CONSIGNEES TO RULE IN FREIGHT EMBARGO HERE

Carload Lots Forbidden, Except as New Yorkers Get Permits.

DRASTIC NEW ORDERS

McAdoo Aid to Allow Only Set Period for Clearing Cars.

In order to clear freight congestion at this port, A. H. Smith, director of Eastern railroads, has taken drastic, even revolutionary measures. He has ordered an embargo, effective January 15, on carload lots of domestic freight, exempting only food for human consumption, news print paper, live stock, perishable freight and freight consigned to an officer of the United States Government or to officers of the railroads.

Exceptions to the embargo are provided for by a wholly new system of permits, a system devised by Mr. Smith, who is president of the New York Central Railroad as well as Assistant Director-General of Railroads under William G. McAdoo. This unique and unprecedented system was described yesterday by George D. Ogden, chairman of the freight traffic committee, North Atlantic ports, "as one of the prettiest schemes ever worked out in my experience in railroading." It throws upon the consignee the burden of responsibility for moving freight swiftly and for keeping freight yards and terminals clear. The measures apply only to New York, where the freight tangle is the worst on record.

Gives Control Over Consignee.

After considering the gigantic problem for several days Mr. Smith decided that the only way out was to invent a new plan such as would give the Government a grip upon the consignee. The embargo puts the consignee absolutely in the control of the Government, and if he is to get freight at all he must get it by special permission and by guaranteeing his willingness and ability to hustle consignments out of the cars and get the cars clear for others. The whole plan is designed to whip the "slacker" consignee into good works.

To enforce the decree of the Assistant Director-General there was created by his order yesterday a committee called the domestic division of freight traffic. At the head of this will be Francis La Bau of the New York Central Railroad. Hereafter when any one desires to bring freight in carload lots to this port he must apply for a permit to the railroad official in charge of the terminal where he wants his freight brought.

Thereupon the terminal official transmits the application to the domestic division of freight traffic and it is then referred to a sub-committee which is made up of the traffic representatives of every railroad entering this port. These men are familiar with the conditions on their own roads, and when the name of an applicant is submitted to them his record, preserved by card index, will be looked up. If he has sinned in the past—that is if he has taken his lordly time about unloading consignments—he is likely to be refused. If he guarantees a quick action are satisfactory and there are no black marks against him he will get a permit to move a specified quantity of car lot freight to a given point for unloading within a given time.

Blacklist for Sinners.

Never before in the history of railroading has there been any obligation on the part of the consignee. There are corollary orders which forbid freight agents to receive consignments unless permits have been granted to the intended consignee. If the consignee gets a permit and then violates his agreement to hustle he will be blacklisted.

A perfect check, according to Mr. Smith, Mr. Ogden and others, is supplied by the detailed information accessible to the sub-committee through the individual traffic managers that constitute the sub-committee. As regards export freight this system has been employed for some time, but there have been no permits granted for export freight since December 23; that is to say, commercial export freight, since Uncle Sam's shipments were free of all bans, and the shipments for the Allies have been handled for two years by a smoothly working export committee made up of military representatives of the Allies and of railroad officials.

The Freight Traffic Committee, under George D. Ogden, has handled that part of the situation by notifying the representatives of 105 steamship agencies that they will have to stop gathering freight here unless they have free storage space or ships to put the freight in. The result has been a reduction of accumulation of export freight.

At the Trunk Line Association headquarters, 143 Liberty street, the operating officials of all the railroads entering the port of New York met yesterday under the chairmanship of Mr. La Bau. They were told the system of permits for domestic freight in carload lots (freight in less than carload lots is not affected by embargo or permit system) goes into effect at once, though the embargo is withheld until Tuesday.

A subcommittee to pass upon applications by consignees was selected and is headed by H. C. Hamilton, general freight agent of the Lehigh Valley Railroad. This committee will remain in continuous daily session. A subcommittee to handle permits for commercial export freight was named also, with T. A. McAuliffe, foreign freight agent of the New York Central Railroad, as chairman.

25,000 Carloads Lying Here.

It was urgently necessary to put the embargo into operation during "clean up week," from January 14 to January 21—the period in which all shippers and consignees and everybody concerned with the freight situation is appealed to by the Government to do his best toward relieving congestion.

