THE WEATHER FORECAST.
Fair to-day and to-morrow; warmer to-morrow; moderate, variable winds.
Highest temperature yesterday, 60; lowest, 42.
Detailed weather, mail and marine reports on page 10.

The Sun.

IT SHINES FOR ALL

VOL. LXXXIV.—NO. 32. NEW YORK, MONDAY, OCTOBER 2, 1916.—Copyright, 1916, by the Sun Printing and Publishing Association. ONE CENT In Greater New York, Jersey City and Newark. | Elsewhere TWO CENTS.

BRITISH SEIZE TOWN; SWEEP ON TO BAPAUME

Advance Resistlessly on a Front of One and a Half Miles.

"TANKS" USED AGAIN WITH GREAT SUCCESS

Eaucourt l'Abbaye Captured and Centre Pushed Nearer Objective.

TAKE 300 PRISONERS IN THE ENCOUNTER

Allies' Line Now Straightened—Attack on Le Sars Near.

LONDON, Oct. 1.—Along a front of a mile and a half British troops have advanced the centre of their line on the Somme front straight toward Bapaume and taken the village of Eaucourt l'Abbaye. Again the armored tanks helped the British infantry, the War Office announces. More than 200 prisoners were taken.

The British advance was along a line from east of Eaucourt l'Abbaye to the Albert-Bapaume road. The village had been almost enveloped by advances east and west. Its capture evens the British line from Gueudecourt west to Courcelette. Eaucourt is the centre of five roads and the British there are in an advantageous position for an attack on Le Sars.

British troops have succeeded in clearing practically all German survivors from the strong trenches about Thiepval, the Stuff redoubt and the Schwaben redoubt, and somewhat increasing their gains on the high ground of the Thiepval ridge, so valuable for their artillery.

"Feel Out" Northern Lines.

Sixteen raids by British soldiers were made last night on German trenches at various points from Ypres in Belgium to Neuve Chapelle in France, a distance of more than twenty-five miles. All these trenches are north of the Somme front. It is believed that the raids are to ascertain if the troops holding them have been weakened, and if another big offensive might be undertaken.

The French confined their operations on the Somme front to taking small portions of German trenches at various advantageous points. North of Rancourt and southeast of Morval they continued their operations designed to envelop the village of Sailly-Saillisel. Some of this progress was made by hand grenade fighting.

Tonight's British statement follows:

Sunday afternoon, south of the Ancre, our centre attacked and captured the whole of its objective on a front of 1,000 yards, from a point east of Eaucourt l'Abbaye to the Albert-Baupaume road, northeast of Destemont farm. The village of Eaucourt l'Abbaye is reported to be in our hands.

Farther east we pushed our outposts well beyond the original front line. More than 300 prisoners have already been taken, and our casualties up to the present are small.

"Tanks" Again Useful.

In this action the new armored cars have done valuable work in clearing the enemy trenches behind the attacking infantry.

The village of Transloy, north of Morval, was effectively bombarded by our artillery and an ammunition dump blown up.

On Saturday two aeroplanes were successfully bombed by our aeroplanes and at least one machine was destroyed. In the fighting over this front four enemy machines were brought down. One of our machines is missing.

Since September 18 we have taken between the Ancre and the Somme twenty-four field guns, three field howitzers and three heavy howitzers.

From July 1 to September 30 in the same area we made prisoner 588 officers and 26,147 men of other ranks.

The Day Report.

The day statement said:

During the night some progress was made between Piers and Le Sars. There was heavy shelling in that neighborhood and also around Gueudecourt.

In the Thiepval area the enemy was driven out of ground he held near the Stuff redoubt. We increased our gains at Schwaben redoubt, only a minute portion of which remains untaken.

A captured German army order, dated September 21, emphasizes the importance at that time of the position at Les Boeufs as "the last protection of the artillery, which must in no circumstances be lost." We captured this position a few days afterward.

The Night Communique.

Tonight's French official communique says:

On the Somme front we carried out during the day some small operations which enabled us to capture trench elements north of Rancourt and southeast of Morval. There was reciprocal shelling at different points along the front, especially violent south of the Somme.

In Champagne, in the region south of Butte de Mesnil, the enemy attempted two sudden attacks after violent bombardments. Our curtain fire immediately checked one attempt, and the other, east of Tahure, also failed.

The German statement follows:

On the front of Duke Albrecht of Wuerttemberg and also against the Lens and Artois front of Prince Rupprecht's army the British developed particularly lively patrol activity.

On the battlefront north of the Somme the artillery fighting attained

Continued on Third Page.

AIR RAID ON LONDON, ZEPPELIN SHOT DOWN

Crowds Fill Streets as News Spreads of German Attack.

