

EXPLAIN HOW FEDERAL CONTROL OF RAILROADS

Means End of Many Growing Troubles for Them, They Believe

TO KEEP LABOR IN LINE

Finances Also Will Be Solved by Government's Taking Over All Lines

Government control of the railroads under the terms outlined by President Wilson is welcomed by local railroad experts, officials and investors. It is greeted as the means of bringing to an end a lot of troubles which have been growing and growing and threatening various degrees of disaster since this country entered the war.

First of the problems which have been worrying the officials and operators of the roads is that of keeping the railroad brotherhood working. It is generally accepted that the Government will be able to keep down labor troubles among the men operating the roads better than the railroads themselves. This view is taken due to the recent success of President Wilson in keeping the men in line as a matter of patriotism.

Next to this problem comes that of finances, and this is an far-reaching as the labor proposition. The President's proposal to guarantee the roads' earnings in proportion to the earnings of the past three years is greeted as being one of the most liberal and fair agreements the Government has made since the declaration of war. It is generally believed that the law ratifying this section of the President's proposal will have had its effect in settling the financial problem of the roads, and they can go ahead with their program of expansion and improvement in a manner which would have been impossible under present conditions.

WILL STEADY STOCK MARKET

This financial arrangement is also expected to entirely settle the railroad stock market, and thus will have a tremendous effect upon the future sale of Liberty Bonds. The unstable condition of railroad stocks at the beginning of the second Liberty Loan is asserted to have been the cause of the loan not moving along as quickly as the Government hoped. Most railroad stocks are now at least \$10 under par.

With their net earnings guaranteed, the railroads can proceed to sell additional stock for purposes of expansion for the stocks are expected to rise immediately to par or better, the figure at which they are allowed to sell stock under the law. The Pennsylvania Railroad, for instance, has virtually been waiting for its stock to rise to par or better in order to issue between \$50,000,000 and \$60,000,000 for expansion and maintenance of the Pennsylvania Railroad, also depend upon the Government to assist them financially, with the Government managing the roads.

Railroad men do not expect to see the railroad bill passed by Congress giving the Government the right to carry on the financial issues proposed by the President without a severe struggle. They expect it to meet such opposition.

President Reed, of the Pennsylvania, was called to Washington last week and President Dice, of the Philadelphia and Reading, who was in Pittsburgh, started for the capital immediately after announcement by the President that the roads would be taken over.

DIRECTOR PRAISES PRESIDENT

C. Stuart Patterson, president of the Western Savings Fund, and an active director of the Pennsylvania Railroad, said President Wilson has exercised good judgment in taking over the roads. He said:

"The President patriotically has done that which he owes best to the entire country. There will be no attempt on the part of railroad officials to criticize the President. On the contrary, I feel certain the railroad officials will cooperate with the President to the fullest extent."

"I have not had time to read all details of the railroad plan. I can say at this time that the President's action will tend to stabilize the value of railroad securities. It will insure the greatest unity of action. The railroads will remain about as they are, with the exception that they will be controlled by an operating capacity under the direction of a central authority.

"The railroads have always done what the Government has asked, and this is especially true since America's entrance into the war. Everything has given way to the Government's desires.

"Preferential freight has been given the right of way, troop movements and the speedy moving of munitions are very first consideration, and the railroads have done everything possible to aid the Government.

"Under the President's plan there will be one department doing a certain thing instead of a dozen departments doing a similar thing. This promotes efficiency, prevents overlapping and expedites unity of action.

"President Lincoln did the same thing in a small way during the Civil War. Lincoln co-ordinated several railroads, and President Wilson has carried out that plan on a nation-wide scale. The President may be assured we will do everything he asks."

PLAN LIKELY TO SUCCEED

President Wilson's plan is considered far more likely to be aggressive than that adopted by the English and therefore more likely to succeed. The English plan involves a director, with very little power, but a voluntary committee of railroad men in actual control. This plan has had its railroad strikes and nearly all of the other troubles of the railroad of ordinary peace times. The plan adopted by President Wilson is expected to produce harmony as respects the operating employees such as trainmen, but is not expected to solve the troubles mentioned in obtaining shop and track men, as this is a matter of labor scarcity rather than demand for increases of wages.