Almost 25,000 carloads of freight have accumulated at this port. This freight is lying in warehouses, on unloaded cars that are much needed, on piers and in yards. It is estimated that at least three-fifths of this vast accumulation consists of foodstuffs and war supplies that should have been on their way to France or England. More than 40,000 carloads are heaped up at the six terminals of New York, Philadelphia, Baltimore, Boston, Newport News and Norfolk, but the plans of the Director of Eastern Railroads do not include embargo at other ports than New York for the present.

Among the details of the order are instructions that the consignee, not the shipper, must make application for permit as follows:

(a) For lighterage deliveries, to lighterage representative of the delivering road.

(b) For pier, station or team track deliveries, to railroad representative at the delivery point desired.

This warning is published: "Delinquent consignees cannot expect favorable consideration of applications for shipping permits for carload domestic freight if and when they have excess quantities on hand at railroad terminals." The new order will put an end to the consignee's scheme of ordering shipments ostensibly for domestic use and then loading the shipping upon ships for Europe.

It is also stated that "the initial roads must not accept freight in excess of quantity covered by permits, and shipments will not be accepted after expiration of permit time limits." All information may be obtained at 141 Broadway, at the office of the new authority, the Domestic Division of Freight Traffic.

The Director reported yesterday that freight movement was above normal still.

President Pearson of the New York, New Haven and Hartford Railroad issued a "clean up week" appeal yesterday.

NEUTRAL SUBJECTS NOT TO BE DRAFTED

Men Actually Serving Will Get Release on Appeal to Ministers.

WASHINGTON, Jan. 11.—Citizens or subjects of European neutral countries, regardless of whether they have taken out first papers for American citizenship, will be freed from liability to military service in the United States if they appeal through their diplomatic representatives here.

Minister Sulzer of Switzerland to-day reached an agreement with the State Department whereby Swiss already drafted, and in some instances actually serving in the American army, will be discharged if they so desire upon proof of their Swiss citizenship.

Similar arrangements may be made by other neutral representatives, and the War Department has signified its willingness to cooperate in securing the quick discharge of drafted aliens entitled to release.

In the case of Switzerland a treaty dating back to 1850 was the governing point in the State Department decision, although the treaty comes in conflict with the draft law so far as the first paper declarants are concerned. Regarding Holland the principle is that of reciprocity, Americans in Holland not being subject to service in the Dutch army.

The War Department's attitude is that the burden of finding the aliens who have been drafted is on the Ministers. The draft law, according to the army interpretation, gives no alternative, and being of subsequent passage to the Swiss treaty, the law compels the registration of aliens. Only when by the actual calling of a man to service the matter is taken from the civil jurisdiction and placed in the army's hands does it become a subject for executive action. The authorities have decided that the subjects of neutral countries who by their silence or by their expressed wish indicate their willingness to fight for the United States may serve in the army.

The Swiss Minister therefore has issued a request to citizens of his country who are subject to draft to communicate at once with the legation.

The report of the Provost Marshal General shows that there are 4,929 Swiss citizens registered under the draft law, of whom 1,758 have been called for examination and 224 accepted for military service. The figures for other European neutrals are:

Sweden, registered, 24,663; called, 7,824; accepted, 1,355. Holland, registered, 6,679; called, 1,951; accepted, 249. Norway, registered, 16,678; called, 5,039; accepted, 1,004. Denmark, registered, 8,063; called, 2,398; accepted, 516.

In his discussion of the exceptions for alienage under the draft law Gen. Crowder says that in some States as high as 17 out of every 100 aliens called for examination were accepted for military service. Comment received from local boards is to the effect that "no appreciable number of aliens were certified through ignorance on their part of their privilege of exemption."

BRAGG WINS $1,000 AIR PRIZE.

Aviator Donates Sum to Buy Comforts for Fliers in Service.

The Glenn H. Curtiss marine flying trophy for 1917, a prize of $1,000 in cash, yesterday was awarded to Caleb S. Bragg for his flight from Port Washington to Troy and back October 28, when he distributed Liberty loan literature from the air, and made a non-stop return flight in a Wright-Martin hydroplane equipped with a 150 horse power Hispano-Suiza motor. When Mr. Bragg was asked to make the flight by the New York Liberty Loan Committee he entered the competition with the understanding that if he won it the prize was to be used in buying comforts for the American army and navy aviators.

With Philip Boyer as a passenger he left Port Washington at 10:14 in the morning of October 28, flying a trifle north of Manhattan and then up the Hudson to Troy. After circling over Troy he landed at noon. His return flight started at 1:40 P. M. and he dropped at his Port Washington hangar at 4:40 P. M.

