but not a complete abrogation of the compact, the guarantors assumed.

Their recommendations are founded, too, on the premise that the Interborough, by the admissions of President Theodore P. Shonts and General Manager Frank Hedley of that company, voluntarily bound itself to the same terms. In taking this for granted a demurrer was entered by Commissioners Hayward and Hodge, who hold the Interborough has not made itself a party to the agreement.

For the resumption of negotiations the Mayor and the commission urge that some impartial person be selected to preside over both factions. They suggest that if no agreement on this person can be made between the contenders his nomination be made by the Mayor and Public Service chairman.

Public Pressure Is Threatened.

The memorandum embodies in it this significant passage:

"There should be effective legislation to meet such situations as these, but in the absence of such legislation there is no reason why the moral pressure of the whole community should not be exerted to compel both parties to observe the agreement which they state was in its essence fair and reasonable and which they regarded as 'sacred.'"

In its entirety the statement was a careful avoidance of setting the blame on either side. The attitude taken is that there was a measure of justification on both sides, but a greater measure of wrong. This they attribute to a lack of understanding and a proneness to construe manifestations of unfriendliness as evidence of bad faith.

As seen by the Mayor and the commission the difficulty over the Interborough contracts forms the crux of the whole trouble. Therefore the memorandum confines itself mainly to the events that tended to show the Interborough, although not a written party to the pact of August 7, had bound itself to its obligations. The controversy between the New York Railways Company and the union therefore is almost wholly ignored.

At 5 o'clock yesterday afternoon the statement was given to the public. There were present in the hearing room all the members of the Public Service Commission and the Mayor. Messrs. Shonts, Hedley and James L. Quackenbush, counsel for the Interborough, were in attendance. Efforts had been made to get William B. Fitzgerald, strike leader, and Louis Fridiger, his attorney, to the conference, but they could not get back from New Rochelle, where they had addressed a union meeting.

Report of P. S. Commission.

Chairman Straus read the report. It began:

"The agreement of August 6 was made with deliberation and care. It constitutes a statement of rights and principles. At the earnest solicitation of both sides the Mayor of the city and the chairman of the commission underwrote that agreement, which meant that they would use their best efforts and their official power to secure full compliance. To safeguard both sides, but more particularly the interests of the public, a complete method of arbitration was provided in place of the strike and the lockout. For this purpose the agreement definitely provided that:

"All disputes that may arise between the company and the employees in the future on which they cannot mutually agree shall be submitted to arbitration as herein provided.

"The various witnesses who appeared before us testified that they believe in the principle of arbitration and wish to see it sustained. Indeed, much of the difficulty that has arisen is due to charges and countercharges that the principle of arbitration has been violated. All of the witnesses concur in the opinion that the agreement of August 6 was a fair, reasonable and workable agreement provided it was observed in letter and in spirit."

Interborough Is Discussed.

At this point the memorandum launched itself into a discussion of the Interborough:

"On August 10, when the commission filed its memorandum, there was no agreement covering the subways and the elevated. On the 30th of August, it appears from the testimony before us, the Interborough Rapid Transit Company received a committee of its men, members of the Amalgamated Association, attended by the same advisers and spokesmen who appeared before us in the matter of the other railways. After discussion, Mr. Hedley informed Mr. Fitzgerald and his associates that as the same men governed the policies of the Interborough as governed the policies of the Railways company, they might proceed upon the assumption that the principles and policies embodied in the Railways agreement of August 6 would be regarded as controlling in the case of the Interborough. It was definitely agreed to by both that the principle of freedom to organize, the principle of freedom from intimidation or coercion, and the principle of arbitration should govern. Although this agreement was not reduced to writing and signed by the parties, it was approved by President Shonts and was relied upon by both sides in their subsequent negotiations."

Cause of First Disagreement.

The statement goes on to tell that the Interborough tried to persuade its men not to enter the union, that they advised them to form an organization of their own. In pursuance of this plan, read the chairman, approximately 10,000 of the 11,000 employees of that company voted for the policy. This brought on the first disagreement between the union and the company officials. The union suggested that there should be an agreement on a clause which would permit these contract signers to join the union should they so desire.

"It appears from the minutes of the conference and the direct testimony before us that if such a course had been accepted difficulty might not have arisen at this time," the memorandum says.

