he had authority enough and law enough to deal with the rail situation apparently was based on incomplete information. At any rate, at all times the best informed persons here believed that the situation had reached the point or was slowly reaching the point where prosecution of sporadic strikes of trainmen under the Sherman act or complete enforcement of the safety appliance laws was not a remedy that could be depended on.

What the Administration intends to do with respect to the striking shopmen on the seniority question and wages has not been decided. The Government, however, feels assured that labor will be available; it will not undertake to pass on the differences between the carriers and the unions in the resumption of control of this and that railroad. If the strikers are taken back they will go back as employes of the Government to be designated as the Government decides.

If the shopmen should hold out against the Government, which is not expected, the President in all probability would make an appeal to the citizenry at large and would be enabled to carry out a sufficient mobilization to handle the roads taken over. Assumption of control by the Government would do away with the possibility of action by the big brotherhoods and probably also would bring an end to the sympathetic strikes.

Action Here Disappointing.

The final rupture in New York to-day, although not unexpected, came as a great disappointment to the President and his advisers.

While it was stated on behalf of the President that he had no new plan to propose, this, it was indicated, referred to a plan for the settlement of the strike and not to the policy of the Government with regard to the maintenance of transportation, which is now seriously endangered.

The failure of the negotiations in New York came contemporaneously with the receipt of information by the government indicating that the breakdown is proceeding at an unexpected rate. Exports reaching here were to the effect that the roads of the mid-West are not only being handicapped by the withdrawal of motive power and the shortage of cars, but that there is approaching a complete breakdown.

These are the roads which have to bear the brunt of tansproting the coal necessary to make up for the shortage growing out of the strike. They are also the roads which provide the channels for marketing the crops of the most important agricultural center of the nation and a breakdown on them, it is believed, would practically result in a complete upsetting of the industrial fabric of the country.

Fail to Meet Law.

The Interstate Commerce Commission, which is keeping tab on the condition of equipment, it was learned to-day, has sent to the Department of Justice a report bearing on the failure of the roads in many instances to adhere strictly to the safety appliance requirements under the law.

A pivotal question at the moment is what the membership of the "Big Four" group will do following the failure of their mediation efforts. Should they decide to make the shopmen's issue their own or should they fail to keep in line their men and sympathetic strikes increase, it goes without question that the Administration would have to take a different stand as to whether to let transportation become completely demoralized or take the roads over in time to save the country.

Administration leaders in Congress believe that the President will not hesitate to take the roads over if the situation keeps gradually getting more acute.

They declare that Congress will be ready to accord him whatever authority he needs to deal with the crisis. They do not believe that either the Sherman act or the full enforcement of Safety Appliances act can effectively solve a condition of sympathetic strikes and deteriorating equipment.

Preliminary reports reaching the Department of Justice bear out the belief of the Attorney-General that there has been flagrant instances of collusion and conspiracy to interference with transportation. The Attorney-General, however, is awaiting final reports before issuing orders for criminal action.

LAWYER USES MOVIES TO FIND $500,000 HEIR

Funds in New Jersey for Missing Ephraim Gregory.

Special Cable to THE NEW YORK HERALD. *Copyright, 1922, by* THE NEW YORK HERALD.

New York Herald Bureau, London, Aug. 25.

An American lawyer, Howard S. Harrington, with offices in London, has adopted motion pictures as an aid in the search for the missing heir to an American fortune estimated at $500,000. For years the money is said to have been held by a New Jersey trust company for Ephraim Gregory, an Englishman, said to be the sole heir of persons in New Jersey who died intestate.

Search has proved fruitless and Harrington, believing Gregory is somewhere in the British Isles, has engaged the services of cinema exhibitors throughout Great Britain who will use screens bearing photographs of Gregory with a text announcing that a fortune awaits him.

MICHIGAN TELLS HOOVER COAL GOUGING GOES ON

State Does Not Owe Gratitude to U. S. for Aid.

LANSING, Mich., Aug. 25 (Associated Press).—Replying to a telegram received from Secretary of Commerce Hoover, W. W. Potter, State Fuel Administrator, to-day declared that the people of the State of Michigan "do not owe the Federal Fuel Administration any debt of gratitude for being without fuel supplies and being forced to pay profiteering prices for such coal as they can obtain in the open market."

In his message to Mr. Hoover, Mr. Potter asserts he does not criticize Federal Fuel Distributor Spencer, but does criticize "having applications for priority coal passed upon by an advisory committee, some of whom represent concerns from which coal is being bought at high prices." He added that he could furnish specific instances and names.

The public utilities of Michigan, Mr. Potter continues, have not all been closed, "not because they received priority coal, but because they have paid exorbitant prices for bootlegging coal."

"Do I understand from the last paragraph of your telegram," Mr. Potter inquired, "that after Monday next no coal will come to lower Michigan for general distribution and that so far as Michigan is concerned, it will be left to freeze or that Michigan may get coal through bootleggers or otherwise, or that federal control of the coal for southern Michigan will be lifted?"

TWENTY HURT IN CAR CRASH.

