

### HYLAN WAGE SCALE GETS O. K. OF BOARD

#### Estimate Body Approves His Substitute for 20 Per Cent. Flat Increase.

### LOW PAY CLERKS BENEFIT

#### Maximum of \$7,500 Provided—Comptroller and Mayor in Warm Tilt.

Mayor Hylan, following his recent veto of Comptroller Craig's 20 per cent. plan of increasing the pay of city employees, placed yesterday his own suggestions for a proper basis of disbursement of the \$5,000,000 pay boost before the committee of the whole of the Board of Estimate and won the approval of the committee over the protest of the Comptroller. The Comptroller in turn won a fight for a public hearing upon the Mayor's proposed basis of increase before action is taken by the Board of Estimate.

The purpose of Mayor Hylan's fight for a reconsideration of the 20 per cent. basis, which he at first approved, is to prevent large increases going to city employees already receiving high salaries and to distribute larger increases to the low paid employees. For that purpose the Mayor introduced the following proposal as a basis of disbursement:

- For employees receiving \$1,500 a year or less, an increase of 22 per cent.
- Employees receiving \$1,500 to \$2,500, a 20 per cent. increase.
- Employees receiving more than \$2,500, a flat increase of \$500 or such fraction of that amount as will bring no increased salary beyond \$7,500.
- Employees receiving maintenance, a \$100 minimum increase.
- Part time employees, including part time librarians, increases on the foregoing percentage basis.

The committee of the whole approved the Mayor's schedule after amendments by Craig, F. H. La Guardia, President

of the Board of Aldermen, and Henry H. Curran, President of the Borough of Manhattan, were defeated. The vote was 11 to 3, Craig casting his three votes in opposition and Curran refusing to vote.

Craig, who carried on a persistent fight for delay at the morning session, renewed his battle when the Board met in the afternoon. It was there that he was able to win his delay by obtaining a public hearing upon the Mayor's schedules next Monday morning. The decision was reached only after acrimonious exchanges, during which the Comptroller at one time undertook to preempt the Mayor's control and called the roll upon his own motion. It is the time honored custom of members of the board at roll call not to answer to their names unless they desire to vote in the negative, so when no one answered the Comptroller's irregular roll call he insisted that his motion be recorded as passed. It is understood to be on record as having been passed, but was ignored by the Mayor.

La Guardia declared that Craig's demand for a public hearing was for delay which would give the Comptroller an excuse for not having the pay checks ready on time.

"The Comptroller says he will pay the 20 per cent. increases over the Mayor's veto," La Guardia added, "but we, who know the Comptroller, know he will do nothing of the sort."

Craig objected to La Guardia's remarks and protested that the Mayor ought to shut him up, but received no relief. Before adjournment, the board agreed to grant the same increases to the teachers of the College of the City of New York as are granted the other city employees.

### WOUNDS RIVAL, ENDS LIFE.

#### Rosebank Man Had Business Quarrel With Brother-in-Law.

A quarrel between two rival newsdealers, brothers-in-law, said to have originated over the right to certain customers, resulted in the suicide yesterday of Abraham Freeman of Rosebank, Staten Island. According to Freeman's brother-in-law, Isaac Hulinck, whose business also is in Rosebank, Freeman entered his shop, and in the course of an argument which arose drew a revolver and fired at him.

When Patrolman Schindler chased him Freeman put the weapon to his own temple and fired. Hulinck received a slight wound in his neck.

### K. C.'S GO TO FRANCE TO GIVE FOCH BATON

#### Marshal Will Unveil Statue of Lafayette Presented by Americans.

### PARTY HONORED BY POPE

#### Benedict Will Receive 235 Delegates in Private Audience—Hail Ireland.

With friends jammed on the French pier crowding the cheers of more friends crowded on the excursion steamer Highlander, 235 Knights of Columbus, or "Caseys" as they were christened on the battle fields of France, sailed yesterday for France on the liner Leopolda.

