

of America—the so-called "outlaw union" adored. Some have great influence with the strikers and thus communicated the attitude of the railroad management to the men.

Twenty New York Central firemen quit early last evening just about the time that the railroad was assuring the public that its commutation service was about normal and that everything would be quite all right in the morning. Vainly did the road officials implore the men to remain loyal. This walkout was a tremendous blow to the reorganized train schedules of the New York Central.

Ferry Service Is Improved.
The ferry system was much improved yesterday. The tubes were still dark and trafficless. No hope of a resumption of train service in the Hudson and Manhattan tubes is expected for some days—possibly not until peace is declared on the railroads. But the Pennsylvania, the Erie, the Lackawanna and the Central Railroad of New Jersey have rehabilitated their ferry service at points at which it is almost normal. Each line was running two or three boats yesterday on thirty minute headways. To accommodate such of the thousands of New Jersey commuters who manage to get as far as the Hudson River this morning each road will add another boat to its fleet.

The various railroads are planning to restore the war special section of getting food into New York from the West. Such trains, carrying beef and other meats and eggs, will be run on express schedules and get the right of way over all other traffic. All the railroads are calling in their reserve forces—the pensioners, the white collar office men and even supervisors of districts—to take the places of switchmen and firemen.

The New York Central and the New Haven lines have been sending out train after train so manned and handled. The railroads have agreed to limp along doing what they can until either the Government forces arbitration or the strikers agree to return to work pending a settlement. The only other hope of the railroads lies in the ability of the railroad brotherhoods to furnish enough regulars to take the places of the strikers or convince the holders that they would be better off within the ranks of the brotherhoods.

The brotherhoods, though, are hard up for men. Virtually all the members of the new union—the United Brotherhood of Carriers—are secessionists from the brotherhoods and the latter are having their hands full in preventing further defections.

Jersey City Mayor Offers Aid.
One of the most significant expressions of the feeling among the strikers was seen at their mass meeting in Grandview Hall, Jersey City, yesterday. About two thousand strikers gathered in the auditorium and Frank Hague, Mayor of Jersey City, addressed them. He told them he wanted the executive committee of the new union to come to his office and submit their demands to him, when he would go to the railroad and work out a just settlement. If necessary, he added, he would get Gov. Edwards to help him.

The cheering that followed was long and loud. The men broke into groups and discussed the probability of the Mayor's success. Very earnestly they predicted an early peace if the railroads would agree to a conference.

"I'm with you in the fight," shouted Mayor Hague, "but don't lose your heads. Put your case before the people, not simply the railroad officials. To do what you've got to do let the newspapers know that you are doing what you want. Let me lead your fight for you if you haven't a leader.

"We are not trying to handle freight," he said. "General embargo is the only way necessary and will be maintained until the strike breaks. We are giving perishable foods and milk the right of way. The milkmen are doing their usual. Local traffic is being abandoned in favor of through trains where necessary. Only two systems are absolutely out of commission, the Lackawanna and the Erie, on which lines the firemen as well as the switchmen are out. Commutation service on all lines will be cut down. By commuters I mean all persons living within thirty miles of the city.

Demands Are Not Presented.
"We have received no demands yet. The men must understand this. When they struck under the United States Railroad Administration they understood that the United States would not deal with them until they returned to work. The same law obtains now. They must return to work if they expect us to recognize whatever claims they may make. If the men are dissatisfied with the brotherhood leaders they have the right and power to depose those leaders.

"I estimate that there are not more than 6,000 men idle because of this strike. The brotherhoods have men here trying to conciliate the men, but the strikers will not listen to their old leaders. The public must recognize what all this means. The public becomes concerned when its personal comfort is disturbed. When it cannot ride on trains and cannot get food the public knows that there's something wrong. It is time the public took a hand in this.

"We have not looked for strike breakers yet unless you would class as such our supervisory men who volunteer for duty. But remember this: We are going to run trains and soon. We will not tell you how, yet, but we will run trains."

There were many rumors yesterday that missionaries from the United Brotherhood of Carriers were begging the Interborough Rapid Transit men to quit now and refuse to return to work until they received either 25 per cent. promised them last summer. It was said that pressure was being brought to bear upon the Brooklyn Rapid Transit also and upon the New Jersey Public Service. But no direct evidence of this was obtained.

"Working on such rumors the United States secret service and the operatives

from the Department of Justice sought evidences of the presence of I. W. W. and Communist agitators. What success they had they refused to divulge.

