

### Longshoremen Call Off Strike Begun Mar. 12

Coastwise Pier Workers Vote to Return To-day or To-morrow, Waiving Wage Increase Demand

Terms Are Kept Secret Employers Are Said to Have Agreed to Clear Piers of All Strike Breakers

Coastwise longshoremen, members of the International Longshoremen's Association, who have been on strike since last March, have voted to return to work at once. The decision was made at individual meetings of the various locals yesterday afternoon and confirmed at a joint meeting at St. Veronica's Hall last night.

Thomas V. O'Connor, president of the International Longshoremen's Association, declared last night that the men would go back to work to-day or to-morrow. He declined to make public the terms under which the men agreed to resume their jobs.

It is understood, however, that the steamship owners complied with the workers' demands that all strike-breakers now on the piers be removed. It was also intimated that, if the men returned to work at once, it would place them in a better position in the negotiations now in progress for a new contract to become effective September 1.

Strike Began March 12

This brings to a close one of the longest struggles in the history of the harbor, which for a time caused a complete tie-up of freight steamships in the coastwise trade and threatened to bring about a serious "open shop" war. The strike began on March 12, when the men were refused their demand for an increase of 15 cents an hour in order to make their wages equal to that of the deep-sea workers. The ship owners insisted they were not able to meet the demand because of the competition of the railroads and were supported in their position by the National Adjustment Commission, which had already ruled on the subject.

The fight continued for several weeks until the unionized truckmen boycotted the piers, completely tying up all incoming and outgoing freight. With the city losing more than \$1,000,000 a day, the merchants organized an independent trucking system to break the deadlock. This move was unopposed by the Citizens Trucking Company, backed by the six strongest commodity bodies in the city. Disregarding union threats to tie-up every industry in the city, the committee cleared the piers and in a measure restored coastwise commerce.

A week ago, James J. Riordan, president of the United States Trucking Corporation, announced that an agreement had been reached whereby the union teamsters had consented to haul freight from the coastwise piers. The citizens' trucking committee then declared that its trucking system would be withdrawn on September 1, but that its organization would be kept alive as a permanent weapon against strikes and boycotts that threatened the city's trade.

Waive Pay Raise Demand

It was intimated then that the struggle was near its end. Conference were held almost daily between the ship owners and the union officials, the last of which took place yesterday in the office of H. H. Raymond, vice-president of the Savannah Line and spokesman for the steamship officials. Mr. O'Connor and Joseph Ryan, vice-president of the International Longshoremen's Association, acted for the workers. The union heads, it appears, were finally convinced that the ship owners were unable to grant the raise in wages at the present time and decided to waive the question.

The matter was placed before the seven locals involved, comprising about 6,000 men, and a vote on the question of returning to work taken. The decision to return to work was confirmed at a joint meeting of the locals during the night.

"We didn't get all we asked for," commented Mr. Ryan, after last night's meeting, "but under the circumstances the deal seems favorable."

### \$100,000 Bond Theft From Mail Revealed

New York Firm Offers Reward for Return of Securities Stolen in Transit

Officials of Paine, Weber & Co., 25 Broad Street, yesterday reported the disappearance of railroad bonds worth \$100,000, which were shipped from the Milwaukee office of the Broad Street firm on July 23.

A reward of \$5,000 has been offered for the recovery of all the bonds or a proportionate amount for the recovery of part of the bonds. Losses of securities bonds and other securities from the same pouch in which the railroad bonds were contained may total \$1,000,000, it was said yesterday.

Paine, Weber & Co. became aware of their loss when representatives presented a receipt forwarded from Milwaukee to the treasury department at the main post office. They were informed that the package had not arrived.

A post office official, when questioned yesterday regarding the disappearance of the bonds, said that the government had been compelled to employ many "undesirables" because of the difficulty in getting help. It was said that two employees of the City Hall station were recently arrested because of charges in connection with parcel post deliveries.

### All Creditors Paid Off By Frohman Executors

Final Accounting Approved in Settlement of Theatrical Producer's Estate

The final accounting of the estate of Charles Frohman, the producer, who died in the Lusitania disaster, May 7, 1915, was approved yesterday by Surrogate Cahalan. Daniel Frohman and Alf Hayman, administrators, declare that all creditors have been paid and stock given to the following in liquidation of their claims: Alf Hayman, 3,906 preferred shares; Klaw & Erlanger, 1,200 preferred; William Harris, 382 preferred; John Drew, 55 preferred; and Charles J. Rich, 131 preferred. Frohman productions are now being staged by Charles Frohman, Inc.

Alf Hayman received 1,500 shares of common stock and 150 shares went to Daniel Frohman and Gustave, Carl, Emma and Elton Frohman, brothers and sisters of the producer. The assets of the estate represented in the new concern totaled \$919,282. After claims of \$901,496 had been liquidated there was a balance of \$17,786. Listed among the assets were the Sutton Estate, East 87th St., N. Y., which was sold for \$60,000, and cash on deposit in the Commercial Trust Company, the Astor Trust Company and in various banks of London.

### Shot Warns Thieves to Flee

Forsake Booty After Tying Terrified Woman to Bed

Warned by an accomplice in an automobile outside, who fired a revolver shot as a signal that pursuers were coming, two masked bandits fled from the home and store of William J. Burtis, near the Belmont, L. I. race track, early yesterday after tying and gagging Burtis's sister, Anna, and compelling Burtis to take them downstairs to his store safe.

The bandits woke Burtis by flashing a light in his face. The two men left him to batter down a door leading into the bedroom of Burtis's sister, who had begun screaming when she heard the bandits. After a struggle a sheet was tied over her head and she was lashed to the bed.

The woman's cries had been heard by Phillip Hoefner, a tenant of a hotel across the street, who gave an alarm. The burglars returned to Burtis and were taking him downstairs when a car drew up at the door and a shot was fired by the driver. The masked men leaped into the car and sped away.

### Gilly Boy Seen in Newark

Edward Gilly, eight years old, the son of Mr. and Mrs. William Gilly, of Cliffwood, N. J., who has been missing since Saturday, is believed to be in Newark. Occupants of a house on Commerce Street, where the boy was reported to have been seen, deny that a child has been on the premises.

Patrolman Daniel Campbell, of the 1st Police Precinct, Newark, reported that he saw a boy peering out of a window of this house, and that the child answered the description of the missing boy.

Persons living in the neighborhood told the police that they saw a child playing about the premises.

The missing boy has blue eyes and blond hair. He weighs seventy pounds and is three feet five inches in height.

### Contract Halts B. R. T. Strike For One Month

Judge Mayer Holds Union Agreement Binds Men to Give the Company at Least 30 Days Notice

New Plea Made to Hylan

Mayor Names Delaney As Arbitrator and Advises Carmen 'Don't Get in Bad'

Developments yesterday indicated there was little likelihood of a strike on the lines of the Brooklyn Rapid Transit Company for at least a month. This was made plain by both company officials and heads of the unionized employees.

Federal Judge Julius M. Mayer declared that, under the agreement of the union with the company, no strike could be called by the union until thirty days' notice had been given. The agreement between the B. R. T. and the Amalgamated Association expires, union officials say, August 23. Receiver Lindley M. Garrison sent the following communication to Judge Mayer yesterday, explaining the situation: "August 17, 1920.

"My dear Judge: "In response to your inquiry in respect of the time of termination of the existing agreement between the receiver and the committee of employees of the B. R. T., I beg leave to advise you as follows: By the terms of the agreement either side after July 23 could terminate it by giving the other side thirty days' notice. It continues until the expiration of any such notice. As no notice to terminate has been given by either side there is as yet no period fixed for its termination and cannot be until a notice is given by one side or the other.

"Yours, "LINDLEY M. GARRISON."

No Notice of Strike

"No notice of a strike order has been served as yet," commented Judge Mayer yesterday, "and under the agreement the Amalgamated must give thirty days' notice of a strike."

When P. J. Shea, of the international executive committee of the Amalgamated Association of Street and Electric Railway Employees of America, was asked about this part of the employees' agreement, he said: "There will be no strike before August 23. We intend to live up to our agreement despite the fact that both Receiver Garrison and Judge Mayer have violated it by refusing to meet our committee."

The employees yesterday again appealed to Mayor Hylan to assist in bringing about a settlement of their grievances. A committee headed by Shea called upon the Mayor at City Hall and told him of Judge Mayer's refusal to see them on Monday and of his letter upholding the attitude of Receiver Garrison.

The Mayor asked John H. Delaney, Transit Construction Commissioner, to act for him in the matter and attempt to bring about a meeting between the union and the company officials. Mr. Delaney asked the committee if it had the power to accept any terms he might lay before the employees, and James Sheehan, head of local 118, replied that the committee would have to obtain authority from the entire membership of the locals, but that it would be glad to

have him act for the employees in the matter.

The Mayor then indicated that he was not entirely in accord with all the demands made by the men, and declared that some of the requests were radical and far-reaching. "We are dealing with a Federal court," he said, "and I want to be careful. You must also be careful and not get in bad with the public through unreasonable demands. As Mayor of New York I owe a duty to the city. You men also have a duty toward the people. Let us be reasonable."

The Mayor announced that he had written Corporation Counsel O'Brien to request the Supreme Court for a modification of the injunction granted by Justice Crosey stopping the operation of buses. The Mayor explained that if there is a tie-up on any of the lines the people would have a hard time getting to and from work if it were impossible to put buses in operation.

No further move will be made by the union leaders until Commissioner Delaney is given a chance to act. In the event that these efforts fail the men plan to take their case to Governor Smith.

Commissioner Delaney was unable to get into touch with Receiver Garrison yesterday, but sent for a copy of the agreement under which the men are working at the present time, and also for a copy of the new working agreement submitted by the men to the company officials on July 23. The union men expect to hear what success Mr. Delaney had in arranging a conference to-day.

