DOUBTS WEST SIDE TITLES OF CENTRAL

P. S. C. Is Advised by Expert Railroad Wants to Sell Unowned Rights.

COURT DECISION NEEDED

Law School Head Declares Property Worth Millions May Be City's.

Reporting on the titles and rights claimed by the New York Central Railroad along the West Side of the Borough of Manhattan to the Public Service Commission, its sub-committee, Commissioners Hervey and Whitney, makes the sweeping declaration that "nowhere along its right of way does it appear that the railroad has what would be deemed a marketable title" to the real estate it claims to own.

This statement is made on the authority of Harold G. Aron, who for many months has been working on the problem as special and consulting counsel on real property titles. He is head of the Real Estate Department of the New York Law School.

The importance of this assertion lies in the fact that the railroad claims to own real estate valued at millions of dollars, which it has proposed to exchange for title to city owned property in the working out of the problem for the West Side improvement.

Transmitting this report to the Board of Estimate yesterday the commission asked that body to refer the title report to the Corporation Counsel with instructions to bring actions to determine whether or not the opinion of Mr. Aron could be upheld.

The commission also asks the board to cooperate with it in securing the enactment of such legislation as will fortify the power of the municipality to require the railroad company to relocate its route and tracks at the city's option, as well as to change the grade of its operation.

The communication may come up at the meeting of the Board of Estimate tomorrow.

Court Decision Needed.

"If the conclusions of counsel to the commission as embodied in this report are correct," the sub-committee says, "the company is claiming and enjoying and but recently demanded large compensation for the partial relinquishment of enormously valuable privileges on the West Side to which it has no vested property right in fact, and as to which the public right may without great difficulty be reestablished in the courts. Neither by contract nor in any other way should the company's claim of rights and titles as to these properties be recognized, unless these questions have been adjudicated in the courts in proper proceedings instituted for the purpose. If it be true that the railroad company is not destined to return to private ownership and operation it will be no less important to overthrow now any claims of title and rights by the company which are baseless, to the end that the Federal Government may not be called upon to pay the company for anything the company does not own."

"By far the greater part of this right of way," Mr. Aron says, "is city owned land, which the railroad occupies under the permission contained in the ordinance of 1847. Included in this category are all of the streets and avenues, Twelfth avenue, and land below the original high water mark where no water grants have been made by the city."

No such water grants have been made, it is stated, at the following streets: Seventy-fourth to Seventy-sixth, Eighty-fifth to Eighty-ninth, Ninety-first to 106th, 109th to 112th, 114th to 119th, 121st to 130th, 146th to 150th, 155th to 157th, 165th to 177th and north of 181st street.

In presenting his conclusions Mr. Aron frankly says:

"In the absence of judicial determination, it is difficult to define the nature of the title acquired by the railroad company because of the anomalous provisions of its charter and the deeds made to it. The difficulty is largely one of definition, and in stating my own conclusion I do so with full appreciation of the forceful arguments and authority which may be advanced against it. But against any different theory it seems to me the objections are not only forceful but insurmountable."

However, Mr. Aron makes his report extremely sweeping, declaring:

"It is to be deemed a matter of serious doubt whether the railroad company owns even those parts of its right of way where water grants have been made, and as to the upland portion of its right of way there is also serious doubt whether the railroad company owns the same, even where it holds deeds to the property. These deeds quite uniformly provide that the land be used only for tracks and roadway and for no other purpose. Even where the deeds do not contain this restriction, the nature of the property interest acquired thereunder is to be deemed limited by the restrictions in the charter of the company.

Situation Favors City.

"The important bearings of this situation are in part that the city is thus in a position to reestablish at its option the public ownership and plenary public control of much the greater part of the company's present right of way. It is true, of course, that the city could not disturb the use thereof for tracks and roadways as long as the ordnance of 1847 stands unrepealed or unmodified, but should action be taken as recommended with regard to this ordnance there is substantially no claim of property in the company for which it could be deemed entitled to compensation were it required to remove from its present location.

"A second and equally important consequence is that owing to the disclosed nature and status of the railroad company's titles in its right of way, it may be regarded as subject throughout to complete legislative control by the action of the State, and that accordingly any necessary relocation of the company's tracks may be accomplished without entitling it to compensation, even for those parts of its present right of way which are upon land originally owned by individuals and described in their deeds to the railroad company."

BRENT SENIOR CHAPLAIN.

Former Bishop of Philippines Is Honored by Pershing.

BOSTON, April 17.—Right Rev. Charles Henry Brent, formerly Protestant Episcopal Bishop of the Philippine Islands, has been appointed Major and senior Protestant chaplain of the American Expeditionary Forces in France, according to an announcement made to-night by Bishop William Lawrence of the Massachusetts Episcopal Diocese.

Speaking at a dinner of the Episcopal Club Bishop Lawrence said he had just been notified of Bishop Brent's appointment, which was made by Gen. Pershing. He said he understood that Secretary of War Baker authorized the appointment during his recent visit to the battle front.

