

N. Y. BOATMEN TIE UP HARBOR

Strike of 15,000 Marine Workers Halts All Manner of Transportation

BIG SHIPS ARE HELPLESS

Ocean-Going Craft Cannot Sail—Shortage of Food and Fuel Menaces City

By the Associated Press New York, Jan. 9.—Except for a small fleet of ferries, tugs and lighters engaged in dewatering of homecoming troops and loading of perishable supplies for the American expeditionary forces, harbor shipping at a standstill today as the result of the strike of 15,000 marine workers in an attempt to force arbitration of their demand for higher wages and an eight-hour day.

Not only privately owned craft, but the boats of the railroad administration, 1200 in number, were tied up and the sailing or berthing of ocean steamships, as well as the ferrying of passengers between Manhattan and its neighboring boroughs and suburbs, was impossible.

Ferry Service Virtually Stopped Suspension of ferry service left Staten Island, New York city's great midland borough, completely isolated except for two small boats operating to and from Perth Amboy, on the New Jersey shore, and launches able to carry only small groups of passengers. From New Jersey and Long Island the only access to New York was by way of the East River bridges and the subway and tunnels under the East and North Rivers, in which trains were crowded and entrances choked with delayed travelers throughout the war.

The railroad administration resorted to New Jersey commuting trains in an effort to relieve the congestion after the closing of the ferries. West Shore passengers were sent to the Erie terminal at Jersey City, affording connection with the Hudson tubes, and travelers on the Central Railroad of New Jersey from points beyond Elizabeth were transferred direct to the tunnels. However, nearby Jerseyans using the Central were detained at the Erie terminal and were forced to journey more than a mile afoot or in crowded trolley cars to the under-river railroad.

Foodstuffs Halting At all the New Jersey and Long Island ferry lines long lines of trucks, many of them laden with perishable foodstuffs, in the situation which might land them in the streets of the metropolis. The tie-up left New York with a limited stock of fresh foods and the milk supply, already seriously curtailed by the strike of the New York Dairywomen's League, was further threatened when shipments from New Jersey halted. Movement of coal, essential to maintenance of the limited supply which the city's storage facilities can accommodate, also was suspended.

At noon the Lackawanna Railroad, whose ferry crews have a union of their own, had declined to join the strike of the marine workers' affiliation, and the company's boats were carrying passengers between Hoboken and the New York side.

40,000 Persons Stranded The harbor men carried out their threat to tie up not only the railroad and privately owned boats, but also those in the municipal service. As a result Staten Island had its last passenger ferry and also its last batch of mail early this morning. Forty thousand persons who labor in Manhattan were left stranded on the island, a few of whom, after hours of delay, reached the city on launches or by way of New Jersey or Brooklyn.

In the isolated borough also live several hundred negro and white workers who were brought to their offices in Manhattan on heavy tugs and launches. They will be housed here, it was stated, until normal transportation is resumed.

Hundreds of sightseeing craft, which had been taking passengers around the warship fleet anchored in the Hudson, turned to ferrying between the Manhattan and New Jersey shores, particularly in the uptown districts, and reaped a ready harvest of fares. Among the first passengers were soldiers from Camp Merritt, N. J., on leave in the city, and who were detained many hours past the termination of their liberty.

Shipbuilders, bound for the emergency fleet plants on Staten Island, were unable to report for work. More than 10,000 of these men were forced to turn back home from Battery Park when the Government-chartered steamers which ply to and from the shipyards were deserted by their crews.

The union leaders declared they would tie up the city fire and police boats, but municipal officials professed to feel no uneasiness in this regard. The crews, they said, were uniformed men, under city pay and regulations, and not subject to union orders.

Paul Bourne, attorney for the New York Boat Owners' Association, admitted the harbor strike was very complete.

When the authorities in Washington are ready to send an embassy who will talk straightforward and tell us our faces what he thinks, then the boat owners stand ready to meet him in conference," he said. "Under no conditions will we have any further dealings with Basil M. Manly, chairman of the war labor board. We are through with him."

A. H. Smith, eastern regional director of the National Industrial Traffic League, said that the strike was not only what has been called reasonable, but adequate and sufficient to enable the carriers to provide safe, adequate and sufficient service, to protect existing investment and to attract the new capital necessary in the public interest.

Director of railroads, and W. B. Pollock, superintendent of the railroad administration's marine department, after telephone conferences with headquarters at Washington, announced that they hoped the strike might be settled during the day as the result of action begun by the railroad, War and Navy departments. Meantime, Mr. Pollock said, "we are tied up tight." He added that the harbor men whose grievance is based on the refusal of the boat owners to arbitrate their demands, as advised by the national war labor board, had agreed to furnish crews for vessels in emergency Government service. This, he said, would include tug service for carrying troops and freighters with perishable supplies for the American forces abroad, and ferriesboats to land troops from transports.

Cuyler Submits Railroads' Plan

Continued from Page One that rates be not only what has been called reasonable, but adequate and sufficient to enable the carriers to provide safe, adequate and sufficient service, to protect existing investment and to attract the new capital necessary in the public interest.

It was declared further that the statute should provide that existing rates, put into effect by the director general of railroads, should be continued in effect until changed by the Interstate Commerce Commission as provided by law, or through initiation of new rates by the carrier. Express rates should be dealt with in the same manner as freight rates.

Regional Rate Tribunals Regional federal rate tribunals, said Mr. Cuyler, might be created in this manner. The Interstate Commerce Commission should divide the United States into a number of regions for each of which the President should appoint a regional commission, consisting of one or more members for each State in the region. The regional commissions should have authority to determine all matters of rate and to report to the Interstate Commerce Commission. If no objection is made to the Interstate Commerce Commission within a limited time and the commission does not overrule the lower tribunal the orders and findings of the regional commissions should automatically go into effect.

Broad supervisory powers should be granted the secretary of transportation, said Mr. Cuyler; those would include authority to require cessation of traffic to prevent or eliminate congestion, to require common use of terminals, to compel complete unification of lines, to determine all matters of national emergency, to require roads to distribute cars among patrons fairly, and to provide for proