

Adriatic Here With an Epic Of Heroism

Stirring Tales of Bravery Among Crew Following Mid-Sea Explosion Are Related by Passengers

Engineer Braved Gas to Save Man

Also Led Bucket Brigade Into Burning Hold; 3 Hurt in Hospitals Here

With four of her crew dead, one missing and three seriously injured, the White Star liner Adriatic arrived here yesterday evening, after having experienced one of the gravest accidents at sea that has occurred on any trans-Atlantic passenger steamship in recent years.

Passengers on the vessel, who told about the explosion that ripped the cover off hatch No. 3 at 1 o'clock Friday morning, seeing men's bodies and twisting great steel girders in its path, had but one impression uppermost in their minds: the discipline, courage and efficiency of the Adriatic's master and crew in the emergency.

When the call to quarters came, they said, every man took his post and went about his allotted task as coolly and quietly as though the possibility that a hole had been blown in the steamer's hull, as was feared at first, did not exist.

Meanwhile, with the fumes of the explosion still eddying through hold No. 3, an act of great heroism was being performed. An electrician, Leslie Abbott, who afterward died of his injuries, had been stringing a light just inside the No. 3 hold and was caught there and frightfully burned by the blast. As soon as this was known officers called for volunteers to bring him out, and every seaman within hearing, it is said, stepped forward for the task. But before them all was Senior Second Engineer James C. Corrigan.

Braves Gas to Save Man

"He's my man; I'll get him out," said the officer, and crawled through the bulkhead regardless of the poisonous gas with which the compartment was filled, totally unmindful of the fact that the hold might be a blaze of fire in which his flooring had been there might be a sheer drop into the sea through a rent in the liner's side.

Beloved Blown Overboard

Other men were asleep on the upper hatch over No. 3 hold, as the night was warm and muggy. One of these was Stephen McGuinness, a fireman, who could not be found afterward and who is believed to have been blown overboard with the hatch cover.

Ten Killed, 20 Injured, In Minnesota Wreck

Passenger Train Hits Truck and Then Plows Into Freight Standing on Siding ANNANDALE, Minn., Aug. 13.—Ten persons dead and more than two score injured was the toll to-night of the wreck on the Minneapolis, St. Paul & North Star line, near Minneapolis, Minn., when a passenger train crashed into a truck and then plowed into a freight train standing on a siding.

Pushcart Peddlers See Graft In Fees Paid by Floaters; Where Money Goes a Mystery

Peddlers Pay Tribute Of \$52 Yearly; Was \$4

Pushcart peddlers now have to pay \$1 a week for the privilege of conducting their meager business in the city streets. That tribute has been levied for about a year by authority of Commissioner O'Malley of the Department of Markets.

News Summary

LOCAL
Dynamite exploded under West Shore train injures women and children; believed work of strikers.
Damaged Adriatic arrives; passengers tell of heroism in explosion, which killed four.
"Trouble is catching; in the peddler business it's epidemic," Tribune pushcart man learns in market graft investigation.
Forty cabaret visitors held all day in police station after man is killed in street.
War veteran shot by restaurant keeper in quarrel over use of telephone.
Fontaine-Whitney suit to be filed formally to-day; defense is outlined.
Hylan may nominate Hearst at Syracuse convention, Connors intimates.
Chinese woman shrieks and coins are distributed as murdered tong chief is buried.

WASHINGTON

Fight to finish in railway shopmen's strike is indicated by failure of union leaders to accept Harding's settlement proposal. Carriers' executive issue statement to effect that majority are willing to take back strikers pending determination of their seniority rights by Railroad Labor Board.

DOMESTIC

Santa Fe Railroad vice-president accuses "Big Four" brotherhoods of deliberate conspiracy in abandoning passenger trains. About 300 passengers on stalled trains on Santa Fe and other lines brought into Los Angeles.

FOREIGN

John G. Woolley, former prohibition candidate for President, dies at Granada, Spain.
Irregulars use barrels of oil in setting Cork afire as they retreat.
King George sends message of condolence to Mrs. Arthur Griffith, widow of President of Dail Eireann.

SPORTS

Giants defeat Braves at Polo Grounds, 4 to 2.
Yankees lose to Senators at Washington, 3 to 2.
Robins defeat Phillies at Ebbets Field, 3 to 2.
Vincent Richards wins final singles round from Robert Kinsey in Southampton tennis tourney.
Mrs. Molla Bjurstedt Mallory defeats Mrs. Marion Zinderstein Jessup in the final round for the women's metropolitan tennis title.