LONDON, Oct. 2 (Monday).—Zeppelins are dropping bombs on London and the eastern counties. One of them has been brought down in flames north of the city.

This is the fourth raid since September 2. At an early hour this morning the airships are hovering over London under fire from the anti-aircraft guns, attacked by the British aeroplanes and replying with their own guns and with bombs.

Great crowds thronged the streets when the news spread that the Zeppelins had appeared again. They saw clearly the destruction of the giant Zeppelin. Its flames lighted the sky for miles. Thousands are on their way now to the district where it fell. Who brought it down, whether a gunner on the ground or an aeroplane pilot, has not yet been revealed.

Although the Zeppelin crashed to earth almost due north of London, the spectacle of the descending blazing mass was witnessed by thousands of Londoners. The Zeppelin began to descend slowly and then dropped very fast, the blaze from it lighting up the countryside for many miles like day.

The official statement issued at midnight said:

A number of hostile airships crossed the east coast between 9 o'clock and midnight. A few bombs were dropped near the coast, but no damage is yet reported.

The raid is still in progress and some airships are in the vicinity of London, where some guns have been in action.

An airship is reported brought down in flames north of London.

GREEK DECISION EXPECTED TO-DAY

King Constantine to Send Definite Word on War to Entente Rulers.

LONDON, Oct. 1.—King Constantine will telegraph to-morrow at the latest to King George, Czar Nicholas and President Poincare his decision whether or not Greece will enter the war with the Allies. Athens despatches filed on Friday, but delayed by the censor, quote friends of the King as making this prediction.

The postponed meeting of the Greek Crown Council, at which a decision regarding Greece's action is expected to be reached, was to have been held yesterday or to-day, according to a despatch filed yesterday. Members of the council deny the assertions of friends of M. Venizelos and the Allies that King Constantine is merely playing for time, and has no real intention to declare war on Bulgaria.

M. Venizelos probably will have a place in the Greek Cabinet once war is declared, if he wishes it. The Cabinet will be reorganized for the war, in consultation with the Entente Ministers. It is predicted that M. Kalogeropoulos will remain Premier and Minister of Finance, with M. Stratos, now Minister of Marine, as War Minister. Either M. Carapanos, now Foreign Minister, or M. Coromilas, Greek Minister at Rome, is slated for head of the Department of Foreign Affairs. There will be three supporters of M. Venizelos in the new Cabinet.

Much significance is attached to the request of Gen. Moschopoulos, Chief of the General Staff, for leave of absence for forty-five days, which the King granted. Gen. Moschopoulos is a strong friend of the Entente. Gen. Gennadis probably will replace him. It is not known where Gen. Moschopoulos is going, but it is surmised he may go to Salonica, the Entente headquarters.

The newspaper *Hesperini*, a Germanophile organ, for which M. Stratos, leader of the new anti-Venizelist war party, has been writing, refused to-day to publish his pro-war articles.

This morning the official gazette of the provisional government published a decree signed by M. Venizelos and Admiral Condouriotis naming Gen. Panyotis Danglis, former Minister of War, as the third member of the triumvirate heading the provisional government.

More news of the success of the pro-Ally revolution continues to come in. The island of Tenedos has joined the revolution, and rioting is reported on the island of Zante betwen reservists and Venizelists.

VERDUN HEROES AT FOOTBALL.

"Iron Division" Holds Opponents to Single Score Before 20,000.

PARIS, Oct. 1.—Fresh from the battlefield, eleven men of the famous Twentieth Army Corps, which has distinguished itself all through the war and particularly at Verdun, played a game of football to-day with the team of the Association Sportive Francaise before a crowd of 20,000.

The Twentieth Corps includes what is called the "Iron Division," composed largely of Parisians, among whom are some football stars. Though it had been more than two years since they had played together, the soldiers, while unable to score, held their well trained adversaries to a single point.

250 DROP IN CHURCH CELLAR.

Floor Gives Way During Dedication Services—53 Injured.

BINGHAMTON, N. Y., Oct. 1.—Fifty-three persons were injured this afternoon when the floor of the First Presbyterian Church of Johnson City collapsed during the services being held in connection with the laying of the cornerstone. Seven of this number are seriously hurt, but it is believed all will recover.

Two hundred and fifty persons were hurled into the basement eighteen feet below when the floor gave way, and it was nearly half an hour before all had been removed. The speakers were in their chairs and the band was playing the opening number when the accident happened. There was no warning, the slender timber supporting the floor giving way almost in an instant. Twelve physicians and three ambulances were used to care for the injured.

The floor was a temporary one constructed merely to care for the dedication crowd. It was supported by two by fours, placed about twenty feet apart. The pastor of the church said to-night that the responsibility could be placed on no one, since several contractors had expressed their belief that the floor was safe.

All the injured are residents of this city.