Last Two Dairymen Surrender.

Harry W. Culver of Amenia, and Herman J. Kershaw of Sherburne, members of the executive committee of the Dairymen's League in October, were arraigned yesterday before Judge Wadhams in General Sessions on the indictment found against seven Dairy Leaguers for conspiracy in connection with alleged violations of the Donnelly anti-trust law. They are the last of the seven to surrender themselves in court. Both pleaded not guilty and were admitted to $1,000 bail each for trial.

MAY TAX JOHN D. ON $400,000,000

No Escape for Oil Man, Says Cleveland Auditor.

Special Despatch to THE SUN.

CLEVELAND, Ohio, Jan. 11.—County Auditor Zangerle to-day sent word to the New York Tax Board that he is willing to cooperate in getting John D. Rockefeller put on the New York tax list for $400,000,000 or more.

"If Rockefeller won't pay taxes here on the ground that he lives in New York I want to see him pay them in New York," Zangerle said.

Zangerle's action followed word from New York that Mayor Hylan has requested Jacob A. Cantor, president of the New York Tax Board, to put Rockefeller on the list for a larger sum.

In his fight against paying taxes in Ohio Rockefeller made the claim that he was a resident of New York. He pays taxes there on $5,000,000 personal property.

"As a result of the Cuyahoga county fight Rockefeller is in a fair way to pay his just share of taxes for the first time since he became wealthy," said Zangerle.

"He now seems to be between the jaws of a nut cracker. If he tries to dodge payment there by claiming he lives part of the time in Cleveland we'll put him on the duplicate for $400,000,000."

M'ADOO SHIFTS 125 LOCOMOTIVES EAST

Takes Them From South and West and Also Uses Engines Built for France.

IMPATIENT OF DELAY

He Says Russia's Stock Here Will be Commandeered for Service.

Special Despatch to THE SUN.

WASHINGTON, Jan. 11.—One hundred and twenty-five locomotives from the West and South, where railroad congestion is lightest, are to be immediately moved to Eastern territory, where there is a decided shortage of motive power. These orders were issued by Director-General McAdoo to-day.

While the placing of this additional motive power on Eastern lines will help somewhat in relieving the general freight situation, they will give no great increase, particularly in view of the fact that almost an equal number of locomotives are out of commission in Eastern territory from freezing and other causes.

Locomotives built in this country for use in France and taken over temporarily to help relieve the freight congestion in the East, have been put into service. In making this announcement, Director-General McAdoo said that within a few weeks many locomotives built for Russia and commandeered also would be ready for use. It was necessary to change their gauge for operation on American roads.

Express Companies Control.

No decision has been reached as yet on the question of Government control and operation of the express companies. Director General McAdoo has not had opportunity for an extended conference with the express companies' heads who came to Washington yesterday. They have been conferring with his advisory committee. The Director General has asked for an opinion from the Interstate Commerce Commission on the express company situation and for reports on the investigations of the commission.

For two days the Director General has devoted himself largely to conference with his operating men to speed up freight movement. "I am no more patient of excuses than the public," he said.

Appointment of the Wage Adjustment Board, which is to consider and settle the wage demands of the brotherhoods, has been delayed another day while pressing details of operation are being cleared away.

House Committee's Hearing.

Possible reduction in the number of railroad employees under Government operation was touched upon to-day at the House Interstate Commerce Committee's hearing on the Administration's railway bill. Julius Kruttschnitt, chairman of the board of the Southern Pacific, who said he spoke for the American Railway Association, voiced serious objection to any pruning of lists of employees on the ground that it would seriously affect the organization of the lines and mean a rearrangement when the properties are turned back to their owners after the war.

Mr. Kruttschnitt again announced his objection to the proposed basis of compensation to roads, saying he believed the return should be based on what the roads were earning at the time they were taken over. He suggested that not later than six months after peace is declared would be long enough for Government control to continue.

Before the Senate Committee on Interstate Commerce Commissioner Anderson estimated that maturies of railroad securities in 1918 and 1919 would amount to $450,000,000. It was not to be assumed that the Government was to take care of this, he said, but the "revolving fund" of $500,000,000 provided in the bill was to cover financing that might be necessary.

The Interstate Commerce Commission to-day further suspended from January 13 to July 13 the operation of proposed tariffs increasing rates about 15 per cent. on live stock and meats in territory east of the Mississippi and north of the Ohio rivers, and also general increases in commodity rates between Eastern trunk lines and territory west of the Mississippi.

HIGHER PAY ON C. AND A.

Telegraphers Gain Increase, First Since Federal Operation.

CHICAGO, Jan. 11.—Settlement of the first wage dispute since the Government took over direction of the national railways was announced to-day by G. W. W. Hangar of the United States Board of Mediation and Conciliation, who has been acting as mediator in the differences between the Chicago and Alton and its telegraphers.

Under the terms of an agreement the telegraphers will receive pay for Sunday overtime, reduction of the working day by about one hour and a wage increase of about $9.75 a man a month. Both sides expressed themselves as pleased with the terms of the settlement. About 400 men are affected.

During the negotiations, the men were represented by W. T. Brown, vice-president of the telegraphers, and E. E. Gentz, general chairman of the Alton telegraphers. The Alton was represented by W. G. Biard, president, and A. P. Titus, general manager.

WAR TO CUT COLLEGE COURSES TO 3 YEARS

Warning Is Given of Knell of the "Rah-Rah" Boys.

Special Despatch to THE SUN.

CHICAGO, Jan. 11.—At the meeting of the Association of American Colleges in the Hotel La Salle to-day Dr. Edmund Clark Sanford, president of Clark College, declared that in view of the prospect of the establishment of universal military training and the consequent loss to each youth of at least one year from his ordinary pursuits, it will be necessary to reduce the length of college courses to three years. No corresponding reduction in the curriculum is planned, said Dr. Sanford.

"Education will become intensified. It will be a man's work," he said.

"Universal military training," said Dr. Sanford, "would mean that great pressure would be brought to bear upon the colleges to shorten the length of the courses, so that the students could graduate in three years. This would be necessitated by the financial needs of many self-supporting students, who would be without opportunity to replenish their funds if the military training should be given during the summer months, or during one continuous period."

Mrs. Skeffington Sees President.

WASHINGTON, Jan. 11.—Mrs. Sheehy Skeffington, widow of Francis Sheehy Skeffington, the Irish editor executed during the Dublin uprising of 1916, was received at the White House to-day by President Wilson. She came to present a petition signed by many prominent Irish women asking that the United States recognize the political independence of Ireland.

SENATORS TO INVITE GERARD TO TESTIFY

Continued from First Page.

the country. It may not have been your purpose, but it was its affect."

Senator Weeks (Mass.) thought the board had too large and very drastic powers, but Mr. Baker contended the board's functions are purely advisory. Chairman Kerstein, he said, was a Boston business man, Capt. Krenel an army officer and the third member, Florence Kelly, a social welfare worker.

Senator Weeks challenged the statement that the board was only advisory and complained of the multiplicity of new and special boards and committees.

"Persons with business are passed along from corridor to corridor and building to building trying to find the right Federal agency with which to do business," said the Senator.

Turning to artillery, Senator Wadsworth assailed the Ordnance Bureau for not continuing the manufacture of French 240 millimeter guns instead of proceeding with the manufacture of American 9.5 guns, none of which has been delivered and whose ammunition is not interchangeable with the French.

Secretary Baker said he thought, but was not sure, that the Department was making the French type and promised to give further information.

"There has been no explanation yet given the committee," said Senator Wadsworth, pounding the table with his fist.

Senator Wadsworth asked whether in view of the shortage of artillery and machine guns the Secretary's statement that there were sufficient supplies "substantially for rush needs" was correct.

"Yes, perfectly, as I understand it," said Mr. Baker. "Our rush needs are satisfied."

Senator Chamberlain asked Mr. Baker how he could say that when cantonments were short rifles and machine guns and artillery.

"I mean that we have sufficient for the men actually engaged in fighting."

"Enough for Men in France."

"You mean, then, that there is enough for men in France?" said Senator McKellar.

"Yes," said the Secretary. "What I meant to say and what I want the country to understand is that all the troops in France will be adequately equipped with artillery and arms."

"Probably," observed Senator Chamberlain.

"I have assurances to that effect," Mr. Baker insisted.

"The statement leaves the impression that the situation is a rosy one and that we have all the artillery we need," said Senator Wadsworth. "I disagree. It is not an accurate description of the situation."

Mr. Baker insisted that his statement regarding adequacy of ordnance for "rush needs" was substantially correct. He admitted that ordnance was needed for training men in camp. Time needed to train men in France, he said, will give time to increase ordnance supplies.

Senator Weeks cited the general ordnance shortage at Camp Bowie, Texas, testified to by Major-Gen. Greble, commandant.

"You have given the impression that every camp has enough rifles," Senator Weeks observed. "How can you conform that to the statement that there are no requirements of artillery?"

Denies Making Statement.

"I didn't make that statement," said Mr. Baker.

"You gave that impression."

"I said 'initial rush needs' are filled," explained Mr. Baker.

"But you ought to define your statement; it gives the country the impression that every need in the camps is supplied," said Mr. Weeks.

Mr. Baker said rifle shortages since Gen. Greble reported had been substantially corrected.

"It would have been very fortunate if we could have got machine guns sooner," he added.

"Is there any reason why 1,200 should be held in storage?" asked Senator Hitchcock (Neb.), referring to testimony by Gen. Crozier to that effect.

"I didn't know that," said Mr. Baker.

Reverting to delays in machine gun deliveries, Senator Hitchcock deplored tardy contracts for Lewis guns and Mr. Baker rejoined that large production of Browning guns would begin in February.

This aroused Senator Hitchcock.

"That isn't so," he retorted sharply, slapping his hands together at the Secretary. "We won't have a large quantity before 1919 in actual use. We haven't one now."

"We have nine," Mr. Baker suggested, smiling. Seriously, he added that production was being speeded up and that his latest information was that quantity production of the Browning guns would begin in February.

Senators Hitchcock and Weeks both called the Secretary's attention to testimony of Gen. Crozier and manufacturers given contracts for the Browning gun that production in quantity would not begin before April.

Such testimony, Secretary Baker conceded, would be most reliable.

Secretary Baker's formal statement of yesterday regarding army preparedness, Senator Weeks declared, would "unintentionally mislead the country."

"The country," said the Senator, "should not be lulled to sleep by a general statement of facts that do not exist."

During the rapid cross questioning the Secretary was apparently serene, puffing a cigar and answering all questions calmly.

Rolling Kitchens Lacking.

Secretary Baker said he was "not surprised" at the machine gun shortage reported at Camp Bowie, in view of the general machine gun situation. Senator Weeks said that witnesses declared that machine gun units are "practically throwing their time away" by not having guns for practice.

"I think you should give this your immediate and earnest attention," Senator Weeks said.

Secretary Baker added that on January 5 there was a deficiency of 50 per cent. in saddles, 40 per cent. in saddle blankets; plenty of horses are on hand, but there is a small shortage of mules; canteens are about 40 per cent. short of February 1 needs; small arm ammunition is short, with production rapidly increasing, and motor vehicles are short in Europe and in camps. Standardization of motor trucks had delayed supplying cantonments.

"Why, nine months after war, are there no rolling kitchens; isn't that unreasonable?" demanded Senator Weeks.

"I can't answer that," Mr. Baker replied. "I suppose it is because the training units are not in the field and do not need rolling kitchens. I have not had one single complaint regarding food."

"When are these camps going to have all the supplies they need?" Senator Weeks demanded, pounding his fist on the table.

"No comprehensive answer can be given to that," Mr. Baker replied, adding that he would give detailed forecast.

Returning the question of purchases by the supplies committee of the Council of National Defense, Secretary Baker said:

"The process is being stopped, and I think it is stopped now."

"What becomes of the committee?" asked Senator McKellar (Tennessee).

"It will disappear," replied Mr. Baker, adding that Vice-Chairman Eisenman will be commissioned or placed on a salary with the reorganized Quartermaster-General's office.

"I want to protest against employment of Mr. Eisenman because of developments in this committee regarding Mr. Eisenman and Mr. Kaplan," said the Senator. "While Mr. Eisenman may be equipped, the revelations before this committee, in my opinion, show that Mr. Eisenman should not be retained in any capacity."

Secretary Baker, in reply, praised Mr. Eisenman, his business enterprise and judgment.

"I indorse everything I know he has done," said Baker, adding that Eisenman had saved the Government many millions of dollars. He promised to study the committee's testimony regarding Eisenman's services.

When asked by Senator Wadsworth if, in view of the war situation, he regarded the 1916 army estimates too small, Secretary Baker replied:

"In view of what has happened since, it would have been wiser for them to have been much larger." He recalled that Congress reduced some items.

"Shouldn't Congress have been asked to give more money?" demanded Senator Wadsworth, pounding the table. Secretary Baker reiterated that events would have justified larger appropriations.

"Did the War Department make vigorous recommendations in 1916 for increase of our whole programme?" asked Mr. Wadsworth.

Secretary Baker replied:

"As I see it now it would have been better to have asked larger appropriations. But in 1916 conditions were as obvious to you as to us."

"Scarcely so, you had the military information," Senator Wadsworth replied.

Machine Gun Discrepancy.

Senator Hitchcock again brought up the machine gun question, and pointed out that the War Department's latest estimates showed that July 1 deliveries of Browning guns will be four times larger than Gen. Crozier's estimates given the committee.

"This is astonishing, impossible and entirely out of joint with contract delivery specifications," said Senator Hitchcock. "I would like the discrepancy explained."

Mr. Baker said that more factory facilities have been secured.

"No, that is not possible," Mr. Hitchcock replied. "All factories equipped to make machine guns have been given contracts."

Secretary Baker said the new figures he had secured by telephone were of "prospective deliveries" and said he had no personal knowledge of the conflict between his and Gen. Crozier's estimate.

"Gen. Crozier said we couldn't hope for one-tenth of deliveries under contracts before August 19," Senator Hitchcock insisted. At this point Secretary Baker asked to be excused to attend a Cabinet meeting.

VERDUN HERO WOULD RETURN.

Former Harvard Club Chef Seeks to Enlist With Americans.

Alexandre Abbate, formerly chief chef at the Harvard Club, 27 West Forty-fourth street, who left his job and America when France declared war upon Germany and went to the trenches to fight, having fully recovered from wounds he received in the battle of Verdun, applied yesterday to Attorney Harry T. Weeks, chairman of Local Exemption Board 172, Long Island City, for permission to join the American Army. He had fought all he could, he said, for his native country, and now that he is recovered he would like to fight with Americans so that after the war, if he survives, he can return and become an American citizen. The board will consider his application after consultation with the War Department.

Abbate has a wife and two children living at 549 First avenue, Astoria, whom he has been supporting by his cookery since he returned to America after four months in a French war hospital.

YEOWOMEN TO DRESS PART.

Blue Uniforms for Winter and White for Summer Wear.

WASHINGTON, Jan. 11.—Yeowomen of the Navy Department will dress the part hereafter. Orders issued to-day direct them to appear in a uniform which will be specially provided in the conventional blue and brass buttons of the service adopted for feminine wear.

The winter uniform will consist of blue skirt, coat, waist and blue felt hat, and the summer of a similar white uniform with white straw hat. Specifications call for Norfolk style coats "slightly shaped to the figure, with plain seams and rolling collar," and tailored skirts full at the bottom and reaching to four inches above the ankles.

While naval regulations require sailors to appear in uniform at all times the yeowomen will not be watched out of office hours and may wear their new outfits or not, as they please.

MRS. W. K. DICK IS ILL.

Former Mrs. Astor Goes to Johns Hopkins Hospital.

Special Despatch to THE SUN.

BALTIMORE, Jan. 11.—Mrs. William K. Dick, formerly Mrs. John Jacob Astor, wife of Col. Astor, who perished when the Titanic was sunk, is a patient at the Johns Hopkins Hospital, under the care of Dr. Lewellys F. Barker.

Mrs. Dick arrived in Baltimore late last night with her husband and registered at the Hotel Belvedere. With them were Dr. H. M. Biggs of New York and a trained nurse.

This morning Mr. and Mrs. Dick paid their bill at the Belvedere and said they were going to visit a sick relative at the Johns Hopkins Hospital. Later it developed that Mrs. Dick had entered the hospital herself as a patient. Her condition is said not to be serious and she may not have to undergo an operation.

Holcomb Refuses "Dry" Call.

HARTFORD, Conn., Jan. 11.—Gov. Marcus H. Holcomb has refused to call a special session of the General Assembly to consider the prohibition amendment adopted by Congress, and has also declined, it was announced today, to recommend that the question be voted on at the special session of the Legislature in March which is to consider the question of soldier suffrage. Gov. Holcomb believes that legislative action on the Federal prohibition amendment should be taken only by a Legislature elected with the knowledge that the question is to be voted on.

BALTIMORE & OHIO RAILROAD

Important schedule change effective, Sunday, Jan. 13th, train 505 leave Liberty St., 8 A.M., instead of 8:15 A.M., and No. 525 leave Liberty St., 10 A.M., instead of 10:30 A.M., for Baltimore and Washington. Ten minutes earlier from West 23rd St. Secure detailed information at Ticket Offices.

FIRST ROW AVERTED IN ESTIMATE BOARD

Mayor Hylan's Selection of Francis P. Bent for $6,000 Plum Is Cause.

"Expediency" alone prevented a row in the Board of Estimate at its second meeting yesterday and enabled Mayor Hylan to secure the election of his friend, Francis P. Bent of Brooklyn, as director of the bureau of contract supervision of the board. The word is that used by President Smith of the Board of Aldermen, and President Dowling of the Borough of Manhattan in casting their votes for Mr. Bent after only a mild protest.

These members of the board did not want an open split thus early in the new administration. But the storm is yet to come. President Smith served notice that before long he would move for the abolition of all the reporting bureaus of the board, and later in private conversation declared that he meant just what he said.

Mayor Hylan from the first has been anxious to have this place for his friend former Alderman Bent, and it is believed he will fight bitterly against any attempt to abolish the bureau, although he may be willing to have it consolidated with the Bureau of Personal Service. This would show a saving in salaries. It was suggested yesterday that perhaps the Tammany members of the board did not want to come to an open break with the Mayor until they had landed some other district leaders in good jobs. Already they have done quite well along this line.

Tammany Men Unwarned.

It may be stated without reservation that the motion for the appointment of Mr. Bent was sprung on the Tammany men without previous warning. There has been some discussion as to what would eventually be done with these bureaus, but the subject was not mentioned at the recent executive meeting of the board. Being an old hand at the game, Al Smith was able to conceal his surprise. But when Borough President Riegelmann of Brooklyn offered the resolution President Dowling exclaimed:

"Where did this come from?"

"I am introducing it by request," was the reply, no mention being made by the Brooklyn president of his colleague from that borough.

There was no doubt where it came from, however.

"I am a member of this board and I would like to know something about these resolutions before they are offered," mildly protested President Dowling. "I want the President of Brooklyn to know that Manhattan is on this side of the bridge and is going to stay here," indicating that Brooklyn could not expect to run things with too high a hand, even if the Mayor did come from there.

Position Pays $6,000 a Year.

Then chipped in President Connolly of Queens with the remark that so long as the position remained it ought to be filled. President Smith had his say and then the board voted unanimously to hand Mr. Bent the plum he sought.

The position was filled at $6,000, the salary paid up to a year ago, when Tilden Adamson was increased to $7,500. He resigned just before the first of the year to become the assistant to the president of the Rock Island Railroad. For the record President Riegelmann stated that Mr. Bent himself had asked for a reduction in the salary.

Mr. Bent spent the afternoon learning the ropes with the aid of Mr. Adamson. He denied with much emphasis that he could be held responsible in any way for the purchase of Dreamland Park, which Mayor Hylan made a leading issue in the campaign.

The records, however, show that in July, 1911, as Acting President of the Board of Aldermen, he signed the first option for the acquisition of the Dreamland site. This option was later reduced from $1,500,000 to $1,000,000. Mr. Bent professed not to remember any of the details, but said that if he did it, it was because President Mitchel of the Board of Aldermen, whose place he was taking, wanted it.

As to why he opposed the public bath at Coney Island, which was fought by the private bathhouse owners, some of whom were connected with the Brooklyn real estate interests attacked by Mayor Hylan, Mr. Bent had nothing to say.

The position of director of the Bureau of Contract Supervision is a most powerful one. No contracts are passed by the Board of Estimate until they get the approval of this bureau. In the past the various borough presidents and heads of departments have bitterly complained that they have been hampered in the work because of the critical attitude of the bureau.

In recent years Mr. Bent has devoted a good deal of time to politics. He was elected to the Board of Aldermen first in 1909. During the latter half of the Gaynor administration he was vice-chairman of the board.

Another Brooklyn appointment was put over yesterday against the protest of President Dowling, who saw no reason for haste. It was that of John J. O'Hara as Deputy Chief of the Fire Department, in charge in Brooklyn, to succeed Deputy Chief Lally, retired. He is to receive $6,500 a year, $1,000 less than Chief Lally. It is said that Chief O'Hara is not related to Detective-Sergeant O'Hara, brother-in-law and personal aid of the Mayor.

Job for Michael J. Cosgrove.

No Tammany district leader received an appointment to public office yesterday, but it was promised that one would land a job the first thing to-day. He is Michael J. Cosgrove, leader of the Sixteenth, who is to be First Deputy Dock Commissioner at $5,000 a year.

Yesterday was Brooklyn's day to gather in the sheaves. James J. Sexton, the McCooey leader in the Fifth district, Kings, was named as Deputy Commissioner of Licenses at $5,000. He wanted to be Deputy Water Commissioner, which carries an emolument of $5,500, but said he was satisfied. He had been warden in the Raymond Street Jail.

Henry A. Meyer, a runnerup for the Dock Commissionership, landed as second deputy in that department. The salary is $5,000 a year.

Mr. Meyer was president of the Business Men's League in Brooklyn, a Hylan organization. He is in the real estate business.

The place of Second Deputy Tenement House Commissioner was filled by Albert E. Kleinert of Brooklyn, former president of the Brooklyn Saengerbund. He is a builder and president of the Knickers' Club.

There is no doubt that trouble exists over the appointment of the police deputies. Commissioner Bugher had a long talk with the Mayor at City Hall yesterday afternoon. According to the story, he sent to the Mayor a list of the deputies he wished to appoint a week ago. Not having heard any words of approval, the Commissioner went to the City Hall. As no announcements were made last night, it is believed that he and the Mayor were unable to reach an understanding. When he was appointed it was said Commissioner Bugher would have a free hand. He got out of the department when, as Acting Commissioner for a time under Mayor Gaynor, he was obliged to run down to the City Hall oftener than he thought necessary.

J. Grattan McMahon was appointed an Assistant Corporation Counsel at $5,000 a year and assigned to the direction of the Brooklyn branch of the Bureau of Street Openings. He succeeds Andrew C. Troy, who succeeded Borough President Riegelmann in that place at the beginning of the Mitchel administration.

William C. Muldoon, an old time newspaper man, was named as secretary by Park Commissioner Harman in Brooklyn.

FUSION EXPENSE ACCOUNT PADDED

Wm. Burke, City Democracy Leader, Explains Outlay of $16,000.

Further evidence against the fusion campaign committee members was brought forth yesterday in the investigation by the District Attorney's office. So far there has been no indication of any indictments being brought, however, and the District Attorney will not venture a guess as to whether prosecution will be started. Mr. Swann last night answered a question as to a possible inquiry into the coal situation by his office, admitting that there were some things he and his assistants could not do.

Among those who gave away their political secrets yesterday were Louis E. Miller, publisher of *Miller's Weekly*, and William A. Burke, leader of the City Democracy in the Fifth Assembly district.

Mr. Burke, whose home address is 128 West Sixty-third street and who said he was a factory guard at a wage of $21 a week up to two weeks ago, told Assistant District Attorney Kilroe that he had padded his campaign voucher "to make it look well" and that he had been offered a city position by Charles Steckler in return for his services in case Mayor Mitchel were reelected.

The testimony on this point was as follows:

Q. You met Steckler and Steckler asked you to become the City Democracy leader in that district? A. Yes.

Q. What did Steckler say to you? A. I had an appointment for my two other brothers and myself.

Q. When you were appointed what did Steckler say to you about your brothers and getting a position? A. He asked me whether I was well known in my district. I said "Yes; I lived up there all my life." He asked me if I would like to organize a club. He told me that I would be the recognized leader of Tammany Hall if the Mayor was elected. My object was to outdo Murphy and get control of Tammany Hall.

Q. And that you yourself would get a position? A. Yes.

Q. And that he would use his influence to get a position for you? A. Yes.

Q. How much money did you get altogether? A. $1,600.

Q. Did you raise any money elsewhere? A. No; I didn't raise money.

Q. I see you have a total expenditure of $1,846.50? A. Yes; that was money that I spent out.

Q. If you were out, where did you get the money? A. I got it off friends of mine.

Q. You didn't get any money from anybody except the $1,600? A. That is all.

Q. So this statement now which you give me, which shows an expenditure of $1,846.50, is wrong, isn't it? A. Yes.

Q. You didn't expend that? A. No.

Q. You merely did that to make it look well? A. That is all.

Q. In other words this is a padded account? A. Yes.

Mr. Burke said he himself kept $400 for personal expenses, that his brother Walter received $200 for the same purpose, while John Burke, the other brother, was paid $45. He then told of Mayor Mitchel saying at a City Democracy conference that if he were reelected he would owe it to the City Democracy, and all the patronage would go to the leaders of the City Democracy.

W·S·S

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