MARKETS AND SHIPS

French stocks rise as business improves.
United States Rubber shows profits of more than \$3,000,000 for half year; bond issue offered to-day.

Long Friends Killed When Plane Falls in Ohio

CLEVELAND, Ohio, Aug. 13.—Louis Yahn, twenty-one years old, of Newark, N. J., and James Ray, twenty-one, mechanic and aviator at the Medina Aviation Club, were killed late to-day when their airplane went into a tail spin and fell about 200 feet as they were preparing to land at Chipewake Lake, near Medina, Ohio. Yahn was visiting Ray, his lifelong friend.

4,000 to 6,000 East Side Hucksters Who Have No Weekly Cards Pay Large Sum Not Accounted For

This is the last of three articles on alleged graft conditions in the pushcart markets of the lower East Side, written by a member of the staff of The Tribune, who worked a week as a peddler to obtain first-hand information.

By M. Jay Racusin

The last thing Avrom, the kindly stubble-bearded proprietor of the pushcart stable at 125 Suffolk Street, said to me, when I turned in my stand for the last time and complained of my treatment by the market supervisors, was, "Hear me; trouble is just like sickness—it's catching, and in the peddler business it's—what do they call it?—yes, it's a regular epidemic."

With this in mind I have presumed to draw certain conclusions on the basis of my week's investigation of the street market situation on the East Side as I saw it from behind one of the vendors' own carts.

Peddlers Call It "Graft"

Many of these give up 25 cents a day to the supervisor or his assistant, without obtaining any receipt or any kind of writing to indicate that the money had been paid over. The quarter is the smallest sum accepted from these so-called floaters. What arrangements others have probably vary. At the least \$1,000 to \$1,500 a day is taken from these men and women for which there is absolutely no accounting, so far as the peddler is concerned. He calls it "graft."

Picture Matter "Queer" Also

There are also the queer doings about pictures. The first thing an applicant is told upon requesting a permit is, "go get your picture taken," and he is generally directed to a certain photograph gallery and actually led to it as I was to the Rivington Street place of Simon Israel. The photographer charges 75 cents or 50 cents for three little thumbnail prints, which I am told cost actually about five cents to make.

54 Supervise the Markets

The 6,000 who have permits are taxed a fixed sum of \$1 a week, which is collected by the local supervisor or his assistant. There are fifty-four such supervisors who are appointed and discharged at the discretion of the market Commissioner. So that, according to Commissioner O'Malley, there is at least \$312,000 collected yearly from the East Side peddlers in the direction of the market tax.

15 Locomotives Burn in Fire Thought Incendiary

PORTLAND, Me., Aug. 13.—Fifteen locomotives of the Maine Central, Boston & Maine and the Portland Terminal Company and a roundhouse were destroyed in a fire here to-day. The damage is estimated at \$1,000,000. The police said they suspected an incendiary. Just before the fire was discovered by deputy sheriffs on guard two explosions were heard.

Two Railroads and Terminal Company Suffer \$1,000,000 Loss at Portland, Me.

Resolutions approving the foreign policy of Premier Poincare at the London conference have been sent to the Premier by the following City Councils: Bar-sur-Aube, Bernay, Clermont-Ferrand, Le Puy, Lorient, Louhans, Neuchatel, Figeac, Rouen, Vannes and Yvetot.

Italy to Offer Plan to Save Allied Parley

Compromise, Paving Way for New Conference on Reparations, Is Drawn at Meeting of 3 Powers

Poincare Supports Move for a Delay

Next Gathering to Take Up Debts Also, Under the Schanzer Proposal

From The Tribune's European Bureau Copyright, 1922, New York Tribune Inc. LONDON, Aug. 13.—A compromise proposal aimed at the breaking down of the deadlock in the premiers' conference due to the clash of interests between Great Britain and France will be offered by Carlo Schanzer, the Italian representative, when the meeting reassembles to-morrow. It is understood that the measure will have the support of Premier Poincare and M. Theunis, of Belgium. The proposal will come on the same day that the next German payment of 50,000,000 gold marks becomes due.