Even if the closed shop were granted to the employees, Sheridan said, there are other demands equally important which the men will insist upon. These, he said, included an increase in wages, the eight-hour day and modification of the merit system. He added that the employees were willing to arbitrate all these questions.

### Mail Airplanes for West Now Leave From Field at Mineola

The mail airplane for Cleveland and Chicago left the new Curtis Aerodrome, formerly Hazelhurst Field, Mineola, L. I., yesterday. The Curtis J. L. planes are being used. The planes formerly left Heller Field, Newark. The mail planes for Philadelphia and Washington still leave from that field.

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### 10-Cent Bus Rate In Queens Helping Higher Fare Fight

Application of the Traction Company for Permission to Raise Charges Will Be Heard Friday by Barrett

Application of the Manhattan & Queens Traction Corporation for permission to charge an increased fare which would enable the company to resume the service suspended last Friday by a strike will be heard by Public Service Commissioner Barrett Friday afternoon at 49 Lafayette Street. The original application for a hearing on the increased fare petition was filed by Walter B. Robinson, attorney for the receivers of the corporation, in September of last year. The Public Service Commission set the hearing for September 9, when the city obtained an injunction preventing the commission from holding it. Justice Finch of the Supreme Court

last October in a decision upheld the injunction, whereupon the company appealed. The Appellate Division of the Supreme Court affirmed Justice Finch's decision and the case was taken to the Court of Appeals. The latter court reversed the previous findings and the injunction was dissolved July 7 of this year.

Bus Business Is Slack

Operation of the Hylan-Whelan buses which was instituted Monday over the eleven-mile route of the traction company, continued yesterday, although business was noticeably slack. A ten-cent fare was charged.

The action of Grover Whelan, Commissioner of Plant and Structures, in authorizing the ten-cent "zoning fare" was characterized by officials of the company, yesterday as a moral triumph for hard-hit traction lines of greater New York and vicinity.

"When the city buses have recourse to a fare twice that allowed the trolleys in order to meet expenses it can easily be seen why the Manhattan & Queens was forced to cease operation," commented Mr. Robinson. "The demand of the company's employees for an increase from 45 cents to 57 cents an hour in wages could not be met, although the men asked no more than employees of other traction lines of the vicinity at present receive. The com-

pany had not the funds to prevent the strike."

The city's action, Mr. Robinson thinks, has done more than anything else to "break the sacred precedent of the five-cent fare."

F. A. Adler, auditor for the traction company, said the books of the corporation revealed little chance, in his opinion, for a resumption of service unless an increased fare is allowed. Repairs had been neglected for months, he said, in order that the company might meet its current obligations. The men, he added, had been offered a five-cent increase in wages, but refused it.

Receivers for the Manhattan & Queens are William R. Dezz, 24 Broad Street, and Arthur C. Hume, 547 Fifth Avenue.

### Boy, 15, Pleads Guilty to Stealing \$1,500 Diamond Ring

Carmino Carbo, fifteen years old, of 319 North Seventh Street, Brooklyn, pleaded guilty in Brooklyn Children's Court yesterday to the theft of a diamond ring, valued at \$1,500, from Joseph Vanzo, of 37 Havemeyer Street. The youth was held for sentence next week.

Carbo said he gave the ring to a man, who pawned it for \$200 and gave him \$50. The ring was recovered by Detective Joseph Miller.

### 15 Policemen Promoted

Commissioner Enright Gives Preference to Soldier Members

In the promotion of five sergeants and ten patrolmen yesterday Police Commissioner Richard E. Enright gave preference to soldier members of the department, in accordance with the new regulations of the Civil Service. Those promoted follow:

To be lieutenants—Sergeants William F. Rodihan, Traffic Division; Charles Hemley, of the 16th Inspection District; Alexander C. Anderson, of the 1st Inspection District; Joseph S. Davis, of the West 152d Street station, and Samuel W. Johnson, of Motorcycle Squad 1.

To be sergeants—Patrolmen James F. Smith, of the Flushing station; James Harten, now in the army; William D. O'Grady, of the Sheephead Bay station; James J. Coy and John G. Stein, of the Detective Bureau; Lawrence J. Bennett, of the Charles Street station; James H. Mozgala, of the Brooklyn Avenue Station, Brooklyn; George W. Cook, of the Far Rockaway station; George B. Harris, of the Bath Beach station, and Ira E. Gaynor, now in the army.

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- Travelling Bag of genuine cowhide, black or tan, 16 or 18 inch, real leather. Value \$13.50. Sale Price..... \$6.50  
Others up to \$110.
- Suitcases, genuine cowhide, steel frame, 24 and 26 inches. Value \$25. Sale Price \$11.50  
Others up to \$125.
- BLACK ENAMEL Suit Cases 24 and 26 inch  
Extra width and depth, cretonne lined tray and cowhide straps running around cases. These cases are worth 3 times the price we are asking \$9.50 Value \$22. Sale Price..... \$9.50  
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