The Government is expected to overcome the greatest difficulty of keeping the shipping moving by removing the question of earnings and division of earnings under the President's guarantee. It is expected that the road will be used for the purpose for which they are best fitted. An illustration might be the use of one road for freight, another for passengers and another for return of empty cars. The roads between here and Chicago, for instance, might be used in this way. The New York Central might be used for passengers, the Pennsylvania for freight and the Baltimore and Ohio for the return of empties. This is merely used as an illustration of the power the re-remuneration clause could make possible.

At present there is one of the worst freight congestions of history around Altoona, Pittsburgh and points between these two cities. This congestion will offer a quick test of the efficiency of the Government management of the roads. With all of the trouble under control it is deemed possible to clear out the shipments in a week or a little more by shifting freight to various lines.

The vast holdings of the three railroads that maintain their headquarters here, amounting to millions of dollars, will pass into Government control with the passing of the bill.

the taking over of the railroad systems of the country tomorrow at noon. "That sounds pretty good, but I cannot say anything more just now," declared Charles E. Mitchell, vice president in charge of operation of the Philadelphia and Reading Company.

Leasing of this line under a long-term contract and making it a part of its own existing system mark the completion of the first steps taken by the Pennsylvania Railroad to bring about the centralization of control of its various subsidiary companies. The move was inaugurated a year ago and at the present time the Pennsylvania has pending the consolidation of all its lines in its own existing system that run between Pittsburgh and Chicago.

They are operated by what is known as the Pennsylvania Company, a holding or managing concern, which will be liquidated when all these lines have been merged. It not only will result in economy, but much duplication of work, and facilitate operation. Every employe now in the service of the roads in Philadelphia will become a Government employe; every piece of operating equipment will become the Government's equipment and all the terminals in Philadelphia will become terminals in Philadelphia will become

McADOO TO CLEAR RAILS; GIVES WAR RIGHT OF WAY

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labor will be discussed at a conference between the President and the brotherhoods of the roads in conference.

"The President's action was absolutely the only solution to bring an efficient administration of the roads during the war," said A. B. Garrison, spokesman for the brotherhood leaders. "The President's action will have a far-reaching effect on the roads. It promised immediate relief to districts suffering from coal famine and many points destitute of needed supplies.

"The new plan is absolutely essential for relief of congestion," said Federal Administrator Garrison. "I look forward to an early betterment of the coal situation as a result of the new contract."

In the far-reaching order of the President there was seen the first move toward eventual Government ownership of the roads in conference. It promised the possibility. Railroad labor leaders were outspoken in their prophecies.

SEE PLAN MADE PERMANENT

"If the Government shows it can operate the roads more efficiently in the public interest than can selfish interests of the road, it has the right to take over the roads," said A. B. Garrison, chief of the railroad conductors. "The history of the world doesn't show many retrograde movements."

The passage of railroad legislation which the President is expected to announce in conference has not been disclosed. So far as it affects labor, Garrison and other officials refused to discuss it until after the conference. The railroad leaders and the President this afternoon.

The status of railroad employees is not altered by the change of administration, Garrison said. The employees have the same status as when the road goes into the hands of a Federal receiver. Strikes will not be treasonable under existing laws, he emphasized.

No legislation to alter or strengthen the present standing of railroad workers will be asked, Garrison said, "because none is necessary."

While details of the Government's procedure must be worked out, the railroad men under the new plan will be prepared for prompt and effective co-operation.

Measures further travel, economy and strict rulings limiting supplies and transportation facilities first to those industries contributing to the war will be made. The plan also provides for commercial enterprises automatically under the direction and their existence at the disposal of the Government.

President Wilson's proclamation for railroad control came suddenly, increasing confusion and congestion in railroad operation, brought about by uncertainty over the roads' future, led to the fact that following visits at the White House of Chairman Willard, of the War Industries Board, and members of the Interstate Commerce Commission.

Actual operations of the roads begin January 1 to avoid confusion and effect economies in accounting. While all coal lines and other possessions of the roads go under Federal control simultaneously with the roads themselves, interurbans and street car lines for the time are exempt. Should necessity arise, however, the President will take these over also.

ECONOMY TO BE ENFORCED

Federal railroad control, regarded as the most tremendous war stroke the President has yet made, will be promptly followed by a series of economies, systems, terminals, equipment and revenues will be pooled and searching inquiry started immediately designed to eliminate nonessential passenger and freight traffic.