Real Test Expected To-day.
This morning will be the real test of the railroad's ability to cope with the pained commutation traffic. Despite the fact that the minor officials in the Grand Central Terminal insist that "everything is all right," the place yesterday morning looked like the Gare du Nord in Paris every day in the early summer of 1918. Men, women and children were asleep on the floors, on the waiting room benches and the great station was littered with baggage and papers.

The Pennsylvania station, through which a few number of suburbanites move, was less like a center for refugees, but bad enough. At both stations inquiries are told there is no guarantee that any scheduled train will leave on time or at all.

Twenty trains have been annulled by the Pennsylvania lines, and the New York Central is cutting off trains and adding trains whenever necessity dictates on the railroads.

As far as could be ascertained there was no violence yesterday or Saturday night. For a leaderless mob, the men are maintaining a singularly clean record. Now and then police disperse small groups of missionaries who jeer and cajole loyal men, but there have been no real rioting or mob fights.

The New York Central resorted to the expedient of consolidating trains. For instance, the Albany expresses scheduled to leave New York at 2:30 and 3:30 in the afternoon were merged and departed at 2:00. The Adirondack express and the 8 o'clock Montreal express were combined, and left Grand Central at 8:00 last night.

The New York, New Haven and Hartford Railroad announced the cancellation of fifteen passenger trains last night to leave New York at 2:30 and 3:30 in the afternoon were merged and departed at 2:00. The Adirondack express and the 8 o'clock Montreal express were combined, and left Grand Central at 8:00 last night.

The number of freight cars containing food now in the West Side yards of the New York Central lines passed the hundred mark last night. The only chance of getting the food out is by motor trucks.

The following telegram was posted last night in all railroad yards, train and crew dispatchers' offices of local railroads:

Strike is illegal against the four brotherhoods and against the railroads. Our existence is at stake. Our members justified under circumstances in working in both yard and road service to help save our organization. Common sense and reason begin to prevail. Situation improving.

L. E. SHEPPARD,
President Order of Railway Conductors,
Cedar Rapids, Iowa.

WALKOUT EXTENDS IN PITTSBURG YARDS
Pennsylvania System Annuls Numerous Trains.

LAKE NAVIGATION DELAYED.
Opening of Toledo Service Affected by Rail Strike.

COLLIERIES CLOSING, DUE TO RAIL STRIKE
Spreads in Coal Region and Famine Threat in Scranton

STRIKE A BIG ERROR IS GOMPERS'S VIEW
Blames Men Like Cummins and Allen for Goading III-Advised Men.

CLEVELAND, Ohio, April 11.—New York Central Railroad officials announced tonight that 300 cars of westbound general freight and 200 cars of eastbound foodstuffs had been handled in the Collinwood switching yards to-day by a force of a dozen regular switchmen. This is about one-fifth the normal Sunday movement.

Blair furnaces and steel mills were laying off men to-day. Fires in three of the four stacks at the central furnace of the American Steel and Wire Company plant in Newburgh were banked, throwing eleven hundred men out of work, company officials said.

PHILADELPHIA, April 11.—Although there were no additions to the ranks of the striking trainmen and switchmen of the Pennsylvania Railroad here to-day, the situation was described by an official of the company as serious and growing more so hourly. An embargo was placed to-day on all express, except milk, to points east of this city, and a further curtailment was made in passenger service. Freight movement virtually was at a standstill. About 600 men are out.

The Reading road is not seriously affected, only about seventy-five of its men having quit work. Both freight and passenger trains were operated without delay and the service was in no way curtailed, according to a statement by the company to-night. It was indirectly affected, however, by not being able to deliver freight to other roads where strikes are on.

Of the twenty-six trains scheduled to leave Philadelphia for New York to-day on the Pennsylvania line were annulled and those that were sent out were delayed from a half hour to two hours. Several of them carried emergency crews. All parlor car and dining car service between New York and Philadelphia was discontinued.

Six solid express trains, bound for New York city, were held up in this city, while a number were held at points west of here. Large quantities of perishable goods consigned to New York were held at Washington and Harrisburg. A milk train from up State points was the only one carrying express to get through to New York to-day over the Pennsylvania lines. Milk shipments to Philadelphia are being sent to only one point for distribution, instead of three, as is the case under normal conditions.

The striking switchmen in the Toledo district met this morning and will meet again to-morrow. The ranks of striking switchmen are intact, making the tie-up complete, according to Robert H. Pugh, member of the joint executive board governing the workers.