According to the outline of the compromise, which The Tribune correspondent was able to obtain to-night, Signor Schanzer will propose that the reparations installments for August, September and October shall be paid with a stay of fifteen days for the August payment—but that further conferences looking to a moratorium on the September payments shall be held, in which the whole question of reparations and the inter-Allied debt shall be taken up.

Three Leaders Agree on Move

This new tack was decided upon to-day after M. Poincare, Signor Schanzer and M. Theunis discussed measures of meeting the situation arising out of the divergent views of Lloyd George and the French Premier. It will be moved by Signor Schanzer, who last week protested against his exclusion from the premiers' meetings. In view of the fact that he stands in a more or less neutral position between the British and French, his suggestion can come as a new proposal.

How Roads Are Divided

The roads which have agreed to give the same agreement, except that they guarantee work only to the strikers for whom there are places open and make no promises about providing "employment of the same class."

PARIS, Aug. 13 (By The Associated Press)

Angry demands for the reparations program characterized the comment in today's newspapers, except that in "Temp's" and the "Journal des Debats." These two newspapers avoid strong adjectives, but they reach the same conclusion: the reparations cannot be met by the British.

Blow to Union Prestige

A leader who fails even to get all his strikers back to work—which would be true on all the New England roads, the Pennsylvania and others mentioned in the minority group just stated—could scarcely expect to remain at the head of his union. Incidentally, the union men point out, this settlement would make the shopmen's union a joke on the roads in the Pennsylvania system and New England group to far as all future fight are concerned, and would make national action by the shopmen's union very nearly futile.

Mrs. Harding Sends \$100 Gift For "Clover's" Declining Days

CATAWISSA, Pa., Aug. 13.—Mrs. Warren G. Harding has presented a check for \$100 to Clover, a fifty-one-year-old horse. This became known to-day with the publication of a letter from the President's wife to the animal's owner, the Rev. Dr. Myers, in which she expressed herself deeply moved by "the sense of justice and gratitude and faithfulness which compels you to sacrifice your comfort for the sake of a declining old horse which has given you a long life of willing service."

West Shore Train Dynamited; Rail Peace Is Blocked Again; Fight to a Finish Threatened

Executives Leave Capital; Make Public Proposal to Reinstate Strikers and Refer Seniority to Board

Eager for Harding To Keep Hands Off

"Big 4" Mediation Fails, but Chiefs Remain Till Reopening of Congress

By Carter Field

WASHINGTON, Aug. 13.—Solution of the railroad strike seems just as far off to-night as it did before the President made his last proposal. This is in spite of the long conferences at the White House yesterday and to-day, when the railroad executives conferred again with the President and Secretary Hoover.

Executives Criticize Harding

The executives show plainly that they are nettled at the various proposals the President has made to settle the strike, believing as they do that they could effect a solution of the problem much more quickly if the President would stop making proposals which they say encourage the striking shopmen.

Heavy Guard With Crews

Heavy guards accompanied the emergency crews that were sent into the desert, but no effort was made to molest them. It is feared, however, that if the outlaw strikers make any attempt to work on the whole the situation will be greatly improved. Nearly 350 passengers were on the train at Needles bound for Los Angeles and they will reach their destination late to-night.

Western Pacific Hopes to End Blockade; Coast Situation Like a Powder Keg

SAN FRANCISCO, Aug. 13.—Some relief was given to-day to passengers marooned in the desert along the Santa Fe lines when trains at Needles, Calif., and Las Vegas were moved to points where some of the ordinary comforts were to be had. Many women and children who had passed a whole day under the burning sun in hot cars are reported to have suffered greatly.

Relief Rushed To Travelers in Desert Tie-Up

Special Dispatch to The Tribune SAN FRANCISCO, Aug. 13.—Some relief was given to-day to passengers marooned in the desert along the Santa Fe lines when trains at Needles, Calif., and Las Vegas were moved to points where some of the ordinary comforts were to be had. Many women and children who had passed a whole day under the burning sun in hot cars are reported to have suffered greatly.

Women Suffer in Heat

Twenty-thousand maintenance of way employees of the Pennsylvania and Erie Railroads in the Metropolitan district yesterday telegraphed their national president demanding that a strike call be issued at once.

President Grable Urged to Issue at Once an Order Affecting the Erie and Pennsylvania Lines

Members of the New York district council of the union met at Harlem and a resolution was adopted for transmission to E. P. Grable, who now is in Washington attending the conference there. Bad faith is charged against the management of the Pennsylvania and Erie in failing to observe an agreement made on July 4 for averting a strike then.

