

FOOD BLOCKADE OF GERMANY IS FRANCE'S PLAN

Paris Aims to Have San Remo Conference Agree on This Threat.

TWISTS BRITISH PLAN London Would Apply Such Coercion in Event of Military Regime.

AMERICA AS A FACTOR British Probably Will Dwell on U. S. Menace of Trading With Germany.

By LAURENCE HILLS.

Paris, April 16.—The latest scheme of France for compelling German observance of all the clauses of the Treaty of Versailles, including the economic and military provisions, is to have the Allies agree at the conference of Premiers which meets in San Remo next Monday to threaten Germany with a blockade of foodstuffs and raw materials.

According to inspired information from French sources this was the subject of an interview yesterday between Premier Millerand and Lord Derby, British Ambassador here, the French making it appear that the suggestion of the blockade threat emanated from the British Government.

However, an entirely different version is given in British circles here. It was said that Lord Derby only informed the French Premier of the threat that if Germany attempted the restoration of the regime of militarism Great Britain would not hesitate to reimpose a strict blockade of all German ports.

Difference Is Cited. This, it will be seen, is quite different from the French scheme to cut off food supplies in the event Germany fails to disarm or to carry out the economic clauses of the treaty. The French would apply their plan to the present Berlin Government, just as well as to any military Government in Germany.

It was even suggested in certain quarters that the responsibility should be placed on the French scheme, of which British support has been lacking thus far.

It is conceded here that the present temper of the American people is in favor of an independent course in connection with European affairs. It is believed that Great Britain will advance this as one of her arguments against the French plan, although she is desirous of placating the French as much as possible.

In fact, the withdrawal of America from any participation in the joint execution of the treaty now is generally expected in diplomatic circles here. It is pointed out that the United States will not be represented at all at the San Remo conference, while the Kahn proposal to cut off further appropriations for the support of the French is regarded significantly as the first step toward the possible elimination of the American forces from the zone of occupation along the Rhine.

LLOYD GEORGE FOR FRENCH ALLIANCE

Must March Together to Get Fruits of Victory.

By the Associated Press. MANCHESTER, April 16.—Lloyd George, the British Prime Minister, who arrived here today, expressed to newspaper correspondents sentiments of the most solid affection for France, "who remains the champion of the world's liberty."

"It is this I have always approached problems which concern her," Lloyd George continued. "No one can be more than I the terrible sacrifices she has made. It is animated by this appreciation that I now am going to San Remo."

"The best way to level difficulties is to employ the utmost frankness. The future of civilization depends upon the Franco-British alliance. The future of France and Great Britain depends upon the Franco-British alliance. Lloyd George left in an automobile for Nice.

RYAN ISSUES ORDER TO SQUEEZE SHORTS IN STUTZ ON MONDAY

Three Brokers Representing Him Told to Put the Screws on Victims.

"BUYING IN" PROCESS Hughes Said to Have Advised One Firm Against Obeying Instructions.

REPORT OF A \$1,000 LIMIT Ryan Names Six Firms He Says Repudiated Their Contracts to Settle Shortage.

By LAURENCE HILLS.

Washington, April 16.—To provide a convenient coin for the increasing street car fares and the sales requiring petty war taxes, Senator Frelinghuysen (N. J.) today introduced a bill authorizing the coinage of seven and eight cent pieces.

"While a few years ago the nickel was probably the most used coin, to-day it is rarely circulated alone," said Senator Frelinghuysen. "It is a continual bother to carry or make change in pennies, particularly for the seven and eight cent street car fares, which are now virtually universal, and my bill proposes the coinage of seven and eight cent pieces to obviate these troublesome delays."

The bill was referred to the Banking Committee.

THRIFT WAVE TO END U. S. WASTE

Smoot Starts Move in Senate for Sweeping Reorganization of All Departments.

BILLION A YEAR SAVING Commission to Make Through Survey—Endless Duplications in Present System.

By LAURENCE HILLS.

Washington, April 16.—A sweeping reorganization of the executive departments of the Government, aimed to do away with duplication of services, simplify all processes, eliminate red tape, speed up governmental processes and save hundreds of millions of dollars annually, is proposed in a resolution introduced by Senator Smoot (Utah) today. Wide approval is given to the bill in Congress.

At a time when profound peace reigned and annual expenditures were about \$1,000,000,000 a year the late Senator Aldrich (R. I.) declared that business organization probably would save the country \$300,000,000 a year. On the like ratio the Smoot plan would save from the present budget a possible billion dollars.

Senator Smoot, recognized as one of the foremost business authorities in the Government, purposes the appointment of a "joint committee on reorganization" to survey the whole administrative mechanism and report a bill to the committee in six weeks. Three Senators, appointed by the Vice-President, and three Representatives, appointed by the Speaker of the House.

The resolution went to the Appropriations Committee, and Senator Smoot declared he would make every effort to get it reported and the commission named at this session. He anticipates the survey will require from one to two years.

"The commission would recommend legislation necessary to carry out its reform program," he said. "It is a huge task, not absolutely necessary. It need be no surprise if the commission would find at the end of a year's day and night work that it could only present a tentative, incomplete report and ask for more time."

COURT ORDERS RENT GOUGERS TO GIVE REBATE

Tenants Profit by \$1,000 Through Decision of Justice Davies.

BLOW TO LANDLORDS Flood of Claims Expected to Follow Victory Under New Law.

FAULT FINDER REBUKED Other Municipal Judges Deal in Less Drastic Manner With Owners.

By LAURENCE HILLS.

To the dismay of a number of landlords and the intense joy of a horde of tenants Municipal Court Justice Davies directed yesterday the refund of "excess" rent profits amounting to about \$1,000.

The dramatic scene, news of which spread through all Harlem, was enacted in the Seventh District Municipal Court at 125th street and St. Nicholas avenue. It was the first time any Justice had invoked the new rent laws to compel a property owner to disgorge rents that he had already received, and according to Assistant Corporation Counsel James D. O'Sullivan, who was present in the court on behalf of the Mayor's Committee, it marks a new step in the administration of the recently enacted statutes.

The refunds were ordered in a number of cases where the court discovered that tenants had, prior to April 1, paid a rent of more than 25 per cent over and above the rent of one year ago, and where the landlords failed to satisfy the court that the increase was justified.

The refunds were directed after the court had pruned the rents to a figure deemed proper under the new law, and they were applied against the April rent which had not been paid. In the case involving the premises at 513 West 124th street, owned by Meyer Ratner and Morris Frankel, the landlords were obliged not only to cut \$45 rents to \$36 but also to credit the tenants with \$9 "excess" rents collected in March, so that they actually received \$27. Other tenants were paid. Similar proceedings would be looked for, he said, in every court of the city within the next few days.

In a number of other municipal courts tenants did not fare quite so well, although the score remained in their favor. Several Justices showed marked impatience with pleas that were apparently unreasonable and designed to defraud the landlords of even the limited income to which the new laws entitle them.

Justice Davies directed that 170 East 124th street there marched twenty-one tenants, who said that they would not pay their rent until they got a "better" lease. Mr. O'Sullivan, who had looked over from the Seventh District, looked over the lease.

"Why this seems to provide for everything that you can possibly expect, he remarked. Then he gazed in astonishment as he read at the bottom of the paper the following clause, which had been inserted by the tenants, "And he it understood that the fresh janitor that we now have must be sacked and fired."

"Yes," the landlord sighed, "I even fired the janitor to please them, but they ain't satisfied."

Justice Prince said that he would pass upon each tenant's case in accordance with the law, and not in accordance with such rules as their organization might choose to enact. He refused their plea.

Square Deal for Landlord. Justice Prince also overruled the plea of a woman who wanted a lot of costly repairs made to her premises before she should pay a two dollar increase. He censured ten tenants of a house at 210 East 124th street for setting up as part of their defence the allegation that they had not been receiving enough hot water.

When he was informed that Joseph Marone, landlord of the premises at 2374 First avenue, had raised the rent of his premises but once in fourteen years, Justice Justice withheld decision in the dispute between this man and his tenants. Marone will have an opportunity of submitting evidence to justify a raise of slightly more than 25 per cent.