LABOR WILL ACCEPT PRESIDENT'S WORD

Opposes 'I. W. W. Employers,' Says Frank Morrison.

BIRMINGHAM, Ala., April 17.—Labor will "accept the word of the President, but not the word of those employers, their representatives in Congress, their newspapers that are always found behind every reactionary move in support of the dollar as against the man," Frank Morrison, general secretary of the American Federation of Labor, declared here to-day in an address before the Southern Sociological Congress.

"While the demand for the wholesale importation of Chinese and Mexicans and the unrestricted employment of women and children has somewhat subsided," Mr. Morrison said, "labor is vigilant and will not yield gains made unless the national security and the success of our military forces are endangered.

"With our country engaged in a war that it may maintain the heritage of our forefathers, organized labor takes its stand with every other American institution and individual. The trade union movement opposes the conscription of labor unless wealth is likewise conscripted."

Referring to the Industrial Workers of the World, Mr. Morrison said that "as long as there are I. W. W. employers there will be I. W. W. employees. When the I. W. W. employers cease to exist then the I. W. W. representatives will cease to carry on their agitation because there will be no one to give them a respectful hearing."

SAME COAL PRICE FOR ALL CONSUMERS

President Decides in Favor of Garfield in Dispute Over Railroad Fuel.

Special Despatch to THE SUN.

WASHINGTON, April 17.—All consumers of coal, whether railroads, large manufacturing interests or householders, will fare equally in the price which they pay for coal during the rest of the war. A decision to this effect was rendered today by President Wilson at the session of the War Council in the White House, to which the controversy raging between the Fuel and Railroad administrations over the price of locomotive fuel for this year was brought for determination.

The President held that the administrative policy under which the Government pays the same price for steel that is paid by the public applies also to the purchase of coal by the railroads while under Government control. By his action the railroads will pay the same price for fuel for their own use that is paid by other consumers.

The President's decision is a vindication of the position taken by Fuel Administrator Garfield in the conferences with the Railroad Administration which, in the absence of Director-General McAdoo, was represented by John Skelton Williams.

The session of the War Council was longer than any held since that body came into existence, and was devoted almost exclusively to the coal problem and to the industrial and transportation tangle which has arisen because of coal and railroad car shortages.

Prior to the meeting of the council Mr. Williams conferred with Dr. Garfield and Chairman Baruch in the latter's office. An effort was made to reach an agreement which could be presented to President Wilson at the council meeting for ratification. The conferences adjourned without any result.

The controversy between Dr. Garfield and the railroad administration had its origin two weeks ago when all existing contracts for the sale of fuel were cancelled by the fuel administration and an order issued that new contracts could be made only with the approval of the administration and at prices in accord with the maximum scale fixed by the Government.

Mr. Williams made the claim that the railroads should have the privilege of contracting for coal for locomotive purposes irrespective of the fuel administration and at such prices as the mine owners would accept.

UNION LEAGUE CLUB JOINS LOAN DRIVE

Rain Disturbs First Meeting, but Many Others Are Planned by Members.

Although the rain swept down Fifth avenue last night just when members of the Union League Club were going to start off a Liberty Loan campaign all their own, the drizzle failed to check either the spirit or the substance of the meeting.

The Mecca Temple band had been jazzing in the vicinity of Fifth avenue and Fortieth street for some thirty minutes or so and former Street Commissioner "Bill" Edwards and A. B. Leach, the banker, were just ready to impress upon the large crowd that had gathered the necessity of buying bonds when the rain came down.

It didn't disturb those who had planned the campaign because they vowed to work all the harder to-day. The minutes they would have otherwise given to speechmaking they devoted to completing the details of their drive.

A booth has been erected in front of the club and from now on speeches and soliciting will be continuous from early morn to late at night, so that none of the throng that passes by will have a chance to neglect their duty.

Wives of members of the club will sell bonds and will be aided by prominent actresses, some of whom will start work to-day at noon. Plans at present call for a big meeting daily from noon to 2, to catch the luncheon crowds, and another at 4 to catch shoppers and business folk homeward bound. There will also be rallies in the evening.

Charles Wesley, vice-chairman of the Metropolitan Canvass Committee of the Liberty Loan Committee, announced last night at the club that the New York Life Insurance Company had volunteered the services of 1,500 employees to work for the loan after 4 o'clock every day.

33 Rail and Ship Offices Closed.

BOSTON, April 17.—By direction of the Government Railroad Administration thirty-three railroad and steamship passenger and freight offices here were closed to-day. They will be merged into one central office. A similar arrangement will be made for the freight business.

New Jersey Masons in Session.

TRENTON, April 17.—The New Jersey Grand Lodge of Masons opened its 131st annual communication to-day, with William H. Thompson of Red Bank, grand master, in the chair. There were many past grand masters present. Delegates from the 209 lodges in the State answered the roll call.

DAIRY PRODUCTS JAM STOREHOUSES

Mitchell Proposes to Crowell That Excess Be Sent to Army Abroad.

35 BAKERIES ARE CLOSED

Hoover Asks That No License Be Given to Big Poultry Dealer.

John Mitchell, president of the State Food Commission and chairman of the Federal Food Board, headed a delegation which left for Washington last night to appeal to the Federal Government to take over for shipment abroad the large accumulations of condensed and evaporated milk, butter and cheese with which storehouses in the State are jammed. The delegation will confer to-day with Assistant Secretary of War Crowell on immediate disposal of these supplies.

The season is now at hand when cows give the greatest quantities of milk and the dairymen are looking for a market for all of it. As long as the condensed milk, evaporated milk, cheese and butter makers are confronted with overflowing storehouses they cannot manufacture more stock on a large scale. Milk therefore backs up in the country and the dairymen declare that unless something is done about it they will have to cut down the number of their dairy herds.

At the suggestion of Mr. Mitchell the Farms and Markets Council of the State authorized the President and Commissioners Wilson and Porter to present the situation to the Federal Government. Among others who will take part in to-day's conference are delegates of the Federation of County Farm Bureaus, the Dairymen's League and the New York State Milk Dealers' Conference Board.

Thirty-five more bakers were put out of business for three days by the Federal Food Board yesterday after hearings on charges of failing to use the required percentage of substitutes in the making of bread and rolls. They were ordered to close their bakeshops on April 22, 23 and 24. They are: F. R. Steffo, 648 Morris avenue, The Bronx; R. Napolitano, 2233 First avenue; M. Serrapico, 61 President street, Brooklyn; C. Wengert, 134 Norman avenue, Brooklyn; S. Sicoli, 245 Mulberry street; G. Caragana, 232 East Twenty-ninth street; C. F. Barthell, 1699 Broadway, Brooklyn; S. Eichelbaum, 342 East Eighth street; G. Venechanos, 54 Cherry street; N. Konecky, 112 Walton street, Brooklyn; S. Centenze, 38 Hamburg avenue, Brooklyn; S. Safina, 231 Trautman street, Brooklyn; B. Lucari, 2355 Pacific street, Brooklyn; D. Minkes, 408 Cherry street; C. Aiello, 2034 Second avenue; A. Anastasio, 148 Mulberry street; J. Catalano, 10 West Houston street; A. Catapano, 2001 Atlantic avenue, Brooklyn; J. Nicosia, 443 East 116th street; A. Giella, 437 East 114th street; B. Moore, 115 Main street, Astoria, L. I.; V. Rosatti, 68-70 Thompson street; S. Mosler, 14 Ambov street, Brooklyn; V. Silvestri, 591 Morris avenue, The Bronx; G. Campinello, 680 Morris avenue, The Bronx; Fred Sadler, 2178 Fulton street, Brooklyn; G. Quindalino, 117 Thirty-second street, Brooklyn; V. Bonventre, 115 Roebling street, Brooklyn; Anapola Bros., 105 Hamburg avenue, Brooklyn; Rossio & Mule, 184 Troutman street, Brooklyn; I. Cattelo di Palmo, 2310 First avenue; Andrea Primo, 111 Hudson avenue, Brooklyn; T. Venezia, 16 Skillman avenue, Brooklyn; Larna Bros., 107 Navy street, Brooklyn, and Pietro Mancini, 221 Navy street, Brooklyn.

Mr. Hoover has approved the recommendation of the Federal Food Board that Joseph Breger, who conducts a chicken slaughter house at New Lots Road and Warwick street, Brooklyn, be punished for selling poultry as a jobber or wholesaler without a license and also that he be denied a license. Breger does a business exceeding $100,000 a year.

SIX CENTS FOR CARNEGIE COOK.

Jury's Award in $5,000 Damage Suit is Set Aside.

Sigfred Klevene, Andrew Carnegie's capable cook, was completely upset yesterday in the Supreme Court when a jury before Justice Hotchkiss awarded to her only six cents damages in an action she brought against the New York and Stamford Railways Company for $5,000 for injuries.

Justice Hotchkiss granted a motion to set the verdict aside and ordered a new trial.

Mr. Carnegie's cook testified that she was riding on a trolley car at Greenwich, Conn., and that she rang the bell for it to stop. The car carried her 160 feet beyond the station. In getting off she said that she stepped on a rolling stone and fell, breaking her left leg in two places.

WAGE RAISES ON RAILROADS.

Commission Will Recommend Proposal to McAdoo.

WASHINGTON, April 17.—The Railroad Wage Commission has completed its recommendations for wage increases for railroad employees, and a report will be submitted to Director-General McAdoo upon his return from a Liberty Loan speaking tour in the West.

It is understood the recommendations call for a sliding scale of increases, and that all employees, regardless of union or non-union affiliations, will be treated alike. The revision is the most extensive ever undertaken, affecting approximately 2,000,000 persons.

SHIPPED ARMS TO MEXICO.

Steamship Captain Pleads Guilty to Violating Proclamation.

