

WEATHER FORECAST 19'22
Partly cloudy and continued warm to-day;
thunder showers to-night or to-morrow.
Highest temperature yesterday, 91; lowest, 72.
Detailed weather reports will be found on editorial page

VOL. LXXXVI.—NO. 353.—DAILY.

HEARST INDICATES THIRD PARTY MOVE IF AL SMITH WINS

Says Progressive Sentiment Must Find Outlet to Prevent Action.

STILL BOOMS HYLAN

Would Run for Senator Himself if Mayor Were Up for Governor.

CONNERS ACTING 'ON OWN'

Publisher Not Ready to Bolt Unless 'Existing Parties' Fail in Program.

Threats of a third party were indicated by William Randolph Hearst in a statement yesterday. After criticizing Alfred E. Smith and Gov. Miller as conservatives, he said that the strong progressive sentiment of the people must find "some avenue of expression in order to prevent the formation of a third party."

The publisher declared he did not wish to run for Governor, but believed Mayor Hylan should. In that case he would be glad to run on the same ticket with him for United States Senator or any other office the Mayor might suggest.

By again suggesting Major F. H. La Guardia for nomination by the Republicans, he intimated that La Guardia might be the man to head an independent progressive ticket.

Mr. Hearst said William J. Conners had not asked his permission to boom him for Governor, but Conners was a good friend and what he might do was all right.

He evaded a direct reply as to whether he would support former Gov. Alfred E. Smith if the latter should be nominated.

Hylan Evasive on Smith.

"I have just read Mr. Hearst's statement with great care," said Mayor Hylan late in the day. "The article speaks for itself. Under no circumstances will I accept a nomination on the State ticket. I am under contract to serve the people as Mayor for four years."

Asked if he would support the regular nominee of the Democratic State convention, no matter who he might be, the Mayor replied:

"I am a regular Democrat."

"Mr. Hearst intimates that if the progressives do not receive proper representation there may be a third ticket," the Mayor was reminded.

"That's for the people of the State to determine," was the reply.

There was no great amount of joy at the Hearst headquarters yesterday. The words of the State were not at all encouraging. It was said the Hearst movement in Syracuse had fallen flat. Mr. Hearst was to have started a paper there, but the plan has been abandoned after election. He will take over the Albany Times-Union after election, it is stated.

Which offers of support continue to roll in on former Gov. Smith.

Still Favors Hylan.

The Hearst statement, which was presented to him by newspaper men, follows:

"While I am not a candidate, I have been mentioned as one; therefore I prefer to make no comment upon Mr. Smith's announcement of his candidacy for the Governorship other than to say that it is a very dignified and very definite expression of his willingness to assume the leadership of the party in the State."

Mr. Smith is doubtless as well fitted as any man in the State to lead the Democratic party. It is to be a conservative party and disputes with the privileged interests than the Republican party makes. Nor can any nominee offer promise of more object service to those interests than Mr. Miller has already given.

Plutocracy's Crumbs.

"Therefore, should the Democratic party assume to sit at the table of plutocracy, you would merely be a Lazarus at the feast, securing nothing but the crumbs which fall from the table of Dives."

"While if the party become the champion of the people in the contest of the exploited public against the exploiting profiteers it may have, and I think certainly will have, the grateful support of the people for many years to come, and may sit proudly at the head of its own political table and not occupy the humiliating position of a beggar."

Continued on Page Seven.

THE NEW YORK HERALD

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NEW YORK, FRIDAY, AUGUST 18, 1922.—ENTERED AS SECOND CLASS MATTER, POST OFFICE, NEW YORK, N. Y.

PRICE TWO CENTS

THREE CENTS
WITHIN 200 MILES.
FOUR CENTS ELSEWHERE.

THE BEST IN ITS HISTORY.
The New York Herald, with all that was best of The Sun intertwined with it, and the whole revitalized, is a bigger and better and sounder newspaper than ever before.

CONVICTS STAGE RIOT SEIZE WARDEN, FLEE IN MOTOR CAR

Four Desperate Criminals in South Dakota Use Knives, Stab Deputy and Raise Pandemonium— Airplane and Posse in Pursuit.

Special Dispatch to THE NEW YORK HERALD.
SIOUX FALLS, S. D., Aug. 17.—Taking Warden George W. Jamison with them, four convicts escaped from the South Dakota penitentiary here late today after starting a riot in which they severely knifed Deputy Warden Arthur Muchow. The motor car parked just outside the prison. Several posers of State and county officers, as well as American Legion members, immediately set out in pursuit.