"It is regrettable that at this point the parties apparently became distrustful of each other. From the testimony it appears that the men believed an attempt was being made to deprive them of the rights which had been guaranteed by them under the agreement. On the other hand, the company officials apparently believed that the officials of the union were seeking to prevent the men from exercising their right to prefer the Brotherhood to the Amalgamated.

"It appears that by the 6th of September the men were in a frame of mind of believing that the company was seeking (as their counsel puts it) to 'exterminate their union' and the company officials were of opinion that the men were seeking to 'paralyse' the entire transit system of New York as a means of coercing the withdrawal of the so-called working agreement."

Authorization of the Strike.

The report goes on: "The spokesmen for both parties now testify before us the question could have been disposed of by processes provided in the agreement. Nevertheless, on the 1st of September at a meeting of the Interborough men resolutions were adopted demanding the return of the working agreements and authorizing their officers to call a strike if necessary.

"It is conceded by the spokesmen for the men that at this time no effort was made to utilize the processes or machinery of arbitration provided in the agreement of August 30 (when the Interborough tacitly accepted the obligations of the peace pact) and on the 1st of September a communication was sent to the Chairman of the Public Service Commission by counsel for the men enclosing a letter to the Mayor."

"It is our opinion," continues the memorandum, "after listening to both sides and carefully reviewing the testimony, that whatever may be the condition of mind of the officers of the union or the officers of the company there is a clear duty to the public which the underwriters of the agreement and this commission have the right to assert. This controversy does not involve the issue of trade unionism in this city.

"To-day, as on the 6th of August, the clear, legal and moral principles governing the situation remain the same. Each side believes it is standing for its rights, but the rights of both sides are subordinated to the rights of the public, and it remains as true to-day as then that the public's right is a right superior to the rights of either the men or the company."

Hedley Is Now Defiant.

The attitude the Interborough and the New York Railways Company will take toward the proposal of Mayor Mitchel and Chairman Straus was indicated in a circular sent out to the loyal employees last night by Frank Hedley, vice-president and general manager of both companies. The position the companies will take is summed up in this paragraph:

"We do not intend to wait until to-morrow to say to you that we will not resume conferences with the representatives or members of the Amalgamated Association."

The complete statement follows:

"When we invited you to form your own committees to confer regarding wages and working conditions you were assured that we would faithfully stand by any agreements which were made as the result of conferences with those committees.

"We still intend to keep faith with you. You made through your committees a satisfactory contract for the next two years. So that there could be no doubt that the action of the committees represented the will of the individual employees no agreement was to be regarded as binding until each employee showed his approval by signing the working agreement.

"Over 10,000 men have signed such agreements and they will be carried out in good faith by us. You have rights under those agreements which you are entitled to have protected and those rights will be protected.

"We do not intend to submit to any person or body of men the question whether those agreements should have been made between you and us. We know by your loyal services in the past several days under the most trying conditions that you regard your agreement as sacred and inviolate. They mean the same to us.

Denial of Fraud or Coercion.

"Charges have been made that some of the men were induced to sign those agreements by fraud, threats, coercion and intimidation. The best evidence that such charges are false is the fact that more than 10,000 of you are to-day carrying them out by rendering service to us and to the public.

"We have been asked to submit to arbitration the charges just mentioned. Our answer is that the charges and the request come from the same source. The source is the officers, agents and members of the Amalgamated Association of Street and Electric Railway Employees. You have shown what you think of that association by refusing to have anything to do with it. We have decided that we will also have nothing to do with it. It has deliberately broken its agreements in this city and brought about a strike. You have been threatened with personal violence, insult and abuse and your women folks have been likewise threatened.

"We will not yield to a request from such a source to let outsiders come between us and our employees.

"We have been asked by the Mayor and Public Service Commission to resume our conferences with the Amalgamated Association. We were told at the close of their meeting this afternoon that we would not be expected to say anything until 11 o'clock to-morrow morning and out of courtesy we said nothing to them at the time. But we did not agree to say nothing to our loyal men and we do not intend to wait until to-morrow to say to you that we will not resume conferences with the representatives or members of the Amalgamated Association.

"We Meant What We Said Then."

"The members of that association left the employment of this company and started this strike. We notified them that if they did that they would remain out of its employment and that we could have nothing further to do with them. We meant what we said then and we stand by that statement now.