NINE CARS WRECKED BY STRIKE RIOTERS

Yonkers, Mount Vernon, New Rochelle and Pelham Prove Storm Centres.

THREAT OF MILITIA CALL

Westchester Traction Managers Try to End Tieup—Calm in New York.

Strike riots started in Yonkers, Mount Vernon, New Rochelle and Pelham yesterday following the attempt of the Westchester traction managers to break the street car tieup that has existed there since September 10. Nine cars were started out of the barns in the morning and afternoon and by nightfall all were battered and wrecked.

So violent were the Mount Vernon rioters and so defiant of police restraint that Mayor Fiske last night said he would call out the militia if necessary to give his city street car service. Louis Fridiger, counsel to the Amalgamated Association, tried to control the men, but they refused to heed his warnings.

Yonkers had its first excitement in the morning at 11 o'clock. With two car inspectors as a crew and policemen on front and rear platforms the car reached Getty Square before the strikers succeeded in stopping it. The trolley pole was jerked from the electric wire, the wire netting torn from the motorman's box, windows were smashed and the wooden framework of the car battered in before the police could do anything.

Cane and Silk Hat Calm Mob.

Leslie Sutherland, vice-president and general manager of the Yonkers Railroad Company, rode in an automobile to the stalled car. Standing up in his tonneau, waving his cane and silk hat, he finally commanded the attention of the mob. He promised to have the car taken back to the barn, and on this pledge the crowd ceased its assault.

Fifteen minutes afterward another car left the Yonkers barn. The strikers were ready for it. A five minute bombardment drove the crew out of the car, and it was not until another pair of men promised they would attempt no further operation of the car that they were permitted to take back what was left of it.

In the afternoon, about 3 o'clock, after a vote in the barn, another crew started to take out a car bound for the 242d street station of the subway. By running at full speed it was able to get away from the mob, but the rioters followed and heaped upon the tracks a series of obstructions to impede the return trip.

Nineteen Men Arrested.

At Highland avenue, when the car on its way back could go no further, the crowd surrounded it and drove away the motorman and conductor. An hour afterward Patrick Donovan, superintendent of the company, personally ran the car back to the Kingsbridge barn. The series of attacks resulted in the arrest of nineteen men.

Mayor Fiske of Mount Vernon patrolled his city all day in his automobile in an effort to frustrate the rioters. For the greater part of his tour he was accompanied by Michael Silverstein, Chief of Police. Both men were armed.

One lone car started through Pelham. After the switches had been plugged and all the windows shattered the motorman brought back what remained of his car.

New Rochelle was a storm centre in the afternoon. On Third street, near Fulton avenue, 150 strikers formed to head off a trolley car. When they found Mayor Fiske's automobile serving as pacemaker they included him in the blockade. His machine was blocked against the curb when Chief Silverstein gave orders to his motorcycle men to charge the mob.

Further along the street another car was wedged by the strikers. As the Mayor rode up to break the deadlock one of the crowd bitterly criticised him for giving the carmen police protection. So incendiary was his speech Chief Silverstein put him under arrest. One of the Fifth avenue line conductors was hit on the head with a stone and severely injured.

Sabbath Calm in Manhattan.

A real Sabbath calm overhung the strike in Manhattan and The Bronx yesterday. The "green car" operators said they had the service within twenty cars of normal. Only two instances of violence were noted and these were of negligible importance. This quiet. Amalgamated officers said last night, must not be interpreted as an indication that the strike is over.

They argue their chances of success now are better than they have been at any time in the three weeks since the walkout. The New York Railways has proved its weakness, they insist, by cutting down the emergency wages that were granted to those who remained loyal to the company or who took employment while the strike was on. Furthermore, according to their contention, the service of the cars is greatly exaggerated, even though the "green car" men are working to their limit.

"I rode from the Battery to The Bronx yesterday," said William D. Fitzgerald, the strike leader. "I can tell you that the operation is nothing like what is claimed by the company. We have reports from our men that indicate the company is duplicating on the police who give out service reports. These police statisticians have been misled by the simple device of shooting a car out of the front of the barn and bringing it back unseen by the police through a side door within a few minutes."

Accusation Against Police.

Fitzgerald intends to report to Police Commissioner Woods to-day two instances of policemen who have been engaged in car work contrary to their duty. One of these men, he says, he saw changing car signs. He has the shield numbers of both.

William D. Mahon, president of the Amalgamated, was expected to arrive yesterday on the Philadelphia or Nieuw Amsterdam. He was not on the sailing list of either vessel and last night Fitzgerald said he had had no communication from him.

All that remains of the "sympathetic strike" will be carried into Beethoven Hall this morning and will be mourned with appropriate rites by the conference committee of thirty-five union leaders who ten days ago decided on the walkout. The committee by formal action probably will call the phantom strike at an end.