For many of those on board it was the second trip, but this time they sailed not to work for victory but to commemorate it. The Knights go to attend the unveiling in the City of Metz of a statue of Lafayette, their gift to France, to present a gold and jeweled baton to Marshal Foch, and to make the grand commander a "Casey" in good standing. It is expected that Marshal Foch will unveil the memorial and that President Deschanel will accept it in the name of the republic.

The 235 Knights bound for France boarded the ship at the foot of West Fifteenth street after the adjournment of their thirty-eighth annual convention at the Hotel Commodore. Many friends went with them to the pier, while hundreds of others crowded into 200 taxicabs, paraded down Pier A, Hudson River, where they boarded the Highlander, together with the Police Band. As the Leopolda drew out into mid-stream far from the cheers of those on the pier, the band and the contingent on

### UPHOLDS JAIL TERM FOR RECKLESS DRIVER

#### Court Would Bar Incompetents and Inebriates.

### 'WARNED OF DEATH,' POULTRY MAN SAYS

#### Would Be 'Killed Like Baff' Unless He Sold, Brooklyn Dealer Testifies.

### 'ADVISER' GOT \$150 WEEK

#### City Hears More Charges in Alleged Koshier Chicken Trust War.

### MAN FALLS DEAD, GIRL HE LEFT IS SOUGHT

#### Police Puzzled by Tragic Death of P. L. Maier.

The speed maniac, the inebriate and the incompetent have no rights upon the highways," Judge May, in the County Court, Brooklyn, said yesterday. He affirmed the conviction of Harold Hoff of 18 Powell street, Brooklyn, who, on July 14, was sentenced by Magistrate Fish in the Traffic Court to thirty days' imprisonment for reckless driving of an automobile.

Hoff, on June 14, was driving in Marcy avenue. Harry Swiryn of 692 De Kalb avenue, was speeding through Wiloughby avenue. At the intersection of the thoroughfares, a collision seemed certain. Hoff's machine veered, bounded over the sidewalk, struck a baby carriage and caused injuries which resulted in the death of an infant. Swiryn also was sentenced to thirty days' imprisonment.

In denying Hoff's appeal Judge May pointed out that both machines were travelling at a high rate of speed. It was reasonably certain, he added, that Hoff's management of his car was largely responsible for the child's death.

Percy L. Maier of Foughkeepsle stepped into the Osborne apartment house in 205 West Fifty-seventh street last night shortly before 7 o'clock, after bidding good-bye to a young woman with whom he had been talking in front of the building and started across the lobby.

Half way to the desk of the apartment house telephone exchange Maier stumbled, gasped and then collapsed on the floor. An attendant helped him into a chair and summoned Dr. Hannech of Bellevue Hospital, but when the surgeon arrived Maier was dead. Dr. Hannech was unable to determine the cause of death and an autopsy will be held today.

Assistant District Attorney John F. Joyce immediately began an investigation into Maier's death. There was a rumor that Maier had been seen to swallow a powder just before leaving the girl, but the District Attorney learned nothing to confirm this.

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### SERVICE OVER BRIDGE RESUMES TO-MORROW

#### Whalen Praises Engineer Who Repaired Span.

### FLAMES FORCE MAN TO DROP 5 STORIES

#### B Finkel, Trapped by Blast of Celluloid, Will Live, Surgeous Say.

### WORKERS NEAR DEATH

#### Spectacular Fire Does \$150,000 Damage in Loft in Lafayette Street.

### GAS FIGHT GOES TO U. S. SUPREME COURT

#### Hylan Questions Rights of District Court.

Subway and elevated service on the Williamsburg Bridge, which has been suspended since the fire of a week ago yesterday, will be resumed to-morrow morning, according to an announcement made yesterday by Grover A. Whalen, Commissioner of Plant and Structures. Commissioner Whalen gives credit for the quick repairs to Chief Engineer Edward A. Byrne of his department. Thirty-two steel girders that were destroyed by the fire were installed. The National Bridge Works of Long Island City operated its plant day and night and Sunday in order to expedite the replacement.