"Your right to work in this community for wages and under conditions satisfactory to you is guaranteed by the Constitution and laws of this country, and we expect that those who have taken an oath to support the Constitution and to enforce the laws will do their duty by you as we expect to do our duty by you and by all who are interested in this company, including the public, whom we all serve.

"All that is needed in this city is the suppression of unlawful combinations of men to drive honest men from their jobs."

Hedley, when he gave out the circular, made the supplemental announcement that a committee of citizens had organized to subscribe $100,000 for the men who have remained loyal to the Interborough and the New York Railways Company.

"I have just received the information over the telephone," he said, "and can tell you nothing more about it except that a prominent banker is head of the movement."

Fitzgerald Explains Absence.

A misunderstanding explains the absence of Fitzgerald and his counsel when the memorandum on the strike was read by Chairman Straus. He said he was told over the telephone on Monday night it would not be necessary for the Amalgamated representatives to be present on Tuesday.

"We thought our first duty to our men would be to visit and talk with them and we accordingly left the hotel this morning," he said, "to make a tour of Manhattan, The Bronx, Yonkers, Mount Vernon and New Rochelle. It appears that the Public Service Commission communicated with my headquarters shortly after noon and got in touch with Mr. Fridiger's assistant and requested him to have Mr. Frayne, Mr. Vahey, Mr. Fridiger and myself at the Public Service Commission at four o'clock. Efforts were made to get in touch with us and we only received the message at four o'clock when we were at New Rochelle headquarters."

They got to the commission's offices at 5:30, when the proceedings were over. Until the meeting to-morrow he will withhold the union's answer.

Hugh Frayne, general organizer of the American Federation of Labor, called on Mayor Mitchel at City Hall yesterday on request from the Mayor. After the short conference Frayne said the labor leaders are satisfied with the strike outlook. The plans for the labor parade to be held to-morrow were discussed. The Mayor would not give permission for Fifth avenue to be included in the line of march.

With the closing of testimony before the commission on the difference between the Amalgamated and the Interborough and New York Railways Company Alfred A. Cook, counsel for the Third Avenue Railroad, made a demand for an investigation of the steps that brought on a strike on that line.

In his communication he points to the agreement underwritten by the Mayor and Public Service Commission. That agreement, he says, was in no sense dependent on the affairs or concerns of any other transit lines of the city. His company, says Cook, faithfully observed its provisions at all times.

"No hostile action of any kind was under contemplation, if, so called 'master and servant' agreements were being considered and no meetings with the officials of other transit lines were held or thought of," he said. Even if action had been contemplated objection on the part of the men would by the terms of the agreement have made the propriety thereof the subject of arbitration.

"On the night of September 8 without notice of any kind the men of the Third Avenue system were directed by their advisers to go out on strike. It seems that these organizers—more properly called in the light of events disorganizers—being thwarted an an attempt to call out the men of the subway and elevated lines, induced a second strike on the New York Railways Company. The Third Avenue system was not concerned directly or indirectly in the disputes between the men and the New York Railways Company or any other seystem, and the officers of the Third Avenue system had the right to assume that the conferences with the men would continue and arbitrators would be appointed to pass upon the matters as to which they were not in accord."

The Third Avenue kept faith with this spirit of the agreement, he said, by appointing Lindley M. Garrison to act for it as arbitrator.

Cook took from the record of the commission's hearing on September 7 this colloquy:

Mr. Cohen (counsel for the commission): "What is the situation with reference to the Third Avenue?"

Mr. Fitzgerald (the strike leader): "On the Third Avenue there has been a skeleton form of working agreement worked out from our demands and the company's position, which was submitted to them yesterday. That is in a state of conference. Conferences have gone along very well."

Mr. Cohen: "So far as you know peace and harmony prevail and the method provided for adjusting differences is working satisfactorily?"

Mr. Fitzgerald: "Yes, so far as I know to-day."

TRACTION BOYCOTT PLANNED BY UNIONS

Continued from First Page.

nounced he was "well pleased with the situation."

President Theodore P. Shonts of the Interborough said that the entire system showed much improvement yesterday.

"Every division of the subway and elevated roads, with the exception of two divisions of the Third avenue road, was running on full schedule," said Mr. Shonts. "We have a sufficient number of crews, but there was some shortage of equipment, as some trains were stoned and damaged yesterday. From our viewpoint, however, things are much better. A number of guards have applied for their old positions. There has not been a single defection among the subway motormen.

"I should like to state here also that we have not borrowed or in any way obtained men from the B. R. T.," said Mr. Shonts. His statement was confirmed by the executive offices of the B. R. T.

The head of the Interborough said that the complaints made before the Public Service Commission by alleged strike breakers, as to having been imprisoned and treated badly at company barns, were not genuine.

At a meeting of the board of directors of the Interborough, held yesterday afternoon at 165 Broadway, resolutions were adopted indorsing the action taken by the officials of the company during the present strike. They further recommended the taking of necessary steps to restore service along normal lines.

The directors approved the stand of President Shonts in refusing and continuing to refuse to deal with any labor organization which has broken its agreement with the company.

"FINKS" SEE THE MAYOR.

Abused Strike Breakers Tell Tales of Woe at City Hall.

Strike breakers who complained of ill treatment by alleged Interborough "gunmen" called on Mayor Mitchel, Police Commissioner Woods and James Blaine Walker, secretary of the Public Service Commission, yesterday and endeavored to enlist their sympathy. City Hall Park was the scene of animated groups of discontented "finks," who discussed soulless corporations and the woes of honest labor.

Almost at the same hour strike breakers quartered in Hedley Hall, The Bronx concentration camp, forgot their martyrdom long enough to play seven innings of lively ball while the Interborough's brass band played popular airs.

R. W. Wallis, a Boston youth, who looked more like a visiting collegian than a "fink," said he represented sixty Boston men who were sick of their jobs. They had been enticed to town, he said, by contracts that called for $5 a day and transportation. They found yesterday that their railroad fares were to be deducted. Wallis wanted to quit because he had a "business engagement of importance" in his home town.

The bastinado had taken all the strike breaking spirit out of Walter Hackett of Chicago. He told Walker in the Public Service rooms they found that $4 was to be paid instead of the promised $5. Furthermore, the food was bad and the treatment rough. He was awakened yesterday to go to work by the application of a club to his bare feet.

Commissioner Woods gave the various complainants safe conduct to the offices of their employing contractors.

ALDERMEN DRAFT BILLS.

Measures Designed to Alleviate or Cure Strike Troubles.

Four ordinances drafted to alleviate or cure the present car strike situation were offered yesterday at the first fall meeting of the Board of Aldermen. This is a sample of the remedial legislation submitted:

No person shall act as motorman or conductor on any railroad car operated either underground, on the surface or on elevated tracks unless such person first shall have received at least fifteen days instruction upon another railroad line of either kind operated within the city limits, such instruction to be under the supervision of and certified by a competent instructor, whose certificate shall declare the fitness of an applicant for such employment prior to the employment of any such person.

A penalty of a fine up to $150 and imprisonment not to exceed sixty days or both was prescribed. Henry H. Curran, Republican leader, after these curative measures were submitted, protested:

"At this time every year these popgunned, cracked brained resolutions are introduced for political purposes. If the younger members of the board would take counsel with the older members the time of the board's committees might be saved. The whole traction situation of the city is in the hands of the Public Service Commission, and the Board of Aldermen has nothing to do with it."

The various resolutions were referred to the General Welfare Committee, and there they will remain.

Careless Guard Causes Death.

When a Ninth avenue "L" train stopped at the Ninety-third street station last night the last car failed to meet the station end. The guard opened the gate. Edward H. Ross, a druggist of 50 West Ninety-first street, stepped from the platform and fell into the street. He died soon after. Three other men were about to step off when they witnessed Ross's fatal fall.

POLICE TIRED OUT BY LONG STRIKE HOURS

Many Plead Illness and Ask Relief—Woods Drafting a New Plan.

OFFICERS FARE BADLY

Injured in Mishaps by Strike Breakers, Stoned and Beaten by Mobs.

With pistol shots fired at elevated and surface trains, bottles and stones hurled, many arrests made and plenty of work for the ambulance surgeons, this city is beginning to realize how a general traction strike is working out. The police are getting little rest these days, and many have reported sick.

Delegations of uniformed men have been down to Police Headquarters to find out whether there is any letup in sight, and the inspectors are doing their best to map out a system that will relieve a proportion of the men at a time.