SYRACUSE, Aug. 25.—A crowded trolley car ran wild down Walnut avenue hill in a terrific rain and electrical storm here to-night, jumped the tracks after speeding three city blocks and was wrecked against concrete and metal lighting poles on a corner.

Twenty of the passengers were sent to hospitals.

FOUND ANYTHING?
If so, see if it is advertised in the Lost and Found columns of to-day's New York Herald.

EMERGENCY COAL TO COST $10 A TON

The Governor's Commission Fixes Price on Bituminous, Due Next Month.

100,000 TONS COMING

State Offers 10,000 Tons to City if It, Like Others, Pays Cash.

WILL AID SMALL PLANTS

Buyers Must Pay for Delivery—City Waives Dock Unloading Fees.

Ten dollars a ton was estimated by the Governor's Advisory Coal Commission, 11 Broadway, yesterday as selling price for the 100,000 tons of West Virginia soft coal that it will distribute at cost for current needs in strictly emergency cases.

This first aid stock, sanctioned by Federal Fuel Distributor Spencer at the request of Chairman E. H. Outerbridge of the commission, is already moving toward New York. The first 40,000 tons is expected about September 7. While the $10 price is all inclusive, it applies only to coal on the barge. Delivery to bin or bunker is extra. Terms are cash in advance to all, including Grover A. Whalen, Commissioner of Plant and Structures. State officials offered 10,000 tons to him yesterday for municipal ferries and city departments.

Will Aid Small Plants.

Among prospective beneficiaries, small industries otherwise unable to obtain coal in needed quantities are being specially borne in mind. Priority schedules of the Interstate Commerce Commission will prevail.

However, the State Commission emphasized, it is not going into the coal business with intent to outbid dealers with cheaper coal. It is only tiding over the emergency, and has asked help of dealers in distribution because of their knowledge of needs and channels.

Meanwhile—"buy your soft coal early!" Soft coal comes in various grades, State officials say, and for a while selection will be possible. Conferences are under way with dealers for maximum stocking of coal yards.

Back from Albany yesterday after talks with Gov. Miller, Transit Commissioner Harkness reported legislation next week will be aimed at impartial distribution and fair prices. The new fuel administrator will probably be given correspondingly dictatorial power, he said. Funds for elaboration of the Outerbridge 100,000 ton plan are under consideration.

Seek Cord Wood Invoice.

Anthracite production before November at the earliest is out of the question, large coal operators told Gov. Miller Wednesday, according to Commissioner Harkness. Questionnaires have been rushed to State granges and farmers' organizations to get a line on available supplies of cord wood for general allotment in emergency.

Dealers are showing a disposition to be fair on prices, the commissioner brought word, but assurance will be made doubly sure, he added, at the special legislative session.

Coal freighters will be able to discharge cargoes at reduced rates, because Dock Commissioner John H. Delaney yesterday temporarily waived current wharfage rates at piers for coal carrying vessels. New rates are made conditional upon cargoes being unloaded through a hoist alongside the vessel instead of being unloaded upon the pier. A number of vessels with English coal now in the harbor will receive immediate benefit.

Orders for 350,000 tons of soft coal have been placed with the Federal Fuel Distributer by the New Jersey Fuel Commission, it was announced yesterday in Jersey City, part of the orders already being in transit. Appointment of county fuel distributers was postponed for lack of the anthracite that had been expected.

Hard coal is selling at $20 a ton in Connecticut, it was reported yesterday. It is bringing $17 to $19 here.

"Water Fuel" Doubted.

Public utility fuel engineers here were loath to comment yesterday upon a new fuel, produced by "breaking up" water and combining its oxygen with crude oil, which J. W. Prosser was reported as having invented. Value of oxygen as an element of fuel was scouted by Major Frederick Pope, first vice-president of the New York Steam Company, who said as much heat would be consumed in breaking it up as it itself would produce. Attempts to make the Prosser fuel supplant coal would be futile, he said.

"A promising field for investigation," it was said at the Interborough. "Something may come of it."

Gas experts saw analogy with "water gas," at present being produced by a process of combining water and coal.

ROAD HAS SHOP UNION, BIDS STRIKERS JOIN IT

Head of Illinois Central Says Dispute Can't Be Settled.

CHICAGO, Aug. 25.—Employees of the Illinois Central Railroad's mechanical department have perfected their own organization, and former employees now on strike will be taken back and allowed to become members of these organizations as long as there are any vacancies, C. H. Markham, president of the road, said in a statement to shopmen to-night.

He advised striking shopmen to return to work at once, stating that yesterday there were only 884 fewer employees in the mechanical department than on the day before the strike started. Referring to the various attempts to bring about a settlement, the statement said:

"The final conference in New York August 23 further demonstrated that the differences which exist are of such a fundamental nature that they cannot be composed. We of the Illinois Central system believe there is nothing to be gained by further negotiations on a question which admits of no compromise.

"Moreover, we believe the situation has been unfavorably affected by reports frequently sent out by leaders of the shop crafts, that a nationwide settlement was about to be effected, and that it can serve no good purpose to continue to hold out these false hopes."