The prisoners had not been overtaken, and apparently Warden Jamison had not been released from his car, as no word had been heard from him. The warden was slightly injured in the riot.

The four convicts, whose names are Henry Coffey, Joe Foreman, Joe Teel and J. B. King, were serving sentences for grand larceny. Coffey is a negro. The riot was started in the tailor shop of the prison. Deputy Muchow, hearing the noise, rushed there and was attacked by the four men, who had obtained their knives from Muchow's badly cut. Warden Jamison was in his office at the time and hurried out. The prisoners seized him at the point of their knives forced him to lead the way

through the prison gates to the outside. There they leaped into the car, which had been left by a motorist, and sped north. A guard fired a shot, but failed to aim directly at the occupants because of the warden's presence. Warning was immediately given and neighboring towns were notified to watch for the fleeing convicts, who stopped at Ellis, a nearby town, and stole another car. The pursuit posse had no clue to the direction the prisoners had taken other than was shown by the theft of the car at Ellis. It is believed by authorities here that the convicts will keep the warden with them until they have given a considerable sum of money to him. They could use him as a means of protection from gun fire. An airplane was obtained to aid in the pursuit, but the approaching darkness made its work ineffective.

Pandemonium followed the riot. One guard as well as Deputy Muchow was thrown into a cell in order to prevent further trouble. According to statements made by other prisoners, the convicts had been wanting to "get" the deputy for a long time.

TARIFF BILL FRAMED WITH RATES ON EYES AKIN TO AN EMBARGO

It Goes to Senate Proper To-day After Months of Tinkering.

TO VOTE TO-MORROW

Rate After Rate Is Approved Despite the Protests of Lenroot.

'NOBODY IS BEING FOOLED'

Measure Is Designed to 'Continue War Profits,' Declares Underwood.

Special Dispatch to THE NEW YORK HERALD.
WASHINGTON, D. C., Aug. 17.—

The Senate having refused to grant an embargo on dyestuffs to-night by a vote of 38 to 23 adopted rates which mean virtually the same thing. This action, taken at the urgent request of Secretary of War Weeks on the ground of military expediency, featured the last few hours of the Senate's consideration, as a committee of the whole, of the Fordney-McCumber tariff bill.

When the Senate adjourned to-night the bill was reported to the Senate proper. The committee of the whole has had it under consideration for the last four months. By the terms of the unanimous consent agreement entered into last Saturday the bill will be debated two days in the Senate preliminary to the final vote next Saturday.

Party lines were broken in the vote on the dye embargo issue. Whereas fourteen Republicans previously had voted for an embargo, only seven voted to-night against rates which, their opponents say, will mean an embargo in fact. The Republicans opposing the rates were Senators Capper (Kan.), Kellogg (Minn.), Keyes (N. H.), Lenroot (Wis.), Moses (N. H.), Newberry (Mich.) and Smoot (Utah). Five Democrats voted in favor of the rates. They were Senators Broussard (La.), Jones (N. M.), Sheppard (Tex.), Meyers (Mont.) and Kinsard (La.).

Increase in Rates.

The high rates were proposed in an amendment by Senator Bursum (N. M.) on intermediates, or partly manufactured ingredients for dye stuffs. The rate of the Finance Committee had been 7 cents a pound and 50 per cent ad valorem. The Bursum amendment increased these rates to 10 1/2 cents a pound and 60 per cent ad valorem. The Bursum amendment increased these to 10 1/2 cents a pound and 60 per cent ad valorem. The Finance Committee had specified foreign valuation, but the Bursum amendment changes that to American valuation, itself an increase.

Senator Wadsworth (N. Y.), chairman of the Military Affairs Committee, led the fight for the high rates. Senator Smoot (Utah), second in control on the Finance Committee, and Senator Moses (N. H.), who made a sensational attack on the so-called "dye stuffs trust" several weeks ago, bitterly opposed them. Senator Bursum's appearance in the fight was a complete surprise to the Senate and it followed a conference he had with L. A. Du Pont, head of the du Pont interests. Leaders of the dye industry were present at the Capitol in such numbers that they completely filled one of the Senate galleries.

Senator Moses reserved the right to take up the issue again in the Senate to-morrow or Saturday, but it is doubtful whether he will press the matter any further. He expressed the view to-night that the Senate should amend, giving the President the right to review the rates and lower them if it seems warranted, would remedy the situation from his standpoint.