Meanwhile the withdrawal of uniformed men from the streets of the business districts and especially lower Broadway is causing great confusion. Push-cart pedlers are obstructing the streets, even around the financial district, and professional crap players are coming out into the open.

Persons are being injured by being pushed from crowded platforms or trains, by operating cars with which they are unfamiliar, by receiving missiles hurled from roofs and walls. Patrolmen riding on the front platforms of surface cars are making excellent targets for hoodlums, and are handicapped by their inability to use their revolvers freely.

Will Not Use Pistols.

A report that the members of the force were to fire at rioters throwing missiles caused great indignation at Police Headquarters yesterday and Commissioner Arthur Woods promptly issued a denial.

A recurrence of the revolver firing which was noted early in the strike took place yesterday at Ninth avenue and Fifty-third street. The police did not get to the scene of the trouble until the culprits had escaped.

When a green surface car operated by Sylvester Petrie of 24 Bradhurst avenue rammed a truck in Whitehall street yesterday the driver jumped to safety, but his horse and vehicle were tossed into a thirty foot excavation. A derrick was used to get the horse out.

An open switch sent a Union trolley car over a six foot embankment yesterday on the Fort Schuyler road. Patrolman James J. Donohue of the Westchester police station was thrown from the car. He was taken to the Fordham Hospital suffering from a broken shoulder and possibly internal injuries. Others injured yesterday on the surface or elevated lines were Patrolman O'Shea of the West Twentieth street police station, broken hand, and William Moore, a conductor, of 35 Rose street, fractured hip.

Mass attacks upon surface cars continued yesterday with unabated violence. In the east Eighties the police reserves had to keep their clubs swinging, and even with the assistance of Lieut. O'Hara and a squad of men in an automobile they had their hands full.

Rush Third Avenue Car.

Scores of strikers rushed an open car at Third avenue and Ninety-third street, but one patrolman was sufficient in that case. Another attack was made on a car in Columbus Circle.

Headquarters yesterday assigned two men in uniform to every car of the Second avenue line. In that part of town the attitude of the residents was so belligerent that motormen and conductors were afraid to venture out without double protection.

In all the hurly burly and scuffling a few people had time to laugh. They settled back for a good chuckle when William J. Rough, a strike breaker, wanted to give up his job because a schoolgirl stuck out her tongue at him and called him names. They grinned a little when two greenhorn motormen took a car and went exploring in Yonkers when they should have stayed in The Bronx. They came near being arrested for trespassing or unlawful entry. The case of Isidore Layofsky, an innocent bystander who was smitten by a guard, also was noted.

BAKERS INVITE BREAD INQUIRY

Their President Says They Want the Truth Known.

COLUMBUS, Ohio, Sept. 12.—S. F. McDonald, president of the National Association of Master Bakers, announced to-day that the bakers welcomed the fullest Federal investigation into the cause of the proposed increase in the price of bread.

"The bakers of the United States," he said, "more particularly those represented by the National Association of Master Bakers, court the fullest investigation at the hands of Federal, State or municipal authorities. They will cooperate in any investigation, provided the findings are fully and completely given to the public. The bakers feel that wherever the truth is known both they and the public will profit by it.

"This is a wonderful opportunity for the general public to get a proper understanding of the baking industry which supplies approximately one-half of the tables of the United States with the staff of life. I would suggest if investigations are not started by legal authorities that women's clubs and other institutions take up the subject. If Federal authorities can and will decrease the cost of flour the baker need not act. Otherwise he must get more for his output or go out of business."

WOOER OF 76 WOULDN'T WED.

So His Comely Young Fiancee Sues For Promise Breach.

POUGHKEEPSIE, N. Y., Sept. 12.—Moonlight buggy rides, the writing of ardent love letters, a proposal and finally continued postponements of the marriage ceremony were the graphically related chapters to-day of a $50,000 breach of promise suit before Justice Morschauser.

Miss Lucille Tompkins, a comely young woman of 21, is the plaintiff, and Edward Yale, 76 years old, a hotel man of Stanfordville, is the defendant.

Miss Tompkins's story was drowned in a flood of tears when she told the court how Yale had dodged the completion of the romance. Part of her testimony was corroborated when William Ostrander, one of Yale's employees, testified that the hotel man had offered him a house and lot free if he would marry Miss Tompkins.

Newton Declines London Call.