SAN FRANCISCO, April 17.—Capt. A. R. Paulsen of the steamship Alliance pleaded guilty before United States District Judge Maurice T. Dooling here today to a charge of shipping 10,000 rounds of ammunition and several pistols from this city to Mexican points in violation of a Presidential proclamation prohibiting such shipments.

Capt. Paulsen will be sentenced tomorrow.

B. & O. to Use Penna. Terminal.

EL PASO, Tex., April 17.—Secretary McAdoo Director-General of Railroads, announced here to-night that he had authorized the use by the Baltimore and Ohio Railroad of the Pennsylvania terminal in New York city. Mr. McAdoo said that arrangements would be made without delay to carry this order into immediate effect.

Orders Chain Stores Sold.

Judge Augustus N. Hand in the Federal District Court yesterday signed an order directing H. Snowden Marshall and Herbert Emerson, receivers for the All Package Stores Company, to sell the property and assets of the company. The concern operated a chain of over 100 stores. Its assets as tabulated March 31 last totalled $548,957.

BOLSHEVIKI SNUBBED AMERICAN OFFICERS

Delegation of Engineers Back After Futile Voyage.

A CANADIAN PACIFIC PORT, April 17.—Twenty-eight officers of the United States Engineer Corps who went to Vladivostok last November to help reorganize Russian railroads arrived here to-day on a transpacific liner.

The Americans said when they reached Vladivostok there was no one to receive them and the Bolshevik authorities were not hospitable. After a stay of three days they left for Japan.

During their stay in Vladivostok several Russian officers were killed. As one of the Americans put it, "it appeared to be an open season for Russian officers. Any Russian who held a commission was a poor insurance risk and was killed on sight."

WHITMAN SUBMITS BILLS TO MAYOR

Asks His Opinion and Board of Estimate's on All Affecting City.

Mayor Hylan received a letter from Gov. Whitman yesterday asking an expression of opinion from the Mayor individually and from the Board of Estimate on those bills affecting the city but which by virtue of being statewide measures would not come to the Mayor for official approval or disapproval.

The Governor did not specify the particular bills and the Mayor wrote him last night asking for a list of the bills by number, saying he would be glad to call a special meeting of the Board of Estimate to consider them.

A vigorous telegram was sent by the Mayor asking the Governor to veto the Walters bill providing for a staff of employees for the Commissioner of Records of The Bronx. The original bill, under which John J. Knewitz, Republican leader of that county, was appointed Commissioner of Records left it to the Board of Estimate to establish a staff for the Commissioner. Under that arrangement the Democratic leaders of The Bronx probably would have gone without their expected patronage, for the Mayor expressed disapproval of the so-called "grab." The Walters bill was then jammed through, making it mandatory for the Board of Estimate to pay such a staff as should be appointed by the Commissioner, the County Clerk, the Surrogate and the County Judge.

The Mayor held public hearings yesterday on twelve of the eighty-seven legislative bills sent to him for approval or veto. Few persons appeared. The Mayor was careful not to express an opinion, except to say that he was engaged in saving money for the taxpayers.

Representatives of real estate interests opposed the measure providing a retirement fund for the teachers of Hunter College. Thomas W. Churchill said the teachers were entitled to pensions but he was not sure it would be wise to approve the bill in the form in which it was passed.

The bill to raise the age limit for applicants for the Police Department from 29 to 35 years was opposed on the ground it would add greatly to the pension burdens of the department. On the other hand it was stated that because of the draft it was increasingly difficult to get men under 29.

Another pension bill provided for clerks and attendants of municipal courts. It was argued they were as much entitled to pensions after twenty-five years of service as attaches of other courts.

12 RECRUITS WON BY MRS. NATHAN'S PLEA

13 Additional Enlist in 27th Division After Capt. Tupper Speaks.

Local recruiting records were smashed yesterday when in a trifle more than an hour twenty-five men were induced to enlist in the Twenty-seventh Division, U. S. A., during a mass meeting in a tent erected by the division's recruiting commission at Fortieth street and Fifth avenue. An eloquent plea made by Mrs. Frederick Nathan, who was in deep mourning for her husband, brought in twelve of the recruits.

Thirteen more decided to exchange citizen's clothes for khaki after listening to a talk from Capt. Triatam Tupper, who is in charge of the Twenty-seventh's recruiting commission. A band and the chorus from "You Know Me, Al" did their bit toward working up enthusiasm at the meeting.