Traveling de luxe will become a thing of the past under Government operation. Under Director General McAdoo's regime the last ounce of efficiency will be demanded out of present equipment. Private cars and extra-fare specials already have been curtailed. Dining coaches and club cars will be next among travel luxuries to go.

The President acted to free the arteries of the country. He is expected to be an immediate accelerating of men and supplies to the seaboard, delayed during recent months by inability of railroads to cope with this problem because of lack of power.

By his action also the property of hundreds of thousands of American investors in railroad stocks, amounting to more than \$4,000,000,000, comes under protection of the Government during the war. It is believed an order will go out stopping trading in the stocks temporarily until the flurry following the Government's action is over.

Approximately 234,000 miles of railroad tracks come under McAdoo's supervision.

Just as the great transportation lines reach out into every industrial center, virtually determining the success or failure of all commercial enterprises, so will the Government now determine the success or failure of the industries through ability or inability to move their products.

BIG CHIEFS OF ROADS APPROVE WILSON PLAN

NEW YORK, Dec. 27. Eastern rail heads and New York bankers today were highly pleased with President Wilson's decision to take over the nation's railroads.

The guarantee plan was especially praised, as insuring justice to security holders. Bankers pointed out the move would greatly stabilize monetary and investment conditions. Selection of Secretary McAdoo as rail dictator has almost universal approval in financial quarters.

Typical of the comment of railroad presidents was that of W. H. Truesdale, of the Delaware, Lackawanna and Western. "It seems to me a fair, reasonable and sensible method of taking over the railroads. The proposed method of compensation does not strike me as being out of the way."

Frederick Underwood, president of the Erie.

"The new plan will be like a plunge

the property of the Government, as soon as the roads are taken over.

Approximately 25,000 miles of railway trackage; 7475 locomotives of all types with tractive power of 272,000,000 pounds; 7083 passenger cars with seating capacity for 219,240 persons, and 277,296 freight cars of 16,642,028 tons capacity, will be turned over to the Government by the Pennsylvania Railroad alone. This is the Pennsylvania's main equipment, the remaining incidental items that also will be transferred aggregating several times the value of property that will be turned over by many smaller lines.

The net earnings of the Pennsylvania and the Reading this year, as reported from month to month, have shown sharp declines, mainly because of the increased costs of operation. The shares of both companies have recently sold on the stock exchanges here and in New York at the lowest levels in years.

The property and equipment that will be turned over to the Government by the Reading does not begin to compare with that of the Pennsylvania when its aggregate value is taken into consideration. It is a big item in itself, however, and will go a long way toward serving as an outlet for all governmental needs.

WESTERN RAILROAD MEN READY TO AID

CHICAGO, Dec. 27.

Western railroad heads will co-operate with the Government in every way to aid in Federal control of the systems, "All of the railroads of the country will give to the President their earnest and immediate co-operation, in my judgment," declared Halse Holden, president of the Great Northern system.

Charles H. Sabin, president of the Guaranty Trust Company, added this comment: "The plan strikes me as very satisfactory."

"The news from Washington in splendid. The plan strikes me as very satisfactory."

The financial district generally regarded the news of Federal control of the railroads the best that had reached here in months. It was pointed out that, with Government guarantee of the roads' profits, the lines will be in better shape if the control continues to the end of the war than ever before.

Possibility that railroad issues might be withdrawn from trading on the Exchange has been mentioned by officials. They declared security holders must have some market should they desire to liquidate their holdings, and the fact that the Government would be in control of the lines would have no effect on trading.

Vienna Makes New Peace Bid to Allies

Continued from Page One

headquarters of the Fourth and Eighth Armies. The Maximilian forces were disbanded. Headquarters of the Eleventh Army have also been occupied.

Word received from Tomsk today reported the Austro-Hungarian army, with alternating success between the Cossacks and military cadets, on the one hand, and the Bolshevik garrison on the other.

Foreign Minister, today telegraphed Ensign Krylenko, Bolshevik commander-in-chief, urging him to come to terms with the Ukrainian divisions, and to hurry through things in which they are interested. Stockholders will give a sigh of relief when the Government takes control and guarantees returns.

Richard H. Ashton, president of the Chicago and Northwestern, said: "The railroads, their officers and their employes have co-operated and will continue to make every effective effort within their power under the new order."

E. P. Bush, receiver of the Missouri Pacific, said: "The railroads, I think, will go ahead and do the best they can. The Government's plan will work out all right."