DEWEY'S WINES GRACE ANY TABLE. Wine makers for 60 years means a lot. 188 Fulton St., N. Y. Phone 3061 Cort.—Adv.

JOHN D. SAYS ST. PAUL WOULD LEAD IN 1916

He Asserts Apostle Would Be Captain of Industry if Living To-day.

CLEVELAND, Oct. 1.—"If St. Paul had lived a couple of thousand years later he would have been a captain of industry."

That was John D. Rockefeller's verdict this morning after hearing a sermon in which the evangelist was held up as a model of power and forcefulness.

"Paul was persistent," said Mr. Rockefeller. "And it's persistency that gets things these days. Persistent men are needed at the top, and Paul would naturally have become a leader in some line of business or industry in these modern days of commercial opportunity. As head of a great combination he would have been a big success. All he would have needed is capital, and he would have done the rest. We need more modern men with Paul's methods and forceful nature. Natural leaders are rare and valuable. They reap rich rewards in business and industrial life. Every line of commercial effort offers them big opportunities."

Mr. Rockefeller said he had taken precautions to prevent the spread of infantile paralysis to Pocantico Hills. He expects to return there about the middle of October.

PLANS FIGHT ON EIGHT HOUR LAW

E. P. Ripley, President of Atchison Road, Calls It Unconstitutional.

Believing that the eight hour law recently enacted by Congress is unconstitutional and that "steps should be taken to resist it in every lawful manner" E. P. Ripley, president of the Atchison, Topeka and Santa Fe Railway, has sent a special letter to stockholders on the subject.

Mr. Ripley reviews the whole controversy which resulted in the Adamson bill being enacted into law. He points out that the trainmen of the four brotherhoods involved are on the average the best paid employees on the railroads and that they received pay on the basis of ten hours or less, no matter how much short of the ten hour limit their work fell, while for all overtime they received pay on the basis of one-tenth of a day's pay for each hour beyond the ten hour limit, or for each ten miles beyond 100 miles.

Railroad Men Supreme.

"The result," Mr. Ripley says, "appears to be that according to the view of the Government it is under existing laws powerless to protect the public against any nationwide combination on the part of railroad employees to paralyze by strike all the railroads of the country. If this view is correct it must be on the theory that the Clayton act, which was passed and approved about two years ago, was intended to and does facilitate strikes at the expense of the public by freeing from restraint and punishment any conspiracy, no matter how widespread or unreasonable, to paralyze by strikes the rail transportation upon which the public is dependent.

"Under this view of existing law upon which the Government seems to have acted it appears that until some remedial legislation shall be adopted the only way to avert such tieups is for Congress to grant by special legislation whatever demands labor combinations may insist upon as their price for permitting the people to continue to enjoy railway transportation.

"The question therefore becomes of profound importance to you, both as a citizen depending upon railroad transportation and as a holder of railroad stock, to consider what can be done to obtain necessary remedial legislation.

Brotherhoods Defiant.

"The brotherhoods made it clear at the session of Congress just ended that they will resist with all their power any such remedial legislation whether it seeks to prohibit strikes in advance of public investigation or to put any form of restraint upon labor combinations. It is therefore reasonable to assume that the public demand for a remedy will have to be persistent and forceful or else the public will continue in its present defenceless position.

"Since the precedent of abandoning arbitration and hurriedly paying the demands of railroad unions by special Congressional enactment has thus been established, does it not behoove you to exercise your influence in favor of appropriate remedial legislation?

"This company believes that the act which Congress has passed is unconstitutional and that steps should be taken to resist it in every lawful manner."

13 DIE AS TRAIN HITS CAR.

25 Passengers Injured in Accident in Detroit.

DETROIT, Oct. 1.—Thirteen persons were killed and more than twenty-five injured, several probably fatally, late to-night when a switch engine pushing two freight cars crashed into a crowded street car at Forest avenue and Desguinder street on the East Side.

There were more than ninety persons in the car, which was struck almost in the centre, the impact pushing it from the tracks and sliding it alongside of the freight cars. Panicstricken passengers began jumping from both the front and rear doors and climbing through windows. Most of the dead were killed by jumping from the car and falling under the wheels of the still moving freight cars.

R. R. MACHINISTS VOTE STRIKE.

Employees of Twenty Western Lines Demand Eight Hour Day.

KANSAS CITY, Mo., Oct. 1.—A vote to strike has been carried in the referendum of 40,000 members of the six shopmen's unions on twenty Western railroads, it was announced last night. A. O. Wharton, St. Louis representative of the American Federation of Labor, said the vote was in excess of the two-thirds ratio required. The exact percentage, however, cannot be announced until a complete count is made.