Altogether sixty men enlisted in the division during the day. Ten of these were residents of the block between Avenues A and B on Sixteenth street. They volunteered for service in the 104th Field Artillery. Before the Twenty-seventh Division or "New York's Own," as it is affectionately referred to, can leave Spartanburg for France, however, a number of other gaps will have to be filled in its ranks. A telegram received yesterday at the recruiting headquarters, 721 Fifth avenue, from Camp Wadsworth gives the following list of vacancies in the different units of the division:

The 105th Infantry, formerly the Second New York, 597 men; 106th Infantry, formerly the Twenty-third New York, 485 men; 107th Infantry, formerly the Seventh New York, 516 men; 108th Infantry, formerly the Third New York, 427 men; 104th Field Artillery, formerly the First Field Artillery, 185 men; the 105th Field Artillery, formerly the Second Field Artillery, 75 men; the 106th Field Artillery, formerly the Third Field Artillery, 4 men; 102d Trench Mortar Battery, formerly Troop I, First Cavalry, 5 men; 104th Machine Gun Battalion, formerly First Cavalry, 43 men; 105th Machine Gun Battalion, formerly Squadron A, 165 men; 106th Machine Gun Battalion, formerly First Cavalry, 153 men.

In addition 49 men are required for the military police force at the camp, 483 for the Ammunition Train, 41 for the Sanitary Train, 13 for the Automobile Ordnance repair shop, 17 in the Signal Corps and 14 in the Headquarters Troop.

J. Waldo Smith Gets Fritz Medal.

Applauded by a representative gathering of engineers, J. Waldo Smith, chief engineer of the New York Board of Water Supply, received the John Fritz medal last night in the auditorium of the Engineering Societies Building, 29 West Thirty-ninth street. The medal is awarded once a year for distinguished achievement in engineering fields, and was won by Mr. Smith through his direction of the building of the Catskill aqueduct. The board of award consisted of representatives of the four national societies of civil, mining, mechanical and electrical engineering. The medal was established in 1902 in honor of John Fritz of Bethlehem, Pa.

RED TAPE HAMPERS PLANE PRODUCTION

Aviation Magazine Presents Constructive Criticism of Government Work.

CIVILIAN CHIEF NEEDED

Manufacturers Should Have Assurance of Federal Cooperation.

The shouting need for the appointment of a civilian executive in whom may be lodged the entire responsibility for the development of the American air programme is one of the principal topics of an article which features the current issue of *Aviation and Aeronautical Engineering*. The entire aircraft situation is discussed from the standpoint of the manufacturer, and recommendations which would speed up production are made as the result of manufacturers' experience.

Among the production essentials mentioned, in addition to the civilian executive, are the following:

1. Orders should be placed at once for a sufficient number of planes to prevent the closing of productive aircraft plants. A continuing manufacturing programme should be decided upon without further delay. As matters stand, one of the largest producing aircraft plants will have to close within two weeks for lack of orders.

2. Immediate "go ahead" orders should be given for the completion of a definite number of machines without changes. Manufacturers as a whole are understood to have no definite orders at the present time, merely tentative orders. Continuing and overlapping orders are necessary if plants are to be kept going at full capacity.

3. Changes and improvements where indicated by experience or necessity should be made in the next specific lot of machines. The best machines should be decided upon quickly, a schedule laid out and the way cleared for an uninterrupted production of a definite number of planes without permitting the incorporation of changes in that lot.

Experts' Advice Needed.

4. Full advantage should be taken of the experienced engineering and production experts of the aircraft manufacturers. Advantage has not been taken in the past of these skilled workers. This has resulted in the suppression of original effort and design. In fact, the policy seems to have been actually to prevent experimental work. On the other side too much reliance has been placed upon automobile production methods. There is sufficient talent and creative genius among American aeronautical engineers, trained in American production methods, not only to copy or to adapt foreign machines, but to produce all American training, fighting or bombing machines for use with the Liberty and other proved American and foreign engines if full opportunity is given them.

5. Substitution of materials of equivalent physical characteristics and strength should be permitted when it is impossible to live up to specifications without involving delays. The manufacturer welcomes the most severe Government inspection—insists upon it. But he should be permitted skilled and honest substitution in equivalent materials when it is impossible to get specified materials without losing much time.

6. A direct channel for the constant flow of information from the responsible Government official to the contractors should be opened. When an order is placed the manufacturer should be given immediately all available information regarding the particular machine or machines. Constant flow of reliable information is essential. Under present conditions the manufacturer usually is given a tentative order for a machine which is understood to be ready for production. He must prepare his plant, build up his force and place his orders for material. It has been the rule rather than the exception that serious loss of time results before official information or data are available upon which the work can be actually started.

Designs Changed Too Often.

7. Orders for complete machines should be placed with responsible contractors, who should be held strictly responsible to the Government under their bonds for the delivery of a definite number of machines. It has been impossible for manufacturers to estimate at all as to the probable outcome of their work from a financial standpoint. This has been due to the acceptance of a type of machine to-day and its abandonment immediately afterward, or to changes in design which involve the entire disruption of schedules.

8. Simplification of Government cost accounting methods in the plants, so as to eliminate innumerable minor and technical disputes between Government accountants and the manufacturers which result in retardation of production.