Some Needed No Help.

He has opposed an embargo, or any application of general rates, which would have the effect of imposing on the dye some specific dyestuffs might need protection, others did not. Under the unanimous consent agreement limiting debate all remaining amendments were voted on beginning at 10 o'clock to-night, a routine clearing away of all paragraphs essential to the Senate's completion of the bill. The spirited arguments that kept up all day and ran into the night were fully as warm as the sun that beat down on the Capitol dome throughout the day.

Few alterations were made in the bill by the consideration of individual amendments, the Finance Committee, under Chairman McCumber (Rep.), continued on Page Five.

RAIL PARLEY MEETS HERE AGAIN TO-DAY WITH PROSPECT OF PEACE; DYNAMITE WRECKS TRAIN; 40 HURT

3 CARS DITCHED

One Blown Off Embankment on Buffalo-Niagara Falls Trolley Line.

OTHER TRAINS HALTED

Witness Says Explosion Occurred Before Train Reached Spot.

EXCURSIONISTS ABOARD

Passengers Were From Philadelphia, Baltimore and Washington.

Special Dispatch to THE NEW YORK HERALD.
BUFFALO, Aug. 18 (Friday).—An explosion of dynamite set between the rails early to-day blew three cars of a train of the International Railway Company off the tracks near the Buffalo city line, causing the injury of more than forty persons. No one, so far as reports were obtainable, has been killed, although many are seriously hurt.

The three cars composed a train of what is known as the "high speed" electric line, carrying tourists from Niagara Falls to Buffalo. The passengers were excursionists from Washington, Harrisburg, Baltimore, Philadelphia, Ohio, Pennsylvania cities and other places.

Among the sticks of dynamite were found in a bag near the point at which the cars were derailed by the concussion, and investigators believe this was a part of the dynamite which had caused the accident. Relief calls were sent out and the injured brought to the Sisters or to Tonawanda and Lafayette General hospitals.

None of these were reported to have been seriously injured. Most of those received had cuts about the body from broken glass and were suffering from shock.

The accident happened just after midnight. The trains of the "high speed" line, which are of the electric suburban type, travel with great velocity. The cause of the explosion and the sudden shock of the explosion came without warning. The front of the first car was torn and ripped by the force of the explosion and the escape of the steam from the boiler was miraculous. At the point where the explosion occurred the trolley line passes through a residential section. The dwellers nearby were awakened and a great crowd gathered shortly to gild aid at the scene.

The position in which the cars were thrown indicated the great force of the explosion. The crew and passengers were thrown into a heap. The cars were off the rails and tore along for perhaps fifty feet. The head car then went over on its side and the passengers were thrown into a heap. The second car was derailed and the third car was derailed and the passengers were thrown into a heap.

Closely following the wrecked train were the two other sections, and these were halted some distance away. An eye witness who was being questioned early to-day appeared to make it certain that the explosion had taken place just before the train reached the place where the wreck occurred.

He said that he saw the lights of the electric train passing and observed the cars crowded. The head of the train was almost opposite him, he said, when there came a flash of light. There was a flash from the dynamite charges, which lighted up the front of the train. In that moment, he believed, the blast wrecked the track bed. The man said he saw the headlights of the first car plunge suddenly and the lights twinkled and went out. He heard a roaring, ripping sound and the car plunged over and went down the embankment.

FOREST FIRES WIPE OUT TWO MINNESOTA TOWNS

DELTA, Minn., Aug. 17 (Associated Press).—Six thousand dead, hundreds homeless, at least two towns wiped out and a dozen others in imminent danger was the apparent toll to-night of a series of forest fires which swept northeastern Minnesota to-day, the worst since 1918, when four hundred persons lost their lives.

Gov. J. A. C. Preis to-night took personal charge of the situation, ordering out National Guardsmen here to assist in the fight against the flames.

HARDING TO PROPOSE LAWS TO CURE INDUSTRIAL ILLS

Special Dispatch to THE NEW YORK HERALD.
WASHINGTON, D. C., Aug. 17.

CONTRARY to previous surmise, it was learned to-night that President Harding in his address to-morrow to Congress on the railroad and coal strikes will make much more than a mere statement of the situation. He will submit definite recommendations for legislative action, both in regard to coal and railroads. The President, it is understood, takes the position that a settlement of the coal and railroad strikes would be only a temporary bridging of the trouble which confronts the Government, and this trouble, with the danger of paralysis of transportation and a coal famine, would be sporadic and recurrent until the underlying causes were cured.