STRIKE TIES UP ELEVATORS AND TENANTS CLIMB

16,000 Operators Go Out in Big Office Buildings in Manhattan.

HOTELS NOT AFFECTED War Trained Women Keep Lifts Moving Regularly in Two Skyscrapers.

STORES LITTLE AFFECTED No Accidents Reported and No Serious Clashes of Substitutes and Strikers.

By LAURENCE HILLS.

Many New York business men and women, after spending a restless night worrying about the food shortage, the railroad strike and all the other evils which have become a part of life in the metropolis, were indignant yesterday morning because they were forced to climb to their lofty offices.

A strike of 16,000 elevator starters and operators went into effect at 9 o'clock and partly tied up elevator service in the downtown district for several hours. The strike is not broken, but by the time the office workers started going home last night enough lifts were running to give fair service. Strike breakers were recruited from among the janitors, porters, the waiting lists and from other employees. In several buildings where women were discharged to make room for returned soldiers the women were called back and got their old jobs to keep.

Thomas J. McGill, president of the Elevator Starters and Operators' Union, said last night that he was pleased with the success of the first day of the strike and that the men were encouraged. Several building managers communicated with union headquarters at 138 Third avenue and granted the demands for an increased wage.

Realty Owners Stand Firm. Neither the Real Estate Owners' Association nor the Building Managers and Owners' Association has communicated with the union, and there is little likelihood that they will do so. Horace S. Ely, chairman of the realty organization, said that elevator service in office buildings was from 75 to 75 per cent of normal, and that things would be running smoothly by Monday morning.

The strike affected only a few of the apartment houses on the upper West Side. None of the hotel employees struck in sympathy with the union and the department stores were not hard hit. Most of the department store elevators are run by women.

The two largest office buildings which have granted the demands of the union are the Blair Building, 21 Broad street, and the Farmers' Loan and Trust Company Building, 22 William street.

The Equitable Building, 150 Broadway, was the first large office building to be affected by the strike. There are sixty-five operators, starters and relief men employed there and sixty of them failed to report for work. C. T. Cole, building superintendent, immediately found enough mechanics and clerks to run twenty elevators.

All the operators at the Empire Building, 71 Broadway, were on the job as usual yesterday. Service in the Singer and Woolworth buildings was normal, the elevators being operated by women. The men in the Hudson Terminal Building did not strike.

There was a wide difference of opinion about the Metropolitan Life Building. McGill said that it was tied up, while the starter said that forty-five men had stuck to their posts and only one had quit. Things appeared to be running smoothly.

Elevators in the Trinity Building, 111 Broadway, the United States Realty Building, 115 Broadway, and the City Investing Building were being run by janitors, starters and other help.

Operating Under Difficulties. At the St. Paul Building, 220 Broadway, where the Building Managers and Owners' Association has offices, two elevators were running, the starter operating a third when a jam was threatened. The service was slow and unsatisfactory.

RAIL STRIKERS A WAITING LABOR BOARD ASSURANCES; ULTIMATUM FORCES FEW IN

Effects of Railroad Strike on Lines In and About N. Y. City

THE following summary of the effects of the railroad strike upon New York and the resultant condition of railroad traffic was obtained from the offices of the general managers:

Baltimore and Ohio—Amby division passenger traffic resumed. North shore and east shore divisions idle; no freight. Long Island—Sixty-five passenger trains, constituting 95 per cent of the normal steam passenger service, resumed. Only five regular freemen working. Volunteer crews on reestablished train service. Oyster Bay and Wading River service restored. Fifty A. E. F. veterans volunteer to move freight. American Legionnaires and Veterans of Foreign Wars do vigilance committee duty to prevent attacks upon volunteers. Lehigh Valley—Virtually no change. West Shore—A few men return to work. Freight embargo lifted north of Newburgh.

Central Railroad of New Jersey—A few men return, but not enough to make any impression on the freight situation. Urban passenger service almost restored by volunteer freemen and trainmen. Pennsylvania—Commuter service about 85 per cent of normal—an increase of about 5 per cent over Thursday. Through service interrupted. Forty-five members of wrecking crews quit at Trenton. Trenton shops still idle. About a hundred freight trains moved, the largest freight movement since the start of the strike. New Haven—A few more commutation trains; otherwise no change. Lackawanna—Emergency crews operate sufficient commutation return to work in yards; otherwise no change. A few men New York Central—Embargo lifted on freight east of Buffalo and north of Yonkers. Passenger service becoming normal. Erie—Sixteen special commutation trains manned by volunteers bring 10,618 suburbanites to the city and take them home again. Partly successful effort to move freight from Port Jervis to New York.