9. Original American creative work and design should be encouraged in every way.

10. A single responsible head should be appointed. The most effective results can be obtained only by placing the entire responsibility for aircraft engineering and production in the hands of an all-powerful civilian executive, whose quick and final decisions must be based upon the latest military and civilian aircraft engineering knowledge and military information, and upon a determination to secure the best in the long run, but in the meantime to get into production with every proved type of plane required by our students and fighting aviators. This executive needs must be given broad powers to circumvent technicalities, routine and red tape. To the air services of the army and the navy will remain the inspiring duty for which they were trained, that of building up the personnel and manning the machines that are destined to win the war.

The manufacturers regard these criticisms as essentially constructive, in that every criticism is supported by a definite recommendation for improvement. They believe that they have a right to be heard.

WILL FIX NEW JERSEY ISSUES.

State League of Republican Clubs to Convene May 25.

TRENTON, N. J., April 17.—The annual convention of the New Jersey State League of Republican Clubs will be held here May 25. A call for the meeting was issued to-day by Edward C. Brennan, president of the organization. He announced it is proposed at the convention to establish the issues, both State and national, on which the fall campaign is to be waged.

The organization has invited William H. Hays, chairman of the National Republican Committee; ex-Gov. Franklin Murphy of New Jersey, Gov. Walter E. Edge and New Jersey's United States Senators, Joseph S. Frelinghuysen and David Baird.

Bogus Allies Hit by Bill.

WASHINGTON, April 17.—Impostors wearing uniforms and decorations of the Allies would be punished by fine and imprisonment under a bill passed to-day by the Senate. The measure was suggested by the Department of Justice and the War Department.

PERSHING ASKS FOR 12,000 SPECIAL MEN

Men of Draft Age in Many Lines Eligible.

Gen. Pershing has sent word to Washington that he has urgent need for 12,000 men qualified for special work.

Men of draft age in the occupations listed are requested to apply before April 27 to their local draft boards and there is every likelihood that they will be inducted into service within a short time to do military work for which they are fitted. The Government's "want column" consists of:

Airbrake inspectors; angle iron smiths; general, engine, magneto or ignition automechanics and helpers; bargemen or boatmen; blacksmiths and helpers; boat builders and helpers; boiler makers and helpers; railroad brakemen, flagmen or conductors; bricklayers; buglers; ship, bridge, house and general carpenters, joiners or pattern makers; caulkers; auto, truck or tractor chauffeurs; chemists; railroad or general clerks; cobblers; commissay storekeepers; concrete foremen or workers; cooks; cranemen; hoistmen, pile drivers or shovel operators; crusher operators engine despatchers; general, surveying, machine design or topographical draftsmen; civil, electrical, railroad or computing engineers; locomotive engineers and firemen; general electricians; armature winders or wiremen; ship yard floor hands; bridge, building, earthwork, ship or railroad construction foremen; gyratory or jaw crusher foremen; acetylene, hydrogen, oxygen, poison, illumination or compressor gas plant workers; gunsmiths or operatives in gun factories; locomotive hostlers; railroad car inspectors; locomotive inspectors; engineering, optical or electrical instrument makers and repairmen; telegraph or telephone linemen; general, bench, lathe or railroad machinists and helpers; general mechanics; meteorologists or physicists; mine or quarry workers and helpers, drill runners, foremen, powdermen or pumpmen, motorcyclists; molders; painters; photographers, plumbers or pipefitters forest rangers; car repairmen; bridge, building or ship riggers; saddlers or harness makers, sailmakers; tentmakers or other canvas workers; railroad section hands; steersmen; sheet iron workers and helpers, solderers or tinsmiths; stenographers; topographic or railroad surveyors, levelmen and transitmen; tailors; teamsters; telegraph operators; telephone operators, and especially those who can speak German; timber cruisers; wagon makers; acetylene or oxacetylene welders; wireless operators; yardmasters or switchmen.

FOUR NEW JERSEY OFFICERS RELIEVED

No Reason Given for Discharges in 114th Infantry Regiment.

CAMP MCCLELLAN, ANNISTON, Ala., April 17.—Honorable discharges were issued this week to a number of officers of the 114th Infantry, a Jersey unit. Other men have replaced them, some temporarily, others permanently. Officers formerly connected with practically all of the New Jersey Guard regiments were affected.

Capt. James F. R. Long, Mount Holly, commander of the Headquarters Company of the 114th and formerly with the Third New Jersey; Lieut. Andrew C. Koehler, Somerville, formerly with the Second, and Lieut. C. E. Hollopeter, formerly with the Third Regiment, were discharged. Capt. Guy H. Stanton, a Maryland man and company commander in the regiment, was also discharged. Capt. Walter L. Auten, Asbury Park, of Company E, was discharged the latter part of last week, making five officers who have gone from the regiment in practically one group.

Lieut. Grover P. Heinzman, Passaic, a former Fifth Regiment man, is in temporary command of Capt. Auten's company. Lieut. J. H. Miller, Newark, formerly with the First Regiment, is in Capt. Long's place temporarily. Lieut. Harry Harsin, Asbury Park, has Capt. Stanton's company. Capt. Conrad Johnson, a Virginia officer, now head instructor at the infantry section of the Officers' Training Camp, will take over the Headquarters Company next week, having been assigned to that post as permanent commander.