So far the strike has not affected the Pennsylvania division of the Delaware and Hudson, but by to-morrow it is expected it will be tied up. Men from the division are meeting in Carbondale to-night when it is expected action will be taken. None of the Delaware, Lackawanna and Western collieries were able to work Saturday and the Erie collieries are expected to shut down to-morrow. Should the Delaware and Hudson men join the strike all mines in northeastern Pennsylvania will be compelled to shut down.

This city is also on the verge of a food famine. There is only one day's supply of fresh meat on hand and potatoes and other vegetables are rapidly mounting in price as a result of the tie-up. The newspapers of the city may also be temporarily put out of business for the lack of white paper.

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TIFFANY & Co.
FIFTH AVENUE & 37th STREET
PARIS, 25 RUE DE LA PAIX LONDON, 221 REGENT STREET
PEARLS DIAMONDS JEWELRY
SILVERWARE STATIONERY

CONDITIONS 'HOURLY WORSE' IN PHILA.
Passenger and Freight Embargo Is Increasing

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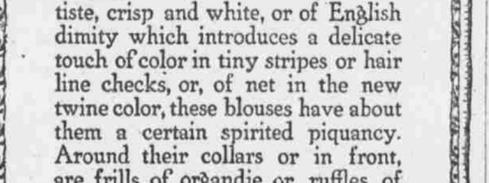
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Franklin Simon & Co.
Fifth Avenue, 37th and 38th Streets
From the line of a collar to the flutter of little frills, these
TAILORED COTTON BLOUSES
For Women and Misses
SOFTEN THE SMARTLY TAILORED LINES OF THE WOOL JERSEY OR TWEED SUITS NOW SO MUCH IN FAVOR

FASHIONED of novelty cotton fabrics—chiffon voile, dotted Swiss, or batiste, crisp and white, or of English dimity which introduces a delicate touch of color in tiny stripes or hair line checks, or, of net in the new twine color, these blouses have about them a certain spirited piquancy. Around their collars or in front, are frills of organdie or ruffles of lace. In spite of their high quality, they are priced surprisingly low.

5.00 to 29.50
FEMININE BLOUSE SHOP—Main Floor



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Ingenious Mr. B
How he plans to provide for his family

Mr. B., 33 years old, married, with two children, has accumulated \$35,000 in New York real estate transactions.

Now that Mr. B. has made a good start in life, he tells us he is chiefly concerned about his family—"in case anything should happen."

In this frame of mind, he read recently one of our advertisements advocating Trust Funds. It helped him crystallize an idea that he had. He came to see us about it.

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The Trust Company will invest the principal in sound securities and collect the income—approximately \$1800. Out of this the Company will pay an annual premium of \$1325 on \$50,000 life insurance which Mr. B. has taken out—as part of his plan.

This leaves a margin of about \$475 which the Trust Company will credit to Mr. B's checking account each year.

Result: On his death, Mr. B's estate will at least amount to \$50,000 insurance plus the value of the Trust Fund, making an assured total of \$85,000.

But Mr. B. was too far-sighted to put the responsibility of investing so large a sum upon his wife. Instead, he has arranged in his will to have his estate "put in Trust." Thus, through the Trust Company, his wife will receive a steady income for life. Or, if the children should survive her, the estate is to be divided between them, when the younger, now a little girl of three, becomes of age.

In passing this common-sense plan on to you, we suggest that you look further into
A COLUMBIA TRUST FUND
for safeguarding the money you leave

- The plan is this:
1. A Columbia Trust Fund is simply money set aside under the protection of the Columbia Trust Company and invested to provide assured income for definite objects.
 2. Life insurance or any other money may be used to form the Trust Fund. We are bound by a written agreement to carry out your wishes definitely and absolutely.
 3. We will make investments of the Trust Fund for you in such securities as are lawful for Trustees, or, if you prefer, you can give us definite instructions to follow.
 4. Income from the Trust Fund will be paid in installments to whom you wish and when you wish and in the amount you wish.

You can take up this matter at any of our offices. Please ask for the Vice-President or Manager in charge. He will be glad to talk with you personally and promptly—of course without obligation on your part.

COLUMBIA TRUST COMPANY
Member of Federal Reserve System

- IN FINANCIAL DISTRICT 60 Broadway
- IN HARLEM 125th St. & Lenox Ave.
- IN SHOPPING CENTRE 5th Ave. & 34th St.
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Your Physician Prescribes It
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On account of labor trouble modification in parlor and sleeping car lines is necessary:
Passengers holding tickets for Pullman space consult Ticket Agents.