The men have refused the proposals of the railroads, but the vote does not imply an immediate walkout. A new basis of agreement over the men's demand for an eight hour day and five cents an hour increase in wages will be sought.

LINER PHILADELPHIA FOUGHT FIRE AT SEA

American Steamship, 646 Passengers Oblivious of Peril, Docks Here.

SECRET KNOWN TO FEW

Blaze in Hold, Discovered Off Grand Banks, Smothered by Steam.

A fire smouldering in her after hold unknown to all except a few discreet and favored persons among her 646 passengers, the American liner Philadelphia, from Liverpool, anchored at Quarantine yesterday morning. Included in her 110 cabin voyagers were several distinguished Americans and Britons. Capt. Candy did not let Quarantine officials know anything about the fire, and as there were no outward signs of it aboard the ship news men down the bay asked no questions. Even after the steamship had docked little information was available from the passengers, and nearly all wanted to know from their questioners if there really had been a blaze at sea.

Miss Elsie Mackay, leading lady for Sir Beerbohm Tree, who was a passenger, when asked how she felt being on a burning ship, remarked in startled surprise:

"Fire? Why, nobody told me anything about a fire. That was what must have made it so hot in the saloon on Thursday evening."

Sir Beerbohm Tree was also completely in the dark. This was due in part, he said, to his being a poor seaman, preferring the seclusion of his cabin most of the trip and not really caring whether or not disaster menaced the ship, which is the usual disposition of a poor seaman.

Captain Admits Blaze on Liner.

Capt. Candy admitted the existence of the fire after the ship had been made fast to her pier, but he did not regard it seriously. Exactly what damage it has done, or may be doing, will not be known until this morning, when a force of longshoremen will enter No. 7 hold, next to the last on the ship, and remove the charred cargo, consisting mostly of baled cloth, dress goods and women's hats.

Among the few who knew the captain's secret was Dr. Joseph Byrne. An officer whom he knows well told him on Thursday afternoon, just after Chief Engineer Joyce had turned steam into the hold where the fire was, on condition that he keep the information from all other passengers. The doctor is a nerve specialist, and soon recovered his composure. A little later he studied the effect of the secret on the stewards, all of whom had been informed of the fire so they would be prepared for any emergency.

Stewards Pale and Silent.

The stewards looked paler than usual and were unusually quiet the rest of the trip. A steward delights in giving passengers exclusive information regarding almost anything, and absolute silence about the liner's peril was a positive hardship. They were grave and occasionally talked in whispers. Meanwhile, the passengers went about as if they hadn't a care in all the world.

The natural reasons for keeping the travellers in the dark were the fear that if all hands knew about it the supersensitive and highstrung might suspect a plot to destroy the ship, or that there had been a secret submarine attack, or almost anything except the plain truth. Capt. Candy did not want to give his passengers any chance to misuse their fervent war imagination, and that is why he cautioned everybody to keep still until the Philadelphia had put the last passenger ashore.

The saloon for several days was unusually hot. Some of the passengers remarked about it and asked the nearest steward why it was. But he adroitly attributed the warmth to the Gulf Stream, and that satisfied them. The heat, however, was due to the steam that was pouring through the perforated pipes of hold No. 7 and smothering the blaze.

Tells of Fire's Discovery.

Capt. Candy said that early Thursday afternoon, when the Philadelphia was east of the Grand Banks, he learned that smoke was coming out of No. 7 hold. He went to Chief Engineer Joyce and steam was turned into the hold, the hatch of which is near the steerage dining room. Only a few passengers in the cabin knew about the fire and there was no confusion or excitement.

The captain said he had considerable anxiety for the well being of his 646 passengers and that is why he kept the knowledge of the fire from them. After the steam had been turned on an hour or so he went to the hatch and found the danger was apparently over. Smoke had ceased to pour out and steam was taking its place. He kept the steam on and it was still going when the ship docked and will continue to flow until longshoremen enter the hold this morning.

Capt. Candy is inclined to believe that the fire was due to spontaneous combustion, perhaps in among the bales of cloth. Whether or not this is so will be ascertained this morning.

TWO MEN FLEE MATTEAWAN.

Farmer's House Fired After Escape of Insane Prisoners.

BEACON, N. Y., Oct. 1.—Albert Merkle, 22 years old, and Robert Graham, 27, who escaped from the Matteawan State Hospital for the Criminal Insane last night, are suspected by the local police of having set fire to the home of John Van Houten near here early this morning.

Graham was committed to the institution about four years ago for setting fire to some cars on a railroad that employed him. Merkle was confined a year ago after being arrested for larceny. It is thought by the institution authorities that they obtained an impression of the door key of their ward from an attendant since suspected and discharged.

S. FISH, JR., IN MOTOR SMASH.

His Big Car Hits Telegraph Pole in Tarrytown.

TARRYTOWN, N. Y., Oct. 1.—Stuyvesant Fish, Jr., had a miraculous escape last midnight when the steering wheel of his big motor car jammed in front of St. Mark's Church and the car crashed into a telegraph pole.

The force of the smash broke the pole off at the bottom, and the car turned over on the lawn. Fortunately Mr. Fish escaped with a few scratches. He was on his way to his home at Garrisons, to which he was driven in a cab.

FARMERS LIE IN AMBUSH AND SPILL BORDEN MILK

They Attack Wagons and Defeat Company's Employees in Fist Fights—Trees Felled Across Roads to Block Deliveries.

From various towns and villages in the milk producing sections of New York and New Jersey reports were received last night showing that farmers who are doing picket duty at the cross roads and at turnpikes leading to the milk stations controlled by the milk distributing companies have learned the tricks of their striking brothers in big cities.

Following a mass meeting of farmers at Brewster, N. Y., on Saturday night, pickets were sent out to prevent milk from being delivered to the Borden's condensed milk factory at that place.

As they were hiding behind bushes in Rock Cut, near Milltown, two and a half miles from the factory, a Borden wagon loaded with twenty cans of milk came along in charge of George Lee of Balls Pond, Conn. He was accompanied by three representatives of the Borden company. The pickets came out of hiding with a whoop, held up the team and started to reason.

Fist Fight Follows.

Argument proving futile, they dragged the men off the wagon and a first class scrimmage took place. The horny handed sons of toil won. During a lively fist fight the milk was dumped alongside the roadside and the rivers of white were streaked with tiny ribbons of red.

The next attack on a Borden milk wagon was made on the Croton Falls road, near Brewster. This wagon was in charge of Charles Ostrew, who felt secure in the society of a Westchester deputy sheriff. The farmers' squad severely mauled both men and yanked them off the wagon. Then they held them on the ground while willing hands poured the milk over them. All told, twenty-five cans were spilled.

After to-day, it was reported, armed guards will deliver milk at the Borden company's Brewster plant.

Eight automobiles loaded with leaguers from the Brewster meeting patrolled all highways in that section for the purpose of doing missionary work with farmers who might be weak kneed, and kept in constant touch with the pickets.

Between Dykeman's and Deanesburg large trees were felled across roads, effectually shutting off all supplies of milk from the Mutual Milk and Cream Company's plant, located at that point.

Only three cans of milk reached the station from Borden's Brewster plant. They were guarded by Detectives Guerton and Travis, special officers of the New York Central Railroad. Ordinarily large quantities of milk leave the station for New York every day.

At Paterson, N. Y., a hamlet near Brewster, farmers who had not joined the league were cowed by threats that had been made by league members, and did not undertake to move any milk whatever to the plant of the Slawson-Decker milk depot there.

At Pawling, a few miles further north on the Harlem road, the situation was critical last night. The leaguers there are much more conservative than the Brewster men, but it was apparent they didn't intend to let any milk start for the city if they could help it.

E. W. Dixon, one of the largest dairymen in Brewster, found it impossible to deliver his load of thirty cans yesterday, and he promised to join the league the first thing this morning.

Loyal to the League.

Paul G. Bennett, director of the Farm Bureau of Sussex county, N. J., said at Newton last night there is no doubt that the Sussex county farmers are going to remain loyal to the league. He said that farmers who do not belong to the league are not shipping their milk. He explained they are beginning to make arrangements to turn their milk into butter.

It was said that only about three cans of milk each were delivered to the various creameries in Sussex county yesterday. As a rule each creamery gets about sixty cans.

At Branchville, where the Borden company has a big creamery, the concern was able to get but sixty cans yesterday. Usually about 250 cans are delivered there daily.

The Swartswood Dairy Company decided yesterday to pay league prices for all milk delivered at its creameries at Swartswood and at Monroe, N. J. All of this milk is shipped to Newark.

SMOKE KILLS TWO BROOKLYN WOMEN

Sleeping Man Overcome in Burning Bergen Street Building, but Is Revived.

Breaking into a smoke filled room on the third floor of a burning frame building at 491 Bergen street, Brooklyn, at 11:30 last night, policemen and a fireman bent on rescue found two aged women sitting quietly at a little round table. An open Bible lay on the lap of the elder of the two, from which it seemed she had been reading aloud. The smoke had suffocated them and both were dead.

The two women were Mrs. Sarah Veeder, 76 years old, and her sister, Mrs. Caroline Cuthebert, 68. They were widows and rented a front room to help support themselves. The roomer, Patrick Shay, was found in bed unconscious. After Drs. King and Mayo of Seney Hospital had worked over him for an hour or more with a pulmotor he was revived and taken to the hospital, where his condition is not serious.