FURTHER TALK IS FUTILE, SAYS HEAD OF STRIKERS

Continued from First Page.

cars and locomotives is now shown by Government statistics. It will be obvious to every shipper and farmer during the next few weeks. We shall be content to let the condition of equipment prove that the railroads cannot operate their shops with unskilled strikebreakers and bring the executives to a more reasonable frame of mind.

"We do not blame the more reasonable executives who had evidently yielded to pressure. We believe that the next few weeks will enable them to bring home to their hardshelled colleagues the entire railroad situation in its grim realities.

"We can and will fight for our minimum terms and for a nationwide settlement as long as the managements can and will fight. In behalf of the public interests we have offered to compromise on everything but our existence. Now that we are compelled to fight, however, our victory will bring with it victory on all the issues for which the strike was called."

Converted Other Executives.

The history of the strike is reviewed from its start July 1 to August 19 when, the statement declares: "The New York papers continuously carried news items stating that the railway executives known as the stand pat or die hard variety were holding meetings daily with all the railway executives that were in town or were arriving and converting them to their policy.

"Just what means, arguments or promises were used is not known," it continues, "but the result became apparent on the 23d when, after lengthy argument to the effect that a solid front on their part would break the morale of the men on strike and they would flock back to work, the executives voted to reaffirm their declaration of August 2—when in reply to President Harding they stated that they would not agree to the strikers returning with their seniority and other rights unimpaired. This was carried in their meeting with only one executive dissenting.

"This reaffirmation of their public be damned policy clearly placed them on record as disregarding any interest but their own and shows the length to which they intend you to think they will go to smash the organizations on the railroads.

Question of Reinstatement.

"However, within twenty-four hours after this declaration was adopted the executives of fifty-two Class 1 roads from the big meeting were giving consideration to ways and means of reaching a settlement without stating that they yielded on the seniority question. We may well question the good faith of any statement that they wished to really give the men their seniority rights as they positively refused to agree to a proposition that all strikers be reinstated, claiming that reinstatement carried with it all seniority and other rights."

Both President Harding and the brotherhoods failed in two attempts to settle the strike. Representing the brotherhoods in the role of peacemakers were W. S. Stone, Grand Chief Engineer, Brotherhood Locomotive Engineers; L. E. Sheppard, president, Order Railway Conductors; D. B. Robertson, president, Brotherhood Locomotive Firemen and Enginemen; W. N. Doak, vice-president, Brotherhood of Railway Trainmen, and T. C. Cashen, president, Switchmen's Union of North America.

Jewell Writes Willard.

In their letter to Daniel Willard, chairman of the committee representing the roads making separate peace and to Bert M. Jewell of the shopmen, the brotherhood chiefs said in part:

"Fully appreciating the seriousness of the situation confronting the people of the United States and with the determination to use every possible effort and every ounce of energy at our command we requested a conference with the Railway Executives Association, which was at once arranged for, to be held in New York, August 23.

"At this meeting we presented the subject as briefly but as explicitly as we could, and made a recommendation for consideration by the entire body. Coupled with the recommendation was a request that if it were not accepted we would be glad to meet such members of the executives association as might look upon it with favor, or who would meet with us in further efforts to reach a solution of the problem. We were later advised that the recommendation was declined practically unanimously, but that the chief executives representing railroads with approximately 85,000 miles of track, were willing to meet us to give further consideration to the subject.

"Conferences with a committee consisting of six railroad presidents, representing this group were held on the evening of the 23d, also two conferences on the 24th and again this morning, without avail."

The Minority Roads.

Besides Mr. Willard the members of the railroad presidents committee were Hale Holden, Chicago, Burlington and Quincy; A. H. Smith, New York Central; Charles E. Donnelly, Northern Pacific, and N. D. Maher, Norfolk and Western. The roads they represented were:

Alabama and Vicksburg, with one subsidiary; Baltimore and Ohio and three subsidiaries; Buffalo, Rochester and Pittsburgh; Chesapeake and Ohio lines, Chicago and Northwestern and four subsidiaries; Chicago, Burlington and Quincy and four subsidiaries; Chicago, Indianapolis and Louisville; Chicago, Milwaukee and St. Paul and seven subsidiaries; Chicago, Rock Island and Pacific and one subsidiary; Chicago, St. Paul, Minneapolis and Omaha; El Paso and Southwestern Erie, with five subsidiaries: Hocking Valley, Lake Erie and Western, Louisiana and Arkansas, Minneapolis and St. Louis, New York Central lines and thirteen subsidiaries; New York, Chicago and St. Louis; Norfolk and Western and two subsidiaries, Norfolk Southern and two subsidiaries, Northern Pacific and three subsidiaries; Seaboard Air Line and six subsidiaries, Trinity and Brazos Valley, The Virginia, Wheeling and Lake Erie, Winston-Salem and Southbound.

not guilty of proves acts of violence at their usual class of work or a rate of pay fixed by the United States Railroad Labor Board and at the same terminal point.

"With this important phase of the controversy disposed of there remained only the problem of reaching an understanding concerning the future relations between the railroad employees themselves and between the employees who had been on strike and their employing companies.