A short circuit between Chrltland street and City Hall stations on the Broadway subway yesterday morning during the rush hour delayed Brooklyn workers bound for Manhattan from fifteen minutes to an hour. No warning being given that trains were not running as usual, crowds poured into the stations until the platforms were jammed.

Since the beginning a week ago of a city investigation into the so-called kosher poultry trust, the alleged combine has resorted to intimidation to hush witnesses, according to the testimony yesterday of Joseph Hasenfraz, a Brooklyn poultryer, before the Mayor's investigating committee, composed of David Hirschfeld, Commissioner of Accounts; Dr. Royal S. Copeland, Commissioner of Health, and Edwin J. O'Malley, Commissioner of Markets. Hasenfraz had appeared before the investigators and testified he had been compelled to sell his business to the alleged trust by threats of violence and of deprivation of supplies. He testified that since this time officials of the so-called trust have told him that he would be "killed just like Barnet Baff," a Washington Market poultryer who was assassinated by gangsters in 1914 as the result of a bitter trade war between Washington Market merchants.

Morris Liebowitz, president of the Brownsville Retail Dealers Association, testified that the alleged trust is asking 22 cents a pound above actual market price for poultry and 20 cents above the market for spring chickens.

Morris Gordon, a former independent, testified that he had been compelled to sell out to the "trust," of which he is now the sole employee in a branch boasting four managers at from \$100 to \$150 a week each.

Mayor Hylan issued instructions yesterday to John P. O'Brien, Corporation Counsel, to take to the United States Supreme Court the decision of Judge Hand in the Federal court enjoining the State and the city from enforcing the 80 cent gas rate, the effect of which is to allow a charge of \$1.20 a thousand cubic feet for gas. The Mayor's letter said:

"Is it possible that the United States District Court can enjoin or restrain the State of New York and the city of New York from carrying out the law of the State and prohibit the District Attorney from prosecuting persons violating the penal law?"

"I understand the city was not made a party to this proceeding and was prohibited from being made a party after application was made by you to include the city as a defendant."

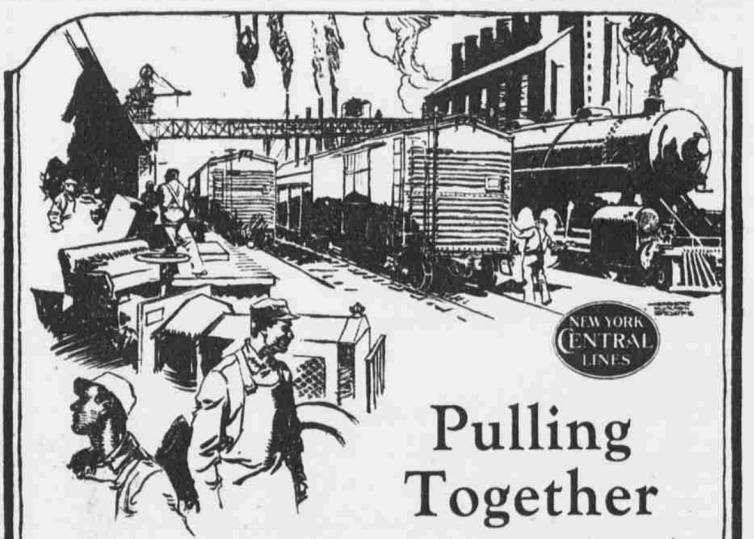
An explosion followed by a burst of flames brought a crowd yesterday afternoon to Lafayette and Walker streets. They saw a man hanging by his hands and one foot from the window ledge on the fifth floor of the eight story left building on the northwest corner.

While some of the spectators shouted to the man not to jump others ran to Engine House 21, on the next block. Before a life net could be spread or ladders run up the man, who had clung to the sill for almost five minutes, lost his grip and his body whirled through the air, striking the cornice on the third and fourth floors and crashing through a glass awning to the sidewalk.