E. P. Ripley, president of the Santa Fe, said:

"One man in charge of the railroads will help in a measure. We have been befuddled by a series of petty officials who ask for priority rights, but who have no right to them. The Government will give a sign of relief when the Government takes control and guarantees returns."

W. L. Park, vice president of the Illinois Central, said:

"I am sure that the railway officers and the men under them will give their fullest co-operation to the President."

Rail Stocks Soar Upward in Flurry

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of the first fifteen minutes Erie was actively traded in at 16 1/4 to 17 1/2, against 12 1/2 at the close yesterday.

United States Steel common sold at 85 1/2 a gain of 2 1/2, followed by a reaction to 83. Industrials generally had gains of 1 to 3 points, but trading in other stocks than the railroads was generally small and without importance, although Bethlehem Steel "B" showed activity, advancing 1 1/2 to 79 1/2 and then reacting to 79 1/2.

Minor steel industrials made initial gains ranging from 1 to 2 points, but lost the advance in the next few minutes. St. Paul preferred, after its opening gain of about 18 points, reacted 5 points within a few minutes. After these reactions the trading became orderly, with the market falling away from transactions of small lots.

The recessions that followed the high level reached during the first few minutes of trading did not cause any uneasiness, as this condition was the natural thing to expect owing to the recent



WILLIAM POST Elected president of the Central National Bank, Fifth and Chestnut streets

weakness and desire of some speculators to take profits as soon as the opportunity came. And the feeling of confidence for a continuance of the early strength, which most leaders demonstrated was found well founded by mid-afternoon, when many of the losses from the forenoon's high prices were regained and not a few tops continued to be marked up to new tops.

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Survey of City Food Ordered

Continued from Page One

reder valuable aid in explaining to the retailer the necessity for the survey and securing the co-operation in making it a success.

The meeting this afternoon was for the purpose of putting the members of the Wholesale Grocers' Sales Company in possession of all the facts regarding the survey. On Saturday morning the salesmen of the various concerns comprising the association will have meetings at which the matters discussed this afternoon will be laid before them and they will then be in a position to take matters up in a more intelligent manner with their customers of the retail trade.

The housewives are being victimized by unscrupulous fish dealers, according to a statement made at the office of the Federal food administration today. Inspectors of the administration have found many instances.

Whiting is being trimmed in such a way as to resemble smelt and sold at a high price, while dog shark, which is worth about three cents a pound, is being sold as white salmon. Moss bunters, another cheap fish, is being peddled off as haddock.

Prompt and vigorous action will be taken against all dealers detected in these unscrupulous methods, but in the meantime the housewife is urged to be on her guard in buying fish. An excellent way to defeat the profiteer, said Administrator Heinz, is to call for whiting, which is an excellent fish, and can be had for 7 or 8 cents a pound, and there will be little risk of paying a high price for a low-priced fish.

DEMAND RETURN OF COLONIES

"The return of the German colonies taken by force constitutes an essential part of German demands from which they will never desist," he continued. "The Russian demands for evacuation of German territory corresponds to Germany's intentions."

The move has been seen here as one of Germany's cleverest pieces of diplomatic strategy, calculated to embarrass the Allies as much as possible.

Czernin's bid for peace for the Central Powers makes these points: Germany accessible to a policy of "no annexations and no indemnities."

Germany disclaiming any desire to deprive any independent nation of political rights now possessed by it.

Germany repudiating the idea of a peace council settlement of the future of central and eastern Europe.

No mention was made in the outlines of the Czernin proposals, as received here, of any payment by Germany of damages for the ravishing of Belgium, France and of Poland. No mention was made of any future guarantees of essential peace. Both points are absolutely essential in the view of the Allies.

It was pointed out here today that, under the German statement of principles, Germany would insist on all of her colonies and would hold fast to Alsace-Lorraine.

The Teutons' "concessions" found here, Britain and her allies have already pledged complete acceptance of the true meaning of the phrase "no annexations and no indemnities," which is included in the wider interpretation "no forced annexations and no punitive payments."

Lloyd George has specifically disclaimed for the Allies any desire of conquest. He has demanded full guarantee of future world peace and protection from future German schemes, completed in a possible demand to be made by England for retention of certain protective areas in South Africa.

The demand for reparation in one or more of the above named and funded items, will insist on basic and fundamental peace.

The Evening News today characterized Germany's reply an "adroit game of peace feints."