Harding Offers U. S. Aid in Caring For Passengers Marooned in Desert

WASHINGTON, Aug. 13.—President Harding, in a telegram to-night to Governor Campbell, of Arizona, offered the assistance of the Federal government to relieve hardships among passengers on Santa Fe trains marooned at junction points. The telegram follows: "I am informed that several passenger trains on the Santa Fe railway are marooned at junction points in your state, because of their abandonment by their crews. It is the obligation of the government to relieve the people who are thus shamefully subjected to hardships. If you have not facilities for the relief which I know you will gladly bestow, then any forces at the command of the Federal government will be promptly ordered to your assistance. Kindly advise whether such assistance is needed."

20,000 Way Men Here Ask Strike Vote

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Owners Discount Move Employees Will Not Quit, Executive Says, as the Job Market Is Crowded

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War Veteran Arrested, Tries to End His Life

A man picked up unconscious in the front of 427 West Twenty-seventh Street last night and taken to the West Third Street Police Station charged with disorderly conduct, admitted after he had twice attempted to commit suicide by hanging that he was Samuel Kromer, a patient in United States Base Hospital 81, on Gun Hill Road, the Bronx, still suffering from dizzy fits which resulted from wounds he received during the war.

Strikers Are Blamed for Blast That Injures 5, Rocking Cars of Local Near North Bergen, N.J.

Dynamite was exploded at the Dumont Local, a West Shore suburban train, bound for Weehawken, crossed a steel trestle over a road leading to the Babbitt soap factory, near the Granton yards in North Bergen, N. J., at 10:10 p. m. yesterday. Strikers or their sympathizers are believed to be responsible.

Flying Glass Puts Scores in Danger

Two children and three women were injured so severely as to necessitate their removal to North Hudson Hospital when the train reached the Weehawken terminal. Scores of others, most of them hysterical from fright and some suffering from cuts, were treated by ambulance surgeons in the station.

Woman and Children Are Chief Sufferers; 3 Bombs Thrown, Witnesses Say

Police Blame Dynamite According to the report entered on the blotter at the North Bergen police station, the explosion was that of dynamite and the ties and rails of the west-bound track, next to that on which the local was traveling, were splintered and torn up for a considerable distance.

Blasts Heard Three Miles

The detonations were heard for a distance of about three miles and windows in North Bergen were shattered within a radius of several blocks. All five of the cars in the train are of steel. Numerous windows were broken, but the cars themselves were undamaged. The passengers, of whom there were about 150, were thrown into a panic. Scores of women fainted and there was a general rush for the aisles.

John Wentz, the engineer, stopped his train quickly, and Charles Steward, the conductor, and members of the crew hastened through the cars assuring the passengers that the train had passed the ordeal safely and was in no further danger. It was a pale and shaken lot of passengers who got out of Weehawken, however, and many of the women had to be assisted into the station.

Those taken to the hospital are: Anna Schmidt, four years old, 648 Sixth Street, Brooklyn.

Florence Duncan, 648 Sixth Street, Brooklyn.

Mrs. J. Terrillo, 2147 Washington Avenue, Brooklyn.

Theresa Cysakose, 587 West Forty-fourth Street.

Fred Rathgen, two years old, 224 Halsey Street, Brooklyn.

None of the injuries are serious. Like those who were treated at the station, the five who were taken to the hospital were cut by glass from broken windows and suffered from shock. They were able to leave the hospital early this morning.

Someone pulled the emergency brakes after the first explosion and the train, which had been speeding to make up lost time, came to a stop with a series of jolts which threw standing passengers to the floor. It was about 1,000 feet from the trestle and a broken car started back but was recalled by the whistle before he had time to investigate at the scene of the explosions.

Conductor Steward found so many gashed arms and faces on hasty trip through the cars that he thought the wisest thing for him to do was to hasten to Weehawken where medical aid could be obtained.

Charles J. Lowe and Frank Digney, of Bergenland, were in the smoker's last car of the train and described the attack after reaching Weehawken.

"I hurried up to the cars where the bombs had struck," said Mr. Lowe, "and I saw there a baby, certainly not more than two years old, with its legs laid open by a heavy piece of glass