The fire started on the second floor, in the hallway. The occupants of this floor, Mr. and Mrs. George Irvine, were out. So was Mrs. Theresa Leveride, the owner, who lived on the ground floor. No one was at home save the two elderly women and the sleeping man.

Policeman Edward Delaney discovered smoke pouring from the front windows. Calling to a passerby to turn in an alarm, he smashed through the front door and went up stairs. Fireman William Quigley of Engine Company 126, jumping from a passing surface car, joined him. Soon after they had brought the three victims down stairs the aparatus arrived, and with it a pulmotor from the Union Gas Company and the ambulance.

The damage was estimated at about $1,000 and the fire, which was confined to the second floor, was soon put out.

THREE WOMEN DIED IN CHAIRS.

No Violence, Gas Leaks or Poison Found—Doctors Mystified.

LANCASTER, Ohio, Oct. 1.—Neighbors of Agnes and Alice Smetters, maiden sisters, aged 48 and 50 years respectively, seeing no activity about the home of the two women to-day, entered the house to-night and found the two women and Miss Mary Stretton, 36, a visitor, sitting erect in rocking chairs and all three dead.

There was no sign of violence or poisoning and an examination of the gas pipes revealed no leaks. Medical attention revealed no cause for the deaths.

That death had come quietly was evidenced by the fact that one of the sisters had her glasses on and was holding a newspaper. There was no food in the house except half of an apple pie and this showed no sign of poison.

AIRMEN WARN BUCHAREST.

City Will Be Laid in Ruins Unless Rumania Seeks Peace.

LONDON, Oct. 2 (Monday).—"In their latest raid on Bucharest," says the *Times's* Bucharest correspondent, "the German aeroplanes dropped proclamations declaring that Bucharest will be laid in ruins Soon unless Rumania hastens to make a separate peace.

"In view of the probable continuance of the raids, the Government authorities are reported as planning to bring numbers of foreigners who are now detained in concentration camps in the country to Bucharest, where they will be lodged in places most exposed to attacks."

New Jap Ambassador Arrives.

SEATTLE, Wash., Oct. 1.—Aimaro Sato, recently appointed Japanese Ambassador to the United States to succeed Baron Chinda, arrived from Japan late to-night on the liner Yokohama Maru. Mr. Sato will remain here two or three days before proceeding to Washington.

FRASCH ESTATE UP NOW TO $10,088,526

Noted Chemist's Property Appraised at Death in 1914 at $5,261,776.

Under a reappraisal the estate of Herman Frasch, the noted chemist, who died on May 1, 1914, has been increased from a net value of $5,261,776, fixed by an original report filed in 1914, to $10,088,526. The supplemental report of John J. Lyons, transfer tax appraiser, will be filed in the office of the Surrogate's Court to-day.

This increase is due solely to the unusual advance in value of 505 shares of the Union Sulphur Company stock, which have risen to more than 120 times their par value of $100 a share. These shares, which were appraised in the original report filed by Solomon Goldenkranz, transfer tax appraiser, on December 18, 1914, at $2,250 each, are valued at $12,003 in the supplemental report.

Bound up in this advance in value is the story of how a tract of sulphur beds in Louisiana, deemed worthless because of apparently insurmountable difficulties in their working, were made to yield nearly 800,000 tons of sulphur in one year and to compete successfully with the Sicilian sulphur mines that had previously monopolized the world's output.

Frasch Invented Unique Device.

About sixty acres in the 4,210 acre area were made productive, after four companies had failed with them, by a remarkable system of heating the beds with steam melting the sulphur and then pumping it in a practically refined state to the surface.

This system was the invention of Mr. Frasch, who came to this country in 1865, when a poor boy of 16, with very little formal training as a chemist save what he picked up as a druggist's apprentice in his native town of Galldorf, Germany. After years of struggle as an independent experimenter, he joined the Standard Oil Company's laboratories at Cleveland and later developed a formerly profitless oil field near London, Ont., with a yield that was derided by the natives as "skunk" oil.

By a process that extracted the 1 per cent. of sulphur in the fluid Mr. Frasch made it commercially marketable, and became such a strong competitor of the Standard Oil Company that this concern bought his field and his patents.

A Great Dividend Earner.

They managed his services, and during the twenty-five years he was chief chemist for the company he earned the reputation of making more dividends for them than even John D. Rockefeller, the stock mounting from 168 to 820 through his methods of making their refineries in Ohio profitable.

In 1899 he branched out for himself by buying up swamp land on the Gulf coast west of New Orleans. Because of the sodden soil the deposits of sulphur, which had been located from 1,100 to 1,500 feet below the surface, had been found unworkable. Mr. Frasch conceived the idea of forcing water superheated to a temperature of 335 degrees Fahrenheit by huge batteries of boilers, through a six inch pipe that led to the beds. The heat melted the sulphur, which was then pumped up through a three inch inner pipe to the surface.