Pension Rights Guaranteed.

"The railroads disclaim any desire to take advantage of the situation to curtail the pension rights or other privileges which the striking employees had earned by virtue of their term of service with the companies, and the roads at that conference agreed to take back all employees with such privileges unimpaired. These railroad companies felt at liberty to do this because such action on their part would not in any way affect or prejudice the rights or privileges of others who did not participate in the strike.

"The railway executives also agreed that if, after the men return to work, there remained any unsettled dispute growing out of the situation which the companies and the representatives of the employees were unable to settle in direct conference, such matters should be referred for final determination to a commission of ten members to be made up of the chief executives of the five train and engine men's brotherhoods who were acting as mediators and five railroad executives experienced in matters such as would naturally come before a committee of that kind.

Would Protect Loyal Men.

"The railway presidents also proposed that if an agreement could be reached along lines substantially as indicated above, they would endeavor to carry out the agreement in a spirit of conciliation and sincere purpose to effect a general settlement of all matters in controversy resulting from the strike. The railway executives were certain that while making substantial concessions to the men on strike such a settlement as proposed would in no way sacrifice the right or privileges of the loyal men now employed by the companies represented.

"The committee of mediators worked helpfully with the carriers in an effort to bring about an acceptable adjustment. The railway executives who took part in the conferences sincerely regret that the representatives of striking employees, although definitely assured the substance of all that they asked for, were unwilling to agree to a settlement except under conditions which the railway executives were unwilling and unable to accept.

"It is difficult to imagine any fairer basis of compromise than the one developed at yesterday's conference and agreed to by the carriers represented. It must be assumed, therefore, that the present controversy cannot be settled by that method."

TEXT OF SHOPMEN'S REPLY TO EXECUTIVES

The reply of the shopmen to the executives stated:

"In accepting the proposal of President Harding of July 31 of this year the representatives of the men involved agreed to resumption of work without a settlement of either of the two remaining issues that were originally involved in the difficulty, namely, those concerning wages and working conditions. In agreeing to resume work and to leave these matters to the railroad labor board for rehearing the men made all the concessions that should be required or expected of them in the interest of peace in the industry, the other issues involved in the strike, that of contracting out of shops and work having been declared illegal by the railroad labor board and all other Government authorities that considered the matter. The question of the standing of the men on strike as railroad employees was not an issue until injected by the railroad managements, and only became an issue when the railroad managements refused the terms of agreement proposed by President Harding.

Would Destroy Strike Effect.

"To accept or submit for acceptance the present proposal that carries no visible guarantee or assurance of the protection of the rights or standing of the men as railroad employees held by them prior to the strike and earned by years of continuous and efficient service would mean that we ask the men on less than one-third of the roads affected to return to work yielding to every demand of railroad management, receiving only such standing as employees as might be granted by managements after their return or later determined by the commission provided for in the proposition, and that employees of less than one-third the mileage now involved return to work under such conditions as would leave the remaining employees of more than two-thirds of the mileage out of railroad employment, and by returning to work would in that measure destroy the effectiveness of the strike as of to-day.

All Strikes Not Included.

"Even on the roads represented the proposition does not contemplate the return to work of all men on strike. It only includes those under the heading of shop crafts, while it is known and agreed that many men other than those coming under this designation are at present on strike.

"There is no intent on our part to question the integrity of officials of roads now conferring, but it must be obvious to all that action can be taken only on matters already defined in any of the propositions made. Our first concern must be the interest of all men involved. We, the representatives of the men on strike, cannot recommend to the men their acceptance of this proposition without deliberately and consciously sacrificing the interest of the men involved.

"We fully appreciate the help, interest and efforts of the transportation organization executives in their capacity as mediators, and we will regret it if compelled to report to our people that their splendid efforts failed because of the arbitrary position taken by the carriers to produce some clear, concrete proposition that we could present to and conscientiously recommend to the men we represent for acceptance."

RAIL HEADS' STATEMENT ON FAILURE OF PARLEY

The statement of the executives' committee representing the minority group of railroads seeking peace follows:

"The executives, mindful of the increasing demand for transportation incident to the season of the year and anxious on that account to do everything that might be possible and practicable to bring about a settlement of the existing controversy, were hopeful that a further discussion might develop some plan or method for settlement which would not require the sacrifice of principles deemed fundamental by either party to the controversy.

"Having in mind the normal requirements of the carriers for men in the shop crafts at this season of the year, together with the increased requirements resulting from a reduced working force for nearly two months, these companies, while unwilling to agree to any program or method of adjustment which affects the rights or privileges of employees of the shop crafts who did not take part in the strike or those who had been employed since July 1, were willing to pledge themselves to find employment for all of the striking employees

WOMAN TICKET AGENT ATTACKED BY 3 MEN

Mrs. Pollock of Brooklyn 'L' Station Victim of Thugs.

Mrs. Mary Pollock, aged 38, of 659 Forty-ninth street, Brooklyn, a ticket agent at the Twenty-fifth street and Fifth avenue station of the B. R. T. elevated railroad, was attacked last night by three men, who dragged her into a monument yard near the station. Her assailants were kicking her and striking her with their fists when her screams attracted attention and they escaped.