The editorial said, "The Alsace-Lorraine, under the Teutons' hands, could be given no reparation; that Treaty of Versailles is redoubled; that Britain must evacuate Mesopotamia and Palestine; that Germany would be free to establish her Mittel Europa and her domination in the East; that the British Empire in short a German peace would be a German victory."

No official comment was forthcoming today by the German press. Privately, however, the complete omission from the Teutons' "declaration of faith" of any mention of the "restorations, reparation and securities" demanded by Premier Lloyd George was held to be an insuperable barrier to any consideration of the whole matter.

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City Fuel Chief Will Not Confer

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factory conclusion," was declared later by Edwin M. Abbott, in giving out the letter from the city fuel chief, with his reply.

The letter from Mr. Lewis in which the public has no concern follows: Edwin M. Abbott, Esq., Chairman, Fuel Committee, Business Men's Association, Land Title Bldg.

I have just received your favor of even date and at once reply. In the first place, allow me to deny that there has been any arbitrary raise in coal rates in the city of Philadelphia.

It seems to me that it would be quite a waste of time to engage in any conference. My time is fully occupied. The most I should do would be to refer you to my letter to the State Fuel Administrator, published in the newspapers last Saturday morning.

As to any steps you think necessary to take for the protection of the public, to which you refer in your letter, you will, of course, pursue such action as you think proper. Yours truly yours, FRANCIS J. LEWIS, Chairman, Federal Fuel Administration for Philadelphia.

Mr. Abbott immediately sent the following note to which he is still awaiting an answer: December 27, 1917. Philadelphia Fuel Administrator, 1201 Chestnut Street, Philadelphia.

Dear Sir: Your letter of the 26th instant refusing a conference with the legal committee of the United Business Men's Association received. We consider that you are pursuing a policy which is in total disregard to the rights of big consumers who must carry the burden of this very exorbitant increase. Your letter of last Saturday, to which you refer, is not explanatory, or satisfactory.

Why should Philadelphia be selected for this discrimination? (An you name any other city where such an increase has been authorized? No one knows all the facts, and no fair man will vote to a condition without hearing both sides. We have facts which we were to lay before you. Will you still persist in refusing to hear us on Friday?

There will be no more temporizing, and no ally will be accepted. Every person in the city must now be acquainted with the fact that all unnecessary lights must be darkened on Sunday and Thursday nights, and if any person is caught tomorrow night they will be prosecuted.

The police are to be directed to canvas

Kindly answer at once, fixing an hour for a conference.

Very truly yours, EDWIN M. ABBOTT, Chairman, legal committee of the Business Men's Association. The arrest of Morris Sussman, 3235

Montgomery Avenue, head of the South-

Work Coal Company, Sixth and Wash-

ington Avenue, today, on the charge of selling coal at exorbitant rates, disclosed that for several days the bureau of investigation of the Department of Justice has been conducting an investigation of the business methods of certain retail coal dealers. Sussman was arrested by United States Deputy Marshal William Anster. He will be given a hearing later in the day.

Sussman's arrest followed after information had been turned over to the Department of Justice by the local fuel committee. The warrant for his arrest was sworn out on information given by Calaman Sabusky, 164 South Fourth Street, who alleged that he bought three tons of coal from Sussman for \$36. The three tons consisted of two tons of stove coal and one ton of nut coal. Other complaints against Sussman are Harry Lucret, 623 Federal Street, and Herman Sabusky, 124 South Eighth Street.

Many complaints as to scarcity of coal are lodged today at the fuel administrators office. The registration drafting station at Fifteenth Street and Snyder Avenue is entirely bereft of coal, with result of much suffering even to those in charge who have recourse to their turn-out overcoats. Italian women with babies in their arms and no fur-lined overcoats feel the lack of heat also, it is presumed. On the statement of the strict conditions by Chairman C. Berkeley Taylor, of the advisory board for the Twenty-second drafting district, Mr. Lewis at once set wheels in motion to get special consignments of coal to relieve the distress.

The new plan provides for the crushing of the bituminous coal and its mixture with anthracite soil, using two parts of the soft coal to one of the hard or slush, as it is also known, has always been regarded as a useless by-product of the anthracite industry. It is the dust which has passed through a sieve where the openings are no larger than three-thirty-seconds of an inch in diameter.

Mr. Lewis expressed determination to prosecute violators of the decree for lightless nights who shall be discovered tonight. Discussing this question, he said:

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