van Albert, of Amsterdam, a Dutch giant who is nineteen years old and is 8 feet 5 inches tall. He comes here to join the circus.

On the American liner New York from Southampton came twenty-five native missionaries from India who are to attend the Methodist Episcopal Church Conference which is to be held in Des Moines next month. With them came the Rev. Dr. George A. Simons, superintendent of the Methodist Episcopal Church in Russia and pastor of the American Church in Petrograd. He said there was great suffering in Russia due to vile sanitation and a spread of deadly disease, particularly typhus. He said that almost all the sidewalks and wooden buildings in Petrograd had been burned for fuel.

Six men of the crew of the Sham-

If your preference is for overalls, all the more reason why you need Haas tailoring. We welcome an opportunity to demonstrate our skill with difficult materials. Nothing would more surely make a regular Haas patron out of you than to show you what we could do even with denim. But the truth is, there would be no cause for the Overalls Rebellion if everybody were enjoying the combination of useful long-wear fabrics with Haas honest tailoring and Haas small margin of profit.

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rock IV came over to help put the challenger of Sir Thomas Lipton in those departing with him were eight priests of the Passionist Order who are on their way to Rome to attend a conference of their order at St. Peter's.

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This cross-section of a six-cylinder engine shows how Tydol gasoline that vaporizes fast sweeps into the cylinder

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AIR GAS 8 to 1	AIR GAS 15 to 1
With Sluggish Gas	With TYDOL Gas
8 parts of air to 1 part of gasoline	15 parts of air to 1 part of gasoline

How to make 15 to 1 adjustment

After filling the gasoline tank with Tydol, run the engine until warm. Then lift the hood. Turn the gas adjustment on the carburetor, decreasing gradually the flow of gasoline. When the engine begins to slow down, turn the gas adjustment back, increasing the flow slightly until you get a maximum engine speed. This will give you the 15 to 1 adjustment. If you have a "rich" and "lean" adjustment on the dashboard you can use an even leaner adjustment than the above.

On hills and in traffic use the rich dash adjustment; on the level or in the country use the lean.

This assures maximum mileage and minimum carbon with Tydol.

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SUCKED into your engine like great drops of rain—or swirling in light dry smoke? How does your gasoline vaporize? Ordinary gasoline vaporizes slowly. It comes up from the manifold wet and heavy. It cannot burn clean. Such sluggish fuel deposits great plates of carbon, contaminates the oil in the engine, holds your car back on every grade. But you can feed your engine pick-up and power. Tydol, the Economy Gasoline, vaporizes fast. Tydol sweeps up from the carburetor like wind-driven smoke. Every drop flashes into instantaneous power in the explosion chambers. Tydol vaporizes so rapidly that it operates best on the famous lean 15 to 1 mixture. It will operate on the rich, wasteful mixture required by ordinary gasoline. But Tydol is specially made so that you can get real hill-pulling power, pick-up in a traffic pinch and extra miles to the gallon. Have your carburetor set at 15 to 1 (see the chart at the right). Fill up with Tydol. See how your engine improves. Carbon troubles are reduced to a minimum. Contamination of the lubricating oil is almost entirely eliminated. Best of all, at the end of the long day's run you find an extra gallon or two in your tank. Even where Tydol costs slightly more than ordinary gasoline it is always an economy. Look for the orange and black Tydol sign today.

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The First Roll of Honor

THE first list of those who subscribed to New York University's foundation is almost a roll-call of the leading citizens of New York ninety years ago. It contains, among others, the following names:

John Jacob Astor, 1st	Cornelius Lawrence
Charles Butler	James Lenox
John DeLafield	Morgan Lewis
George Griswold	Valentine Mott
Albert Gallatin	Stephen Van Rensselaer
John Johnston	Myndort Van Schaick
	Richard Varick

These men had faith in the future of New York. And they believed this future could best be insured by training the youth of the city for every profession essential to the city's welfare. Hence they gave generously to endow the institution whose conception of education was as broad and practical as their own.

Their individual subscriptions were not large, measured by present standards—from \$1,500 to \$15,000 mostly—but these were substantial sums for those days, when New York's population was a mere 200,000.

Some of these men lived to see their investment pay rich dividends—scientific advancements, great achievements, useful citizenship. Their investment will continue to pay dividends as long as New York needs trained brains and character to do her work.

Today New York needs trained brains and character more than ever. She needs every one of the 10,000 who seek admittance at New York University.

But the original endowment, with the modest additions it has since received, is no longer adequate. It must be increased, if New York University is to continue meeting the needs of New York.

And so New York University appeals to the leaders of New York in 1920. Like the leaders of 1830, they are forward-looking and practical; they have faith in the future of New York.

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