An ambulance was summoned from the Norwegian Hospital, and Dr. MacInnis found Mrs. Pollock suffering from hysteria and bruises. She was taken home. She described her assailants as being young men who wore light caps.

TERMS OIL LEASE 'CRIMINAL WASTE'

Senator Kendrick Says Teapot Dome Contract Will 'Damn the Administration.'

SPEAKS IN UPPER HOUSE

Transfer Will Cause Destruction of Last Naval Reserve, He Declares.

WASHINGTON, Aug. 25.—Declaring that the recent leasing of the Teapot Dome naval oil reserve in Wyoming strengthened monopolistic control of the oil industry, Senator Kendrick (Dem., Wyo.), told the Senate in a speech late to-day that the contract which turned over the field to Sinclair Oil interests was "vicious and criminally wasteful," and that it would "eventually plague and even damn the Administration."

The terms of the lease, the Senator said, were not only improvident but would cause a "shameful and unnecessary destruction" of the final naval oil reserve. He added that it would not promote competition as claimed, but in a time of "huge overproduction aid in turning to private interests the millions of dollars which the Government would realize" were the property to have been "properly handed."

Calls Drainage a Myth.

The Senator said the claim that it was necessary to drill wells in the Teapot reserve was not worthy of serious consideration, inasmuch as any assertion of such drainage for an area of greater than ten acres never had been substantiated by scientists. He added that "of all the myths and fables constructed by the Secretary of the Interior" in defense of the lease none had less real substance than that concerning drainage.

Public attention, he asserted, again had been attracted to the Teapot Dome incident by the recent sending of a detachment of marines there to eject a drilling crew. This action, he added, was done with the approval of the President, but it was "inexcusable" and was done over the protests of the State authorities. The Federal Government, he said, had had no trouble since the reserve was first set aside in keeping drillers out, and declared it would have had no trouble in the future, despite arguments to the contrary by Federal officials here.

Lower Royalty Rate.

In an analysis of the contract given the Mammoth Oil Company, organized by the Sinclair interests and which Senator Kendrick said maintained a "brotherly relationship" with the "Standard interests," the Wyoming Senator declared that it gave to the lessee a lower royalty rate than is provided in other Federal leases. This phase alone, he added, meant that the Government eventually would suffer the loss of huge sums in addition to possible shortage of oil for the navy, the object of the establishment of the reserve.

Criticizing the lease further, Senator Kendrick said it provided a graduated royalty scale that appeared well but meant nothing. He claimed that the contract rates were so stated as to permit of manipulation and that therefore the Government never would know exactly what it should receive.

ALLEN PREFERS REDS TO AMERICAN STRIKERS

Have More Regard for Law, Kansas Governor Says.

TOPEKA, Kan., Aug. 25.—The veneer of our civilization "is wearing very thin," Gov. Allen declared in an address here last night on the strike situation. "The reports of widespread violence reaching us the last few days indicate that people are getting angry. What we need and need very greatly is a new birth in the hearts of American citizens touching on their duty to the law. We need it far worse than we need immigration laws.

"The coal strike brought us into contact with the strikers led by the radical foreign Reds. If I ever have to choose the strikers I deal with I'd rather have the foreign Reds than the American citizens. The foreigner hates the Government but fears it. The tendency of the American born striker, like too many American citizens, is to have neither respect nor fear for his Government."

Rather than being about over, the rail strike now is "at its most tense period," the Governor asserted.

He said that President Harding's recent message to Congress confirmed the view taken by Kansas in enacting the industrial court laws that such a law needs teeth.

RAIL TRACK BLOWN UP; I. W. W. ARE SUSPECTED

Damaged Reading Line Is Used to Transport Coal.

Special Dispatch to THE NEW YORK HERALD.

SHAMOKIN, Pa., Aug. 25.—Sixty-six feet of railroad track on the main line of the Philadelphia and Reading Railroad near Trevorton were blown up last night by two charges of dynamite.

The track is used by the Mahanoy Valley Coal Company, one of the biggest washeries in the anthracite region. An average of fifteen cars of coal has been shipped over the line to Philadelphia and other points every day since the beginning of the coal strike.

State police and railroad officers believe the explosion was the work of the I. W. W. Trevorton has been the stronghold of this organization in Cumberland county for several years and many miners are included in its ranks.

The point at which the explosion occurred is three miles from Trevorton on the road between Shamokin and Herndon. Six large collieries are located in the vicinity, all of which are known as washeries. Their coal is taken from the bed of Shamokin Creek by small boats.

NEW YORK WOMAN ASKS MAINE MAN'S MILLIONS

Ignored in Will, She Contests It as Sole Relative.

BANGOR, Me., Aug. 25.—Mrs. Louise Curtis Smith of New York, through her attorney, Judge Benjamin W. Blanchard of this city, to-day filed an appearance in the Probate Court to contest the will of Edward H. Blake, who died here a month ago, leaving an estate of several million dollars.