Headquarters gave no reason as to why the officers were discharged.

OFFICERS' HOUSE OPENED.

Combination Club and Hotel Is Gift of Mrs. T. F. Ryan.

The Central Park Officers' House in 12 East Sixty-seventh street was formally opened yesterday afternoon at a public reception and is now accessible to officers of the army or navy who may be passing through the city or who may be required to stop here. This combination of club and hotel, gratefully received by the two services, was the gift of Mrs. Thomas F. Ryan. It was donated by her for the period of the war.

Moderate rates will be charged for the services supplied, but the scale will be arranged upon a basis of making the house sustain itself and with no idea of making a profit. It is a five story building which will accommodate about fifty officers. There are comfortable dining rooms, pleasant bedrooms, a billiard room, a music room and various other opportunities for amusement and relaxation.

Capt. Clendenning J. Ryan, a son of Thomas F. Ryan, is serving in France with the American expeditionary forces as a Captain in the Flying Corps. Another son, Joseph J. Ryan, is also in France, a sergeant in Base Hospital No. 1.

WILL HELP PROSECUTE WAR.

Lincoln Patriotic Army Organized Under T. Coleman du Pont.

With Gen. T. Coleman du Pont as Commander in Chief the Lincoln Patriotic Army has been organized to help win the war by setting every patriotic American immediately at whatever he can do best toward assuring victory, to search out all unpatriotic individuals and alien enemies, to assist in the reconstruction of industry after the war and in general to neglect nothing big or little which will increase the force of the United States against German wickedness.

National headquarters have been opened in the Forty-second Street Building. The honorary Commander in Chief is Major-Gen. Leonard Wood, U. S. A., and some of the other persons active in the movement to enroll members are Rex Beach, Samuel Gompers, Gov. James Cox of Ohio and Theodore E. Burton, who is treasurer of the army.

PORTO RICAN FIRM SEIZED.

Alien Property Custodian Tours West Indies.

SAN JUAN, Porto Rico, April 17.—Fritze, Lundt & Co., the oldest German trading concern in Porto Rico, has been taken over and reorganized by M. H. Spellman, representative of the custodian of alien property.

Mr. Spellman departed to-day for the Virgin Islands to take over the property there, consisting chiefly of the extensive docks and supply station of the Hamburg-American Line.

ARMY ORDERS

Special Despatch to THE SUN.

WASHINGTON, April 17.—The War Department issued the following army orders to-day:

REGULAR ARMY.

Infantry.

Lieut.-Col. Edgar T. Conley, from detail in Adjutant-General's Department and detailed member of General Staff Corps.

Capt. Bruno T. Scher, retired. He will proceed to his home.

Retirement of Col. John P. Finley announced. He will proceed to his home.

Second Lieut. Joseph Rice, from Twenty-seventh to San Francisco.

Quartermaster Corps.

Col. George F. Downey will assume charge of construction work at Walter Reed General Hospital, District of Columbia.

Engineers.

Leave absence fifteen days granted Major Donald A. Davison.

Philippine Scouts.

Promotion of following announced: To be Captains—First Lieuts. Hugh M. Rimmer, Julius Lindenstroth.

To be First Lieutenants—Second Lieuts. G. L. Smith, M. A. Joyce, Welborn Dent.

NATIONAL ARMY.

Infantry.

First Lieut. Norman Stines, now at Stockholm, Sweden, will report American Military Attache for duty.

Coast Artillery.

Appointment of First Lieut. Samuel F. Kidwell to grade of Captain announced.

Quartermaster Corps.

Appointment of Thomas F. Foley as Captain announced. He will proceed to Washington, D. C., Construction Division, for duty.

Appointment of Luther H. Lewis as Major announced. He will proceed to Washington, D. C., Construction Division, for duty.

Appointment of Charles W. Wood as Second Lieutenant announced. He will proceed to Detroit, Fort Wayne, for duty.

First Lieut. William A. Bode to Camp Lee, Virginia, for duty.

Second Lieut. Roy W. Cox from his present duties to Walter Reed General Hospital, Takoma Park, D. C.

Second Lieut. Robert D. Koons to Bakery Company No. 301, Camp Mead, Maryland, for duty.

Appointment of William H. O'Beirne as Major announced. He will proceed to Washington, D. C., Construction Division, for duty.

Appointment of William J. Howland as Captain announced. He will proceed to Washington, D. C., Construction Division, for duty.

Appointment of Andrew D. Childsey, Jr., as Captain announced. He will proceed to Washington, D. C., Construction Division, for duty.

Appointment of Chauncey D. Manley as First Lieutenant announced. He will proceed to Detroit, Fort Wayne, for duty.

Appointment of Albert Spengler as Captain announced. He will proceed to Washington, D. C., Construction Division, for duty.

Appointment of Alonzo L. Swisher as Second Lieutenant announced. He will report to Fort Wayne, Detroit.