CEDAR RAPIDS, Ia., Sept. 12.—Dr. Joseph Newton, for the last eight years pastor of the Liberal Church here, today called London declining to accept a call to the City Temple of London which he received last June. Dr. Newton said he did not wish to leave the United States.

WILSON GOES TO-DAY TO SUMMER CAPITAL

Sister So Ill No One Is Allowed to See Her—Peace Delegates Call.

NEW LONDON, Conn., Sept. 12.—President Wilson will return to Shadow Lawn to-morrow morning. His sister, Mrs. Anne E. Howe, who is critically ill here, is in such a weakened condition that she will no longer be allowed to see him or any other relatives. She is constantly under the influence of opiates and would not be able to recognize them.

Only for a few hours to-day was she sufficiently conscious to receive her brother and Mrs. Wilson, who spent almost the entire day in hourly communication with her physicians.

Early this morning President Wilson on the Mayflower received a bulletin saying that his sister had passed a comfortable night and seemed no worse. Soon after he and Mrs. Wilson went to the hotel. They spent three hours with the sick woman and then took a walk about the city, later going back to the yacht for luncheon.

After luncheon the members of the joint American-Mexican commission visited the Mayflower for a short conference. During the time that they were on board a speedy launch kept the President in touch with his sister by hourly bulletins. Later the President called at the hotel where the commissioners are staying and paid another visit to his sister. He appeared worn out and anxious, but smiled when people on the street saluted him.

It was late this afternoon that he decided to leave New London. Drs. H. M. Lee and Edward P. Davis told him that there is no hope for his sister's recovery, although she may live several days.

During the day the President received word from Shadow Lawn that an accumulation of work is awaiting his return and this decided him. He will go on the Mayflower to Sandy Hook, then by automobile to Long Branch.

He would say nothing about the news from Maine.

FEAR GARBAGE DRIP WILL KILL OYSTERS

Witnesses Say Loss Will Be $1,000,000 in Beds Around Staten Island.

Evidence was offered to-day in the Governor's inquiry at St. George, Staten Island, into the Lake Island garbage plant, to show that not only would the plant be a detriment to public health, but will destroy the oyster industry in Newark Bay, Raritan River, Princess Bay and the Staten Island Sound, causing a loss of $1,000,000 annually.

Azel Merrell, president of the New York State Oystermen's Association, testified that every year at least 1,000,000 oyster seeds were raised in Newark Bay, Princess Bay, Raritan Bay and the Staten Island Sound. Each bushel he estimated to be worth $1. He said that if the drippings of the garbage plant were permitted to flow into the Staten Island Sound, it would be impossible to grow the oysters, and the loss would be $1,000,000, besides taking the oystermen's livelihood away from them.

The morning session was marked with severe clashes between District Attorney Albert C. Fach, who is appearing for the people, and Assistant Corporation Counsel Chittenden, looking after the interest of the city of New York. So annoying were the remarks hurled at each other that Commissioner Williams, conducting the hearing, at one time threatened to bring the investigation to a close. He reprimanded the lawyers and warned them to stop their rowing.

District Attorney Fach and Street Cleaning Commissioner John T. Fetherston also had a heated tilt which held up the proceedings for several minutes. The Commissioner was the first witness called. After he had been interrogated at length by District Attorney Fach upon matters which he believed to be immaterial Commissioner Fetherston accused the District Attorney of building up a foundation to make an attack upon him. He also told the District Attorney that if he was trying to prove that he was derelict in his duties he knew to whom he could make complaint.

Mr. Fach replied that he would not be gagged by him or anybody else.

Again Commissioner Williams stopped the fuss.

Commissioner Fetherston testified that he drafted the contract for the city of New York with the Metropolitan Bi-product Company, with the exception of the clause in the contract which prohibited the garbage disposal plant being erected in Manhattan or within the confines of Jamaica Bay. He said that the street cleaning committee of the Board of Estimate had drafted that section.

The Commissioner said that since he had been head of the Street Cleaning Department he had had no complaints of garbage being a nuisance by dropping from scows in New York Bay en route to Barren Island. He admitted, however, that he did receive a complaint from a resident on Riverside Drive that the garbage dump at the foot of Seventy-sixth street and Riverside Drive was a nuisance. Commissioner Fetherston also admitted that there were times in the year that garbage was permitted to remain at the various dumps as long as three days before it was removed.