Mrs. Smith is a first cousin of Mr. Blake and is declared to be the only heir at law. Her name was not mentioned in the will, which made local public bequests of $150,000, and left $500,000 to Bowdoin College, the residue to go to F. W. Adams, cashier of a bank in this city, of which the testator was president for many years.

WEST VIRGINIA COAL TO MEET NEED HERE

State Fuel Administration to Apportion the Emergency Shipments.

MAINE WILL GET RELIEF

Washington Also Takes Action to Keep Great Lakes Region Supplied.

Special Dispatch to THE NEW YORK HERALD.

New York Herald Bureau, Washington, D. C., Aug. 25.

Emergency needs of soft coal consumers in New York State will be met by new authorizations for shipment of a considerable tonnage from the mines of the Bluefields district of West Virginia, Fuel Distributor Spencer announced to-night.

New bituminous shipments destined for New York will be apportioned by the State Fuel Administration, according to the actual requirements of industrial consumers. The coal will move to tidewater at Hampton Roads for movement by water and rail to New York.

Mr. Spencer also issued emergency orders for supplies of coal for many other States, including Indiana, Michigan, Illinois, Virginia and Ohio. Such supplies were said to be badly needed for gas and electric light companies and ice plants.

New England's coal needs also were cared for in an order issued at the request of Gov. Baxter of Maine for a large tonnage of coal from southern West Virginia to alleviate a critical shortage.

Special steps were taken to insure a steady movement of bituminous to the great lakes region before the close of navigation. The tonnage of coal now at the head of the lakes is considerably lower than stocks normally on hand there at this time of the year.

Mr. Spencer said that a program to facilitate the movement of the great lakes tonnage would be announced shortly. Despite the increased production from newly opened mines, authorities declare there may be great difficulty in transporting the required shipments because of traffic delays.

Secretary Hoover and others handling the coal problem for the Government feared to-day that shortage of coal cars and motive power might seriously interfere with the movement of the larger production noted since the bituminous strike settlement.

On practically all of the coal carrying roads, reports indicated that thousands of carloads of coal are stalled in traffic jams, principally at junction points, because sufficient motive power is not available to move the shipments to destination or to connecting lines.

Officials declared that continuance of the shopmen's strike may aggravate this phase of the situation and result in failure of the railroads to handle the much larger percentage of coal which the country soon will demand.

The coal situation, it was said, may soon become acute because of car scarcity. Reports to the Fuel Distributor showed that retailers and wholesalers all over the country are piled up with orders for future delivery. Delivery of a great volume of the winter coal supplies will be demanded at a time when the railroads normally are called upon to transport their "peak" loads of other classes of commodities.

At the present time the railroads are finding it difficult to move about only a half of the normal output of the bituminous mines. Production this week was estimated to-day by officials of the Geological Survey at 6,300,000 tons. That estimate will not be increased appreciably by coal which may be mined in the districts of Missouri, Kansas, Arkansas and Oklahoma.

THREE MORE CONCERNS GRANT WAGE ADVANCE

Trenton Companies Increase Labor Rate 20 P. C.

TRENTON, Aug. 25.—The John A. Roebling Sons Company, wire and cable manufacturers, having extensive plants here and at Roebling, N. J., announced wage increases to-day for their employees, numbering almost 6,500. The increase, which will take effect September 3, will be approximately 20 per cent. for common labor, and other salaries and wages will also be equitably adjusted, according to the announcement.

Similar wage increases effective the same date will be made in the plants of the American Bridge Company and the American Steel and Wire Company here. Both concerns are subsidiaries of the United States Steel Corporation.

The actual advance will amount to from 33 to 35 cents an hour for common labor.

ADLER DECLARES COAL CRISIS WILL SET RECORD

Winter Shortage in Inevitable, Legislator Believes.

ROCHESTER, Aug. 25.—Returning today from a conference in Albany with Gov. Miller, at which the form of legislation to be submitted to a special session of the Legislature on Monday evening was discussed, Simon L. Adler, majority leader of the Assembly, declared it was the opinion of the conferees that New York State is facing the most serious fuel crisis in its history. Legislation calculated to relieve the situation as much as possible is being drafted.

One of the most trying problems before the State officials, Mr. Adler declared, was the matter of hard coal for domestic consumption. He said that Gov. Miller's investigation disclosed that even should the anthracite miners be started at capacity to-day, and no difficulty was experienced in effecting the proper distribution of anthracite coal, a shortage of millions of tons would exist next winter.

Mr. Adler pointed out that notwithstanding the possible delay in resuming operation of mines and the certainty that railroad facilities will not meet the demands upon them for proper distribution, a shortage of 33 per cent will exist in the supply for this winter even if every favorable condition is met immediately. Mr. Adler said that this shortage of one-third in the normal supply is based on the average consumption of the five months in winter.

NOVA SCOTIA STRIKE ENDS.

Coal War Settled After Days of Conferences.

SYDNEY, N. S., Aug. 25.—The Nova Scotia coal strike was settled late to-night, according to an announcement issued by representatives of the striking miners and officials of the British Empire Steel Corporation, following several days' conferences.