This product pushed the Italian output so closely that the Italian Government was said finally to have made an agreement with the Frasch concern whereby it abstained from invading the European market. In March, 1915, Comptroller Travis applied to Surrogate Cohalan for a reappraisal of the stock, and it was completed recently under the direction of William W. Wingate as special counsel.

Under Mr. Frasch's will the bulk of the estate was divided between Mrs. Elizabeth Blee Frasch, his widow, and Mrs. Frieda Frasch Whiton, his daughter. George Frasch, his son, from whom the elder Frasch had been estranged, was to receive only the life interest in $50,000.

600,000 QUARTS OF CITY'S MILK LACKING TO-DAY

Distributers Unable to Get Enough to Supply All Customers.

BABIES AND THE ILL TO GET FIRST CHANCE

By Wednesday Big Companies May Make No Deliveries.

FIRMS ASK STATE TO STOP THE FARMERS

Want Investigation Into Restraint of Trade—Dairymen to Fight.

The greater city will begin this morning to feel the pinch of the dairymen's milk strike. Last night's milk trains, it is estimated, brought in approximately 600,000 quarts less than the usual amount—2,500,000 quarts daily—needed for ordinary consumption. Unless the farmers or the distributers surrender in the meantimd the situation will be distressing by Wednesday or Thursday and New York folk, especially the young, will be actually suffering from want of milk.

The refusal of the up-State farmers to supply them with milk unless they get the terms they demand—about 4½ cents a quart—caused President Horton of the Sheffield Farms-Slawson-Decker Company to appeal yesterday to the State for relief. He sent a letter to Attorney-General Woodbury asking him to investigate officially the Dairymen's League and its operation to determine whether there is a conspiracy in restraint of trade for the purpose of enhancing the price of a necessary of life.

From various dairy districts in New York and New Jersey reports were received that the farmers are sticking together like burdocks, and that but a small proportion of the usual milk supply for New York city was forwarded yesterday.

Dealers Here Firm.

Officials of the big retail milk concerns insist they will not do business with the Dairymen's League as an organization, nor with Commissioner John J. Dillon of the State Department of Foods and Markets as its selling agent, but are perfectly willing to deal with the dairymen as individuals.

On the other hand, the league members claim they are going to stand together as a unit until the distributers come to their terms—a demand for a cent increase per quart in the price they are to get for October milk. They also stand on their insistment that the retailers must buy the milk through Commissioner Dillon.

The Commissioner himself, who was in fine fettle, said the farmers and the big milk concerns on the run at last, and the latter would have to come to time.

H. N. Hallock, vice-president of the Borden company, came down from his home in Poughkeepsie yesterday and spent several hours in conference with fellow officials to decide just how the company is going to serve best its customers during the crisis.

Mr. Hallock said that reports received after 1 P. M. from Borden managers in the dairy districts indicate that the company wouldn't be able to receive in the morning more than 50 per cent. of its usual supply. Whether there would be an increase or a decrease after to-day's supply he said he couldn't venture a prediction.

Trying to Get Milk.

"We are trying to do all we can to get milk," he said. "I have no fight with any one. Our main interest just at the present time is how to get a sufficient supply for the sick and the children. The milk supply for Borden's comes from points as far distant as Attica, near Buffalo. Other distant points are St. Lawrence and Jefferson counties, N. Y., and from Pennsylvania.

"Reports are being tabulated now, but I must decline to state just where we now are getting our milk. The 50 per cent. that we are now getting comes from our own plants and is not including milk from new sources. We have no milk in storage, and it shows the inexperience of Commissioner Dillon when he talks about the amount of milk that is in storage.

"Nothing has happened to-day to alter our determination to deal directly with the producers. We don't contemplate approaching the Dairymen's League or any one else to make contracts for buying milk."

President Horton of the Sheffield company said that his company will be able to-day to make 60 per cent. of its deliveries.

Can Get Some Milk.

"We are on the job," Mr. Horton added. "Many farmers in the Dairymen's League territory have offered to deliver milk to us. We hope we may be able to increase our supply. We will not give in to the Dairymen's League and undo the work we have been doing for the past ten years."

Raymond E. Vail Case, president of the Mutual-McDermott Dairy Corporation, said that his company has made arrangements whereby enough milk would be secured from sources not heretofore included in the territory from which the company has bought milk to supply patrons until next Wednesday. After that, he added, the greater bulk of the supply for this city will have to be brought from distant States, possibly as far west as Illinois and as far north as Canada. The company's agents, he said, have tabulated the number of children and invalids along the line of their routes and drivers have been instructed