While no definite statement has been made as to what proposals the President will make, it is believed he will recommend legislation of a permanent character both on mines and railroads. These recommendations, it was indicated by persons who are familiar with the President's views, will deal with the creation of a coal commission that will have powers to regulate prices and distribution, which the Government has found cannot be effected by voluntary understandings in the coal trade. With regard to the transportation question, the President is expected to suggest that the Esch-Cummings act should be revised by Congress in the light of the experience already had in its operation.

HARDING WILL SPEAK TO CONGRESS TO-DAY

Decides to Present Industrial Situation Regardless of Rail Parley.

PLANS COAL COMMISSION

Will Avoid Suggestion That U. S. Take Over Control of Roads in Crisis.

Special Dispatch to THE NEW YORK HERALD.
WASHINGTON, D. C., Aug. 17.

President Harding is ready to go before a joint session of Congress to-morrow to lay before that body and before the country the situation growing out of the railroad and coal strikes. It was indicated to-day that the President had decided that the crisis was such that Congress and the nation should be taken into the confidence of the Chief Executive irrespective of the outcome of the peace negotiations in New York.

The President completed his address to Congress to-day and before sending it to the printer discussed it with some of his official advisers. They said it was at present his intention to go to the Capitol to-morrow—that is, assuming nothing transpired in the interval which would lead to a settlement of the coal and railroad strikes. It was indicated that he might be expected to address the Senate and the House at noon.

Throughout the railroad strike the President has insisted on the importance of maintaining the authority of the Railroad Labor Board. Some of his closest advisers have held that if the board cannot maintain its authority, its power should be increased and a degree of sanction to enforce its decisions accorded. Whether, however, the President will go to the length of asking that teeth be put in the Esch-Cummings act as regards the Railroad Labor Board is problematical, in view of the storm it would raise in railroad labor circles. He is expected to suggest that the board be transferred from Chicago to Washington and that there be effected some degree of coordination between it and the Interstate Commerce Commission.

Has Commission in Mind.

With regard to coal the President will advise Congress that the situation confronting the country periodically is such that nothing short of a fundamental overhauling as regards production and distribution will remedy the evil. It is understood that he has in mind a commission that would have as much power over coal as the Interstate Commerce Commission has over railroads, with perhaps the authority that the Railroad Labor Board has over wages and working conditions. The President, however, will not go into details but will confine himself to a statement of the situation while offering general suggestions.

As far as the railroad strike is concerned the President is expected to take the middle of the road course, lest anything be might say should conceivably affect the outcome of the peace negotiations under way in New York. He will keep clear of any suggestion that the Government be given power to assume control of the carriers. He will, however, it was indicated, restate the Government's position to the effect that it will use every ounce of power to protect transportation. Persons who talked to the President went so far as to say in this connection that if it became necessary to protect property and keep trains moving in an emergency the President would not hesitate to call for voluntary aid from the citizenship at large.

Cites Boston Police Strike.

Reports that he already has formulated a plan which contemplated calling for 500,000 volunteers to protect property, junction points and strategic centers were discounted by officials, one Cabinet member saying: "There is not a word of truth in the rumor." Secretary of War Weeks is authority for the statement.

Continued on Page Two.

CHIEFS OPTIMISTIC

Big Four Understood to Have Offered Remedy or Alternative for Seniority.

SESSION LASTS 4 HOURS

Meanwhile Representatives of the Shop Crafts Await Decision.

COAL PEACE IS FACTOR

Need for Coal Cars Will Necessitate Hiring of Extra Shop Forces.

The most promising of the many attempts to end the railroad strike was begun yesterday in a board room on the eighteenth floor of the Broadway, overlooking New York harbor. When executives representing the five non-striking brotherhoods met as mediators for the striking shop unions.

The first session lasted four hours and twenty minutes. The conference was then adjourned to 10 o'clock this morning. Nothing was made public as to the nature or progress of the debate and neither side would venture a prediction as to the outcome.

That the negotiations are in a delicate and probably hopeful stage is indicated by the fact that both the railroads and the unions made the unusual request that newspapers refrain from speculation until a conclusion is reached, on the ground that possible misunderstanding might result.

Cuyler Issues Statement.

The only statement made after the adjournment of the conference at 6:20 P. M., came from T. De Witt Cuyler, chairman of the Association of Railway Executives, in whose headquarters the meetings are being held.