BANKER AIDS FOUNDLING.

William Salomon Takes Baby Found in His Basement to Bellevue

John F. O'Connor of 166 East Ninetieth street, a mail collector, making his rounds last night heard the wailing of an infant at Eighty-third street and Fifth avenue. The source of the cries seemed to be in the basement door of the home of William Salomon, the banker, at 1021 Fifth avenue, and there O'Connor found a three-weeks-old baby boy.

O'Connor was about to summon a police patrol wagon when Mr. Salomon, hearing of the foundling on his doorstep, insisted on taking the infant to Bellevue Hospital in his own automobile, accompanied by Matron Smith of the East Sixty-seventh street police station.

MRS. DILWORTH AT HOME.

Detective on Park Murder Case Confers With Victim's Widow.

MONTCLAIR, N. J., Sept. 12.—Mrs. Grace Carpenter Dilworth, widow of Dwight P. Dilworth, the lawyer who was shot in Van Cortlandt Park on September 3, arrived yesterday at her home, 393 North Fullerton avenue, and has denied herself to all callers except a few friends and Lieut. White of the Fifth branch detective bureau, Manhattan.

It could not be learned here whether the detective in his talk with Mrs. Dilworth was able to learn anything about her husband's past life that would aid him in solving the mystery of his death.

A policeman patrols the neighborhood of the Dilworth house to prevent annoying intrusions.

4 MOTORISTS KILLED; WARNING UNHEEDED

Automobile Hits Electric Car Near Ocean Heights, N. J.—Victims Crushed.

TWO MORE BADLY HURT

Three of the Dead and Both of the Injured Are Women.

ATLANTIC CITY, Sept. 12.—Three women and a man were crushed to death and two other women were severely injured, to-day in a collision between the automobile in which they were riding and a southbound interurban electric car near Ocean Heights. These are the casualties:

Dead.

MRS. EUGENE KILLIAN, 21 West Thirty-fifth street, Bayonne.
MRS. SAMUEL HAY, 25 West Thirty-fifth street, Bayonne.
MRS. BELLA VANETTE, 19 West Thirty-seventh street, Bayonne.
MORRELL INGERSOLL, Steelmanville.

Injured.

MRS. W. H. DAVIS, 1128 Avenue A, Bayonne.
MRS. MARGARET WOLF, Collingswood avenue, West Collingswood.

The women had been staying at the Chelsea on the farm of Irwin Meyers above Ocean Heights. Ingersoll, the owner of the car, was taking them to the Shore line station, where they were to board an electric car for Pleasantville.

Woman Gives Warning.

Ingersoll, who was driving at high speed, evidently did not observe the approach of the electric car. Neither did he pay any attention to the screamed warning of Mrs. Julia Adams, who lives near the scene of the accident. None of those in the automobile appeared to notice Mrs. Adams as she ran toward the road waving her hands at them.

Ingersoll caught sight of the car just as it was about to cross the road in front of him. It was too late to stop and he attempted to swerve his machine in the same direction the car was going. The automobile ran full tilt into the side of the car and was carried along with it.

In an instant the motor car was jammed between the side of the car and a small freight station at the side of the tracks. The side of the automobile was slashed off and four of the occupants crushed. The top of Ingersoll's head was taken off.

Driver's Name Learned.

Mrs. Davis suffered a severe scalp wound and fractured ribs, and Mrs. Wolf got a bad scalp wound. Mrs. Wolf was able after being taken to the hospital to give the names of the entire party with the exception of the name of the driver of the machine, which was learned from the license found on his body.

The car from Ocean City on which the ill fated women were to have taken passage for Pleasantville arrived at the station only a minute after the accident. It brought the dead and injured to this city. The two injured women were taken to the hospital on stretchers in the patrol wagon and the dead were removed to the morgue of Jeffries & Keats.

The accident was one of the worst that ever happened in this county. Coroner Harley of Pleasantville has already arranged with the county physician to hold an inquest.

MORE MOTOR MISHAPS.

One Man Is Killed and Seven Other Persons Hurt.

Six were injured in a collision yesterday between an automobile and a Smith street trolley car at Park Circle and Coney Island avenue, Brooklyn. Those injured were Isadore Torrake of 1557 Eastern Parkway, Brooklyn, the driver of the automobile; Ruth Becker, 20, 1138 Eastern Parkway, and four Schuman children of 1136 Eastern Parkway, Sylvia, Lawrence, Ada and Dorothy. All were removed to the Methodist Hospital. The automobile was wrecked.