200 Women and Children Bombard Rail Shopmen

ROCHESTER, N. Y., Aug. 25.—Strike activities at Olean shifted to the Erie Railroad for a few minutes to-day when the Erie attempted to bring in a number of new employees from the Salamanca shops to repair crippled cars in the yards in the north end.

A freight car with closed doors guarded by railroad detectives and deputy sheriffs was seen entering the city and in a few minutes more than 200 men, women and children lined the tracks where the train switched.

When the train stopped at the station before leaving the city without unloading the workmen the entire crowd gathered in front of one car and there was a bombardment of stones by women and children, which the police were unable to stop.

FUEL CRISIS BILLS WILL BE RUSHED

Continued from First Page.

and distribution of coal, and in order to provide coal for (1) the army, navy and militia of the United States, (2) the Government of the United States, (3) carrying the mails and maintaining the postal service and the post offices, (4) the maintenance of commerce with foreign nations and among the several States and with the Indian tribes, (5) the territories and possessions of the United States, (6) the execution of the laws of the United States, and (7) the welfare and safety of the people of the United States—the President of the United States, if he deems it necessary and for such periods of time as he deems necessary, is hereby authorized to acquire, by condemnation or otherwise, any or all of the coal mines within the United States, and to operate such mines and to distribute the coal therefrom, and to employ or create such agencies as he deems necessary. There is hereby appropriated the moneys necessary to make just compensation for private property taken and to carry out the provisions of this section.

In support of his amendment, Senator Edge said: "We are faced to-day by a condition and while we are legislating we should give the President authority to act beyond and above any powers which he may need. The questions involved have been removed from a mere dispute and apparently the anthracite conference has been dissolved without hope. We in the East depend for our fuel supplies entirely upon anthracite. There will be suffering in thousands of homes if something is not done.

Would Let Courts Decide.

"I frankly do not know about the constitutionality of my amendment. I am not a lawyer, but I know that the lawyers in this body will promptly disagree upon the question of constitutionality as they always have in the past, so that we can let the matter go to the courts without wasting time on that issue. We authorize the President to take the mines and he can take them until the courts rule otherwise. I think the Cummins bill to stop profiteering and this bill by Senator Borah for a fact finding commission are essential, but these leave the situation in the mining, the production, the distribution of coal, just where it is to-day. Tell the President we delegate this power in trust to him to use. I am sure as you are all sure he will use it discreetly for the public welfare."

Senator Borah objected to the Edge amendment. He said it raised a serious question, one that should not be taken up as an amendment, but that he believed the President should be given all of the power necessary.

Senator Edge replied that he did not want to do anything to impede the Borah bill. And Senator Borah said he would be glad to aid the passage of the Edge proposal as a separate measure.

Senator Sutherland (W. Va.) inquired whether the amendment did not mean nationalization. Senator Edge responded that it did not. It was designed only to meet the emergency, he said, and there was no Senator more opposed to Government ownership or participation in industry than he.

Senator Sutherland inquired if any figures had been compiled to show the total of the money appropriated.

Senator Edge said that to him money was no consideration with the life and health of the people in jeopardy and he was not concerned in the cost, but it would be largely governed by the extent to which the President had to use the powers granted. The Senate has spent other billions, he said, when the public was not facing distress and disaster, and is engaged upon an effort to appropriate billions now for a bonus, in which the health and life of the public is not concerned.

Senator Fletcher demanded to know how long the nation would be at the mercy of the United Mine Workers. He cited the statement of President Harding in his message that the country was at the mercy of this group and declared as an American citizen and a member of the Government he resented it. He urged immediate action, not only on the Borah bill and the coal purchasing agency measures recommended by the President but upon the Edge amendment and other proposals for quick and drastic action. Senator Fletcher then recited from Government reports statements as to the coal miners being foreigners and unable to speak the English language.

Senator Robinson protested against restricting the President in selecting commissioners for the fact finding agency. He believed that men in the industry should be appointed so that the commission would have a membership which knew the subject.

Conditions Disgusting.

"I will support any measure, however," he said, "which will serve notice on mine owners and miners that if they do not compose their differences the people, who are to suffer, will take any course and every course to protect themselves."

The Senator described the conditions of the coal industry as disgusting and unnecessary, and said the miners and operators were indifferent to the requirements of the people in their avarice.

"If the miners went back to work now," Senator Robinson said, "there would be millions of houses where women and children would shiver and suffer, thousands of smokestacks would show no sign of industry.

"I regret the only action proposed by those charged with responsibility in the present situation is an investigation. An investigation is necessary, but it is pitiful while operators and miners fight, commerce is paralyzed, industry is destroyed and the comfort and happiness of the people disregarded."

LOCOMOTIVES FOR U. P.

OMAHA, Aug. 25.—The Union Pacific Railroad to-day announced the purchase of eighty locomotives at a cost of $5,500,000. Fifty-five are to be the most powerful ever constructed. Twenty-five will be for freight hauling. The new passenger locomotives are to be used on the mountain division.

SPECIAL SESSION ON SUBSIDY SEEN

Harding Expected to Issue Call Soon After November Elections.