"A conference was held this afternoon," he said, "between a committee of the carriers and the heads of the five train service organizations, who wished it to be distinctly understood that they appeared as mediators of their own accord."

"A discussion of the present railroad situation so far as it relates to the shop-craft strike took place. The questions of the coal and railroad strikes are closely interrelated and it is the desire to arrive at a definite solution of the problem, if possible. No definite conclusion was arrived at and the conference was adjourned until to-morrow morning."

2,000,000 Workers Concerned.

While the heads of the brotherhoods were pleading the cause of the strikers in the meeting with the executives, Bert M. Jewell, head of the railway department of the American Federation of Labor and the big chief of the strike, sat at the Hotel Woodstock. In all West Virginia and other areas are about 2,000,000 men. It is not too much to say that the five brotherhood chiefs battling at 81 Broadway with the railroad executives are every the spokesmen for 2,000,000 workers, just as the eight rail executives on the other side of the table feel that they speak for the interests of hundreds of thousands of patrons and stockholders and billions of invested capital.

Jewell Is Optimistic.

Bert Jewell, after hearing from the brotherhood mediators last night, how the meeting had fared thus far, had nothing to say about it except that he believed it was apparently working toward a satisfactory ending. Of the situation generally he said:

"The settlement of the coal strike will to a large degree determine the settlement of the railroad strike. The vast increase in demand for coal resulting from depleted stocks will force the railroads to move more coal in the next few weeks than ever before in history. This means a record breaking demand for cars. In the face of this demand there is at the present time a record breaking shortage of coal cars. The railroads will be required by urgent necessity to repair their coal cars in the shortest possible time. This will bring the most insistent kind of pressure upon the roads to get a maximum number of skilled mechanics into their shops. It is safe to say there will be places for one and a half times the normal number of men working on coal cars along the lines. It is believed that the question of seniority was virtually the only one discussed in yesterday's conference at 81 Broadway. How about the strikers' appeal to the board for relief and protection? To this and other decisions of the railroad labor board the company executives are looking for support of their contention that they cannot

Continued on Page Two.

COHALAN MAY RUN AS AN INDEPENDENT

Murphy Said to Have Made Deal With Koenig to Balk Renomination.

HAD FEUD FOR 9 YEARS

Old Time 'Go to Hell' From Surrogate Reported Punished Now.

Surrogate John P. Cohalan, whose failure to get a re-designation for that office from Tammany Hall is alleged to have been due to the settling of an old grudge, may be entered by his friends in both the Democratic and Republican primaries. Coming to his office in a steady stream yesterday they urged him to permit them to take this action. He has reserved decision.

Forces connected with the Bar Association, who in the interest of a non-partisan judiciary had endorsed the Surrogate for renomination by both parties, displeased at the failure of the Republican party to name him, were directed to see what might be done.

There is much grumbling in both parties over the judicial arrangement that came out of the box on Wednesday. Charles F. Murphy had returned to his office at Good Ground, and Samuel S. Koenig had returned to his summer home in Bradley Beach.

Allege Old Insignia.

Friends of Surrogate Cohalan were asking if it paid to tell a "go to hell" story to be asserting that the turning down of this strong language was a symbol of the renomination of Cohalan. It happened nine years ago, but they say, Charles F. Murphy was so anxious to see that Cohalan was not renominated that he urged the Surrogate's bench that he wanted the Republicans to reject him also.

According to the Cohalan friends the named Frank J. Coleman, Jr., for Sessions by the Democrats of Judge Morris Koenig, brother of Samuel S. Koenig, the Republican leader, was conditioned upon the failure of the Republicans to accept the recommendation of the Bar Association and designate Surrogate Cohalan. The Republican executive committee met in the afternoon and named Cohalan as the candidate for Surrogate. Cohalan, who had been a member of the Bar Association and designate Surrogate Cohalan. The Republican executive committee met in the afternoon and named Cohalan as the candidate for Surrogate. Cohalan, who had been a member of the Bar Association and designate Surrogate Cohalan. The Republican executive committee met in the afternoon and named Cohalan as the candidate for Surrogate. Cohalan, who had been a member of the Bar Association and designate Surrogate Cohalan.

The Clash.