Appointment of William J. Gallagher as Second Lieutenant announced. He will report to acting Quartermaster-General.

Ordnance Department.

Following appointments announced:

To be Lieutenant-Colonels: Majors Joseph T. Crabbs, David C. Seagrave.

Sanitary Corps.

Following appointments announced:

To be Captains: First Lieuts. Charles Parker, Carl George Bopp.

First Lieut. Frederick H. Stover from duty at department laboratory, Leavenworth, Kan., to report to Surgeon-General.

Engineers.

Following appointments announced:

To be Captain: Temporary First Lieut. Thomas K. Petty.

To be First Lieutenant: Second Lieut. Walter A. Wood, Jr.

Following appointments announced:

To be First Lieutenants: Second Lieuts. Roger H. Young, Byrle B. Stevenson, Walter L. Lees, Wilson D. Ellis, Remi C. Knight.

Following named from duty at Camp Lee, Virginia, to 303d Engineers, Camp Dix, N. J.: Second Lieuts. Raymond F. Childsey, Melvin O. Lotensgard, Kenneth R. Millspaugh, Ralph E. Vining.

Following appointments announced:

To be Major: Capt. William Belford Ryan.

To be Captains: First Lieuts. Herbert C. Bell, Charles B. Bazzoni.

To be First Lieutenants: Second Lieuts. Oliver Guy Taylor, Horace M. White.

Adjutant-General's Department.

Capt. Bernard J. Kempter is appointed Captain. He will report to Adjutant-General for duty.

Medical Corps.

Appointment of Major David B. Downing to grade of Lieutenant-Colonel announced. He will report to Camp Funston, Kansas, for duty.

Appointment of Major John S. Coulter to grade of Lieutenant-Colonel announced.

Veterinary Corps.

First Lieut. Joseph H. Drayer from his present duties, Camp Grant, Illinois, to auxiliary remount depot for duty.

Miscellaneous.

Capt. Guy H. Scull to New York, then to his proper station.

Brig.-Gen. Benjamin C. Morse honorably discharged as Brigadier-General, National Army only.

Appointment of Peter J. Quinn as chaplain announced. He will proceed to Fort Porter, New York, General Hospital No. 4, for duty.

Appointment of First Lieut. William B. Dixon to grade of Captain announced.

Capt. Douglas D. Felix from duty in office of Provost Marshal General to Camp Merritt, New Jersey, Thirty-second Coast Artillery Brigade, for duty.

NATIONAL GUARD.

Quartermaster Corps.

Major Marshal Henderson from duty as Assistant Quartermaster and appointed to same grade (temporary) in Signal Corps. He will proceed from Camp Hancock, Georgia, to Vancouver barracks, Washington.

Medical Corps.

Promotion of First Lieut. Albert A. Wagner to Captain announced. He will report to Camp Hancock, Georgia, for duty.

Promotion of First Lieut. Harry E. Hearn to Captain announced. He will report to Camp Logan, Texas.

Miscellaneous.

Resignations of following accepted: First Lieut. Charles Dickerson, Second Lieut. George S. Dixon.

Promotion of Second Lieut. Robert E. Miller to First Lieutenant announced. He will report to Camp Bowie, Texas, for duty.

Honorable discharge of following announced: First Lieuts. Leonard F. McGrath and James L. Turner; Second Lieut. Thomas C. Hill; Major Thomas P. Poxton, Second Lieut. Charles F. Holopeter, Capts. Walter L. Auten and Scott Pothour, Second Lieut. David H. Stambaugh and First Lieut. John A. Hollingsworth.

OFFICERS RESERVE CORPS.

Infantry.

Second Lieut. Sewell C. Freeman honorably discharged.

Appointment of Second Lieut. Walter B. Schafer as Second Lieutenant announced.

Following from further duty at Signal Corps recruit depot, Fort Wayne, Michigan, to their proper organizations: Capts. Herbert O. McNierney, William A. Heiser, Bartlett M. Hall; First Lieuts. Clifford C. Hakes, Oran D. Ellsworth, Joseph L. Westover, Morens Jost; Second Lieut. Clarence A. Renoud.

Field Artillery.

Capt. John A. Koetzler, honorably discharged.

Ordnance Officers.

Capt. Joseph W. Woolley to active duty, Washington, D. C., and report to Chief of Ordnance for duty.

Appointment of First Lieut. Spencer Phenix to grade of Captain announced. He will remain at his present duties.

Appointment of Second Lieut. James R. Lewis as Second Lieutenant announced.

Quartermaster Officers.

Major Walter B. Hopping from his present duties to this city and report to construction division for duty.

Capt. William A. Grey to duty as constructing quartermaster, Washington barracks and Potomac Park, D. C.

Leave absence granted Capt. William B. Graham extended thirty days.

Capt. Louis Weiss Neidhardt to Jeffersonville, Ind., depot quartermaster, for duty.

Capt. Herbert E. Fleischner to Camp Lee, Virginia, for duty.

Signal Officers.

Appointment of