MANY STRIKERS VOTE TO RETURN

Pennsylvania Trainmen and Switchmen Will Go Back to Their Posts.

AFFECTS ALL LINES HERE Agreement Reached in Philadelphia Applies From Boston as Far as Washington.

PHILADELPHIA, April 16.—Trainmen, yardmen and all other employees of the Pennsylvania, the Reading and the Baltimore and Ohio railroads in the Philadelphia district who are on strike were ordered late to-night to resume work at once. The order was issued by representatives of the strikers at the close of a conference with William J. Tracy, chief of the State Bureau of Mediation, and officials of the railroads.

According to a statement issued by the committee representing the men who walked out the strike settlement will be effective from Washington, D. C., to Boston and will include all roads entering New York and the Jersey City terminals.

The basis on which the men return to work is that they retain all rights of seniority and that there will be no discrimination or prejudice against them. At the authorization of John C. Bell, chairman; Eugene Magee, L. W. Gattins and George F. A. Koshi, representing the strikers on the Pennsylvania, Philadelphia and Reading and Baltimore and Ohio railroads in the Philadelphia district, Mr. Tracy gave out a statement covering the agreement. It says in part: "At a conference to-night the following decision was made:

"That the men now working on all systems in the East in the territory covered from Boston to Washington are requested to return to work immediately. This decision was reached after satisfactory arrangements had been made with C. S. Krick, general manager of the Pennsylvania Railroad Company, and S. Emery, general manager of the Baltimore and Ohio Railroad, for the return of the men to work with full rights of seniority and without discrimination or prejudice."

Letters from the executives of the Pennsylvania and Baltimore and Ohio pledging this treatment are appended. The statement continues: "This committee was empowered to act for the men now out on all railroads entering Jersey City, New York city, Long Island and the territory as far east as Boston and as far south as Washington. The representatives from Jersey City and Baltimore were in conference with the committee in Philadelphia and agreed to abide by the decision of this committee."

Prior to this meeting the Boston delegation had signified its willingness to agree to any action or any decision which the Jersey City delegation might agree to. The Washington men had agreed to abide by any action taken by the Baltimore committee. The committee representing the men on strike here announced that a committee of five will leave for Washington to-morrow and lay their wage demands before the Railroad Labor Board.

CLEVELAND YARDMEN VOTE TO REMAIN OUT

Only 300 Return in Response to Union Appeals.

CLEVELAND, April 16.—In spite of the ultimatum issued by the Railroad General Managers' Association of New York giving striking members of the railroad brotherhoods until noon to-morrow to return to work, 500 members of Lake Front Lodge, No. 260, Brotherhood of Railroad Trainmen, employed in the local yards of the Pennsylvania line unanimously voted today to remain on strike.

THE MOST EFFICIENT EMPLOYERS above discrimination in selecting the "Situations Wanted" columns of the Sun and New York Herald for their announcements. Read them—46c.

Many More Outlaws Not Expected to Heed Threat of Railroads.

WILSON APPEALED TO Newark Workers and N. Y. Merchants Association Ask Relief.

MORE FREIGHT IS MOVED N. Y. Central and Pennsylvania Make Progress in Their Battle.

A weary and irritable officer of one of the railroad brotherhoods came shuffling out of Grand View Hall, Jersey City, yesterday. He volubly cursed railroad systems from terminal to terminal and railroad organizations from brakemen to boards of directors. Emerging with him came 2,000 strikers, quarrelling among themselves about labor boards, radical labor leaders, conservative labor leaders, public officials, United States Senators, newspapers and wages.

"Do you want to know what would send all these men back to work?" demanded the brotherhood man. "Do you want to know what would do more good than all the blanket denunciations the Attorney-General can write in a year or all the so-called ultimatums the railroad managements could issue from now to doomsday? I'll tell you."