SPOKESMAN ADMITS IDEA

Representative Greene Says Bill Will Pass by Overwhelming Vote.

Special Dispatch to THE NEW YORK HERALD.

New York Herald Bureau, Washington, D. C., Aug. 25.

A special session of Congress for the consideration of the ship subsidy legislation may be called by President Harding about the middle of November. It was stated on his behalf to-day that such action would be in accord with his views.

It was asserted at the same time, however, that developments between now and the middle of November might upset any plans formed now. His course, it was indicated, would depend largely on the situation after the elections.

The statement on the prospect of a special session had reference to his letter to Majority Leader Mondell of the House acquiescing in the decision of the administration leaders to postpone ship subsidy legislation.

Supporters of the legislation are convinced that the President will call a special session on the bill.

"The shipping bill will be taken up in the House in November, the week after election, and will be passed by an overwhelming vote. President Harding's letter consenting to temporary delay until after election clarifies the situation and assures quick and speedy passage," declared William S. Greene (Rep., Mass.), chairman of the House Committee on the Merchant Marine and Fisheries, in a statement to-day.

Mr. Greene was emphatic in asserting his belief that the bill will have the right of way over all other legislation when it comes up. He added:

"We are assured now of a rule that will give the bill the preference. The members of my committee are ready to discuss every angle of it. We are certain to have almost every Republican vote for it and have been assured by many Democrats that they will support it, too. The merchant marine question is bigger than any party and this bill has been drawn for the interests of all the country. Its provisions should appeal especially to the producers in the South and middle West. It guarantees ample outlets to foreign markets—just what they have needed for many years.

"There will be some Democratic opposition, of course; that is sure. But I am certain that those who are so shortsighted as to oppose a measure so beneficial to all will hear from their constituents at the polls when the full benefits of the bill are realized. It is a measure so carefully drawn that every one in this country will get some benefit from it, and labor will derive a large share by the increased activity in our shipyards."

RICHARD CANFIELD, JR., IS DEAD OF POISONING

Son of New York's Famous Gambler Succumbs on Ship.

Special Dispatch to THE NEW YORK HERALD.

LOS ANGELES, Aug. 25.—Richard Canfield, Jr., heir to $1,000,000 and son of the late Richard Canfield, New York's famous gambler, is dead, according to word received this afternoon by Verge & Wilson, the young man's attorneys. Canfield, it is said, died while aboard ship three days out of Honolulu, from poisoning, while en route to Honolulu. Further details are lacking.

Young Canfield arrived in Hollywood the early part of last spring from Boston, where he had been the chief factor in several escapades. Leasing the home of Mrs. Elizabeth Stack, now in Europe, Canfield proceeded to keep open house.

As a result of his desire to be a genial host he was arrested on the night of June 15 last charged with disturbing the peace. Brought before Police Judge Chambers, he was found guilty and sentenced to pay a fine of $500 and serve thirty days in jail. Canfield's attorneys immediately appealed and pending the hearing he was allowed his liberty under $500 bail, lent to him by Clara Whipple Young.

Two weeks later he was again arrested on the same charge, but pleaded not guilty and asked for a jury trial. The case was set for the early part of September and his bond placed at $200. July 24 with a number of friends he sailed from San Francisco for Honolulu.

FOSTER'S FEELINGS HURT TO EXTENT OF $100,000

Raided 'Red' to Collect, but Doesn't Know Where.

Special Dispatch to THE NEW YORK HERALD.

CHICAGO, Aug. 25.—William Zack Foster, Communist leader, who declared Wednesday he had not been out of Chicago for weeks, was at the meeting of the "reds" held at Bridgman, Mich., which was broken up by Jacob Spolansky, chief of the Department of Justice anarchist squad.

"Foster was there," declared Spolansky to-day. "He went to the meeting in a taxicab, driving all the way from Chicago, and paying a taxicab bill of $60. We have found the taxicab driver."

"I have been damaged over $100,000 from all this publicity," declared Foster to-night, "and, believe me, I'm going to collect from some one."

When asked from whom he expected to collect Foster replied: "I don't know yet, but some one will have to pay. I'm not talking any more for publication. Good night."

NEWARK CHINESE SHOT IN GAMBLING FIGHT

Four shots at 11 o'clock last night in front of the Mulberry Arcade in the center of the Chinese section of Newark caused a dozen excited citizens to telephone to Newark police headquarters that a Tong war had started. In less than ten minutes three patrol wagons filled with policemen, half a dozen detectives and two fire companies had arrived.

They found Mike Fong of 214 Mulberry street, Newark, standing in the street and bleeding from flesh wounds in the left hip and leg. Louis Fong of the same address was standing some distance away. He said the man who did the shooting had gone into the basement of 206 Mulberry street. The police went there and said they found Mok Foy of 204 Mulberry street hiding under a table, and at the rear, trying to scale a fence, was Louis Lai of 10 Mott street, New York.

The police got the explanation that there had been a gambling party and Mok Fong, who had lost much money, was afraid Mike Fong would shoot him unless he paid up, so he shot first.