This is the story that explains, it is stated, why Surrogate Cohalan had not entered the doors of Tammany Hall in nine years and why he was slated for retirement by Murphy: In 1911 during the Dig administration Cohalan, who had been a member of the Bar Association and designate Surrogate Cohalan. The Republican executive committee met in the afternoon and named Cohalan as the candidate for Surrogate. Cohalan, who had been a member of the Bar Association and designate Surrogate Cohalan. The Republican executive committee met in the afternoon and named Cohalan as the candidate for Surrogate. Cohalan, who had been a member of the Bar Association and designate Surrogate Cohalan.

William Sohmer, good Tammany man, was State Comptroller that year, as he was in February, 1913, when Surrogate Cohalan made an appeal to the State Comptroller. The Surrogate Cohalan found himself in a committee, by orders of Boss Murphy, he was told.

The next day Cohalan walked into Tammany Hall and asked Murphy why he had chloroformed the bill. The Boss looked at him intently for a moment and said: "What concern of yours is that?" Then he slowly turned his back and started to walk away.

"I'll tell you what concern of mine it is in the next nine years," said Surrogate Cohalan, referring to the time he had to serve on the bench.

"And, moreover," added Cohalan, "you had some one to say when that nine years was up. Cohalan heard of the

NEW YORKER IS HEIR TO BRITISH PEERAGE

Death of Viscount Exmouth Puts C. E. Pellew in Line for Title.

GOES TO FATHER, AGED 94

Columbia University Professor Likely to Go to England to Make Claim.

Through the death in England yesterday of Viscount Exmouth after a surgical operation the title, which has been an illustrious one in the history of the royal navy, passes to Henry Edward Pellew of Washington, D. C., who is 94 years old and who for fifty years has been an American citizen.

His son, who will become heir to the peerage and title on the death of his father, is Charles Ernest Pellew of 65 East Fifty-sixth street, New York. He is a member of the Columbia University, where for many years he has been professor of chemistry in Columbia University. A reporter for THE NEW YORK HERALD, who read to him a London cable dispatch, conveyed to the Columbia professor last evening the first news he had received that the death of Lord Exmouth had brought him in direct line to inherit the title.

Henry Edward Pellew of Washington, D. C., the great-uncle of the Viscount who died yesterday. Although the senior Mr. Pellew was born in Canterbury, England, in 1828, he moved to New York in 1858 and became an American citizen. In 1858 he married Miss Eliza Jay, daughter of Judge William Jay of this city. She died in 1868 and in 1873 Mr. Pellew married her sister, Mrs. Elizabeth Jay. The first wife was the mother of Prof. Charles Ernest Pellew, who was born in London in 1843.

During his lifetime Mr. Pellew, who becomes Lord Exmouth, was active in organizing the Bureau of Charities in association with Abram S. Hewitt and Theodore Roosevelt, Sr., father of President Roosevelt. He was prominent also in tenement house reform and in organizing free circulating libraries, coffee houses and night refuges. He was president of the National Society for Improving the Condition of the Poor, the Sanitary Reform Association and St. George's Society.

Since 1888 the new Lord Exmouth has lived in Washington at 1637 Massachusetts avenue, but he has passed the summers usually at his country home in Sharon, Conn. In Washington he has taken a deep interest in work for the negroes, in the building of the Washington Protestant Episcopal Cathedral and in all the ecclesiastical affairs of the diocese. He is a member of the Century Club and the University Club of New York and of the Metropolitan Club of Washington. His father was the Hon. and Rev. George Pellew, who was born in Addington, daughter of the Viscount Sidmouth.

When seen at his home last night Prof. Charles Ernest Pellew, heir to the title, said that because of his father's advanced age the duty of going to England to participate in the settlement of the estate probably would be kept up all day and ran into the night were fully as warm as the sun that beat down on the Capitol dome throughout the day.

Few alterations were made in the bill by the consideration of individual amendments, the Finance Committee, under Chairman McCumber (Rep.), continued on Page Five.

Must Apologize to Brother to Get \$187,500 by Her Mother's Will

Special Dispatch to THE NEW YORK HERALD.
MURKESON, Mich., Aug. 17.—If she is willing to apologize to her brother Mrs. Gertrude Linderman Gilmore of New York city will receive \$187,500 from the estate of her mother, Mrs. Ella A. Linderman of Whitehall, Mich., under the terms of Mrs. Linderman's will filed here to-day, disposing of an estate of about \$250,000.

The brother to whom she must apologize for alleged attacks and for an alleged attempt to "ruin the family" is B. Archie Linderman, a Washington and Chicago clubman and a millionaire. The will brought to light for the first time here a quarrel in the family over the division of stock, patents and other property of the Linderman Machine