"A simple telegram from the President of the United States that their grievances would be submitted at once to the new labor board and that the labor board would get busy on those grievances right off the bat. There's been too much talk of everything but the real trouble. These men want to go back to work; that is, 90 per cent of 'em do. The remaining 10 per cent are professional agitators and ought to be disregarded by us. A noisy 10 per cent is keeping the whole mob out."

It is estimated that fewer than 200 of the strikers have responded to the ultimatum of the railroad managements and applied for reinstatement. The chances are that none to-morrow—the dead line—will come and go and the body of strikers will not have diminished in proportions to any noticeable extent.

Little Freight Is Moved. The railroad managements are becoming desperate. A little freight moved yesterday, but very little. The total of freight moving has yet to exceed 5 per cent. The men know this and sneer at the too optimistic assurances that the strike is breaking.

E. M. Rhine, chairman of the General Managers' Association, received yesterday afternoon from the heads of the four big railroad brotherhoods who were meeting in Cleveland a telegram that called for a hastily convened and long meeting of the association. Just what the wording of the telegram was remains a secret, but its effect was electrical. It is more than hinted that it had to do with the railroads' ultimatum, which is interpreted by many to mean that the railroads are about to sever connections with the brotherhoods as representatives of railroad labor and create a central employment agency through which railroad employees will be compelled to pass before being engaged.

The railroads declare this to be sheer rot. The mystery about the brotherhood telegram was not dissolved last night. It was said that the brotherhoods protested the accord and veiled threat of the ultimatum, and that the Brotherhood of Locomotive Engineers, which has had no part in the strike thus far, was particularly offended. Whether the younger element in the engineering ranks might bolt if the ultimatum is interpreted by the railroads to its fullest possible extent, is a good bit of a question. At any rate they are rather hot in their individual statements.

J. J. Mantell, the spokesman for the general managers, and who is usually quite anxious to tell through the newspapers all of the railroad side of the present fight, was in no wise loquacious last night. He said that the managers had nothing to say and that the reason for the meeting could not be divulged. His answer was based on his usual daily summary of rail conditions.

United States District Attorney Bodine, in Trenton, announced last night that the Federal Grand Jury would begin its work on Tuesday in an investigation into the causes and various other mysterious features of this strike. It is the first time an Eastern State has started a Federal investigation into a railroad strike and Mr. Bodine says that neither side will be favored. Subpoenas are being served. Strike leaders, radical agitators, Communist and syndicalist demagogues will be called before the jury and several railroad officials will be questioned.

Mayor Gillen Is Presented To. Rather indicative of the present attitude of the strikers was that of a committee of seven idle employees of the Waverly freight yards, all members of the Brotherhood of Railway Trainmen, who called upon Mayor Gillen of Newark yesterday. James F. Winter, spokesman for the committee, asked the Mayor to start some sort of intervention that would bring the strike to a close.

Winter said that he knew of no I. W. W. or Communist influences among the local men. He added that all the men wanted an incentive to return to work was assurance from the new Labor Board upon afterward.

CLOSING TIME FOR INDUSTRY CLASSIFIED ADVERTISEMENTS

The Sun and New York Herald

DAILY ISSUES
9 P. M. at Main Office, 230 Broadway.
8 P. M. at former Herald Office, Herald Building, Herald Square.8 P. M. at all other Branch Offices. (Locations listed on Editorial Page.)

SUNDAY ISSUES
6 P. M. Saturday at Main Office, 230 Broadway.
5 P. M. at former Herald Office, Herald Building, Herald Square.
5 P. M. at all other Branch Offices. (Locations listed on Editorial Page.)

FRENCH TO WITHDRAW. Troops of Gen. de Metz to Quit Occupied Territory.

THE MORE LUCRATIVE POSITIONS may be obtained by consulting the "Situations Wanted" columns of the Sun and New York Herald—46c.

Two Army Airmen Killed. SANDERSON, TEXAS, April 16.—Lieut. D. M. Hensell and Sergt. W. T. Maxwell, both of the Ninetieth Aero Squadron, were killed when their airplane fell here today.

Both were on border patrol duty.