Howard French, 70, of Ocean City, N. J., employed as an inspector to enforce the infantile paralysis quarantine, was killed yesterday by an automobile at the Thirty-fourth street bridge in Ocean City. Erwin Harris, proprietor of the St. Charles Hotel, gave himself up as the driver of the automobile.

An automobile truck owned by Kirby Company, 512 West Thirty-seventh street, Manhattan, struck another truck yesterday at Tenth avenue and Fortieth street and knocked it into a taxicab owned by Fred Carter, 216 North avenue, Crawford, N. J. Joseph Kutz, 212 East 119th street, suffered a possible fracture of the skull in the accident and was taken to Polyclinic Hospital.

NEW U. S. PROTEST TO BRITAIN.

Torpedo Boat Holds Up and Examines Philippine Steamer.

WASHINGTON, Sept. 12.—A vigorous note of protest to Great Britain will be sent by the State Department for alleged violations of American neutrality by a British torpedo boat, which held up and examined the Philippine steamer Cebu within the territorial waters of the Philippines. The incident was reported to the War Department to-day by Governor-General Francis Burton Harrison. Secretary Baker transmitted the report to Secretary Lansing.

According to the report of the master of the Cebu Lieut. Bailis, commanding the British destroyer No. 2, boarded the steamer, made inquiries about her passengers an dtook both the ship's manifest and her passenger list. Apparently he was searching for a man named Rady, who not found. On releasing the Cebu the Lieutenant made this note on her log: "Boarded at 3:50 A. M., 9-11-16, examined and passed."

In order that there might be no mistake about where the Cebu was at the time she was held up, her exact position was given by her master as follows: Latitude, 14 degrees, 16 minutes; Longitude, 120 degrees, 35 minutes, or one and a half miles from Carabao Island.

There have been several complaints recently about the activity of British vessels around the Philippines.

TO DECIDE MILITIA STATUS.

War Department Will Accept Opinion of U. S. Appeals Court.

BOSTON, Sept. 12.—The United States Circuit Court of Appeals heard arguments at a special session to-day on an appeal by the Government from a decision of the Federal District Court under which Alexander M. Emerson, a member of the State militia, who was detained at the State mobilization camp because of his refusal to take the new Federal oath, was released in habeas corpus proceedings. In taking the appeal District Attorney George W. Anderson announced that it was the desire of the War Department to have the court determine the exact status of militiamen called out by the President for border duty.

The hearing to-day was before Judges Putnam, Aldrich and Bingham. It is expected that the court will hand down soon a decision which, it has been stated, will be accepted by the War Department as final.

You'll see in a flash that we've made unusual preparations for Fall.

Fall suits: Fall overcoats.

Fall hats—specially the soft shapes.

Fall shoes.

A showing that makes even our salesmen "sit up and take notice."

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Special attention to outfitting young boys by mail. Send postal for samples.

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Broadway at 13th St. | "The Four Corners" | Broadway at 34th St.
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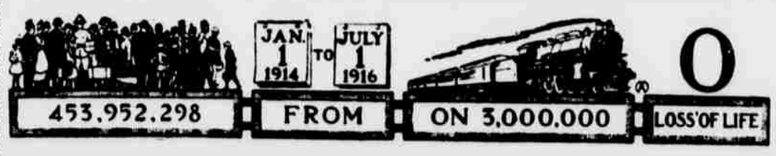
No Increase in Prices
The last word in correct styles

New Autumn Hats $1.90 & $2.90
Many New Colors
Semi-Military Shape:
Why Pay $3.00 or $4.00 Elsewhere?

New Tweed Hats $1.90
The Greatest of Outdoor Headwear
FlexibleDerbys, $1.90 & $2.90
The lighest Hat you ever saw
Tweed Silk & Khaki Caps, 50c

Thugs Beat Up Strike Leader.

Abraham Ratkovitch, a laundry strike leader, is reported in a critical condition at his home, 146 Chester street, Brownsville, as the result of a riot at a workmen's mass meeting in Brownsville. They are said to have attacked the organizer. Joseph William, another labor leader, escaped by jumping out a rear window.



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