He was taken unconscious to Volunteer Hospital, where an examination showed he was not hurt fatally. Bruises and a possible fracture of the hip were the extent of his injuries. He is Benjamin Finkel of 626 East Eleventh street, employed by the Universal Mercantile Company.

A quantity of celluloid used in manufacturing combs caused the fire to spread so rapidly that before the firemen could throw a stream on it the three upper floors of the building were ablaze. The elevator boy made five trips with men and girls packed in so close he could scarcely manipulate the control lever. No one except Finkel was hurt.

The damage to the building was estimated at \$50,000. The Universal company's loss, according to an official, was not less than \$100,000. The Lufkin Rule and Tape Company, on the upper floor, also suffered heavy damages.



## Pulling Together

ALREADY there is evidence that the majority of the shippers along the New York Central Lines realize the extent to which they can be helpful in relieving the present equipment shortage.

By loading cars to full capacity, and by being prompt in loading and unloading them, every shipper can aid materially. Two tons added to the average car load and a daily saving of one hour per car in loading and unloading would be equivalent to adding 300,000 cars to the country's available supply. Every shipper can thus contribute toward this substantial result.

The New York Central Lines meanwhile are putting all their strength behind their part of the problem. Every available means is being employed to speed up movement.

Under war pressure, only temporary repairs could be given to cars and locomotives. Consequently a greater number than ever before are forced now into the repair shops. Furthermore, the new equipment purchased during the war was wholly inadequate and left all the roads far behind the normal growth of the country.

It is only because the New York Central Lines, looking forward to future requirements, assumed financial burdens in the past, that they are now able to move so large a volume of traffic, as evidenced by the increase of 17% in passenger traffic and 11% in loaded freight cars handled during the first six months of 1920 over the corresponding months of last year.

During the period 1914 to 1919, the New York Central Lines purchased 925 locomotives, 473 passenger cars and 54,408 freight cars at an aggregate cost of \$128,717,930.

Today this equipment would cost \$245,378,150, an increase of \$116,660,220 over the original investment.

Immediately following the termination of Federal control, the New York Central Lines placed orders for 196 locomotives, 265 passenger cars and 9744 freight cars, at a total cost of \$49,543,035. In addition, the rebuilding of 1000 coal cars at a cost of \$2,283,300 is under way. This additional equipment will be available for service this fall.

Even the sum of over \$180,500,000, expended by the New York Central Lines for new equipment since 1914, large as it is, represents only a fraction of the financing required to enable the railroads to catch up with the growth of the country.

### THE NEW YORK CENTRAL LINES

BIG FOUR - LAKE ERIE & WESTERN - MICHIGAN CENTRAL  
BOSTON & ALBANY - TOLEDO & OHIO CENTRAL - PITTSBURGH & LAKE ERIE  
NEW YORK CENTRAL AND SUBSIDIARY LINES

## Ride Farther on Goodyear Tires in Your Small Car

It is tire performance, not price, that decides what you really pay; hence, do not experiment with tires made to sell at sensationally low prices.

You can secure in Goodyear Tires, of the 30x3-, 30x3½- and 31x4-inch sizes, a high relative value not exceeded even in the famous Goodyear Cord Tires on the world's finest automobiles.

Goodyear experience and care are applied to their manufacture in the world's largest tire factory devoted to these sizes.

If you own a Ford, Chevrolet, Maxwell, Dort or other car taking these sizes, go to your nearest Service Station for Goodyear Tires; take advantage of the opportunity to get true Goodyear mileage and economy.

30 x 3½ Goodyear Double-Cure Fabric, All-Weather Tread \$23.50

30 x 3½ Goodyear Single-Cure Fabric, Anti-Skid Tread \$21.50

Goodyear Heavy Tourist Tubes cost no more than the price you are asked to pay for tubes of less merit—why risk costly casings when such sure protection is available? \$4.50  
30x3½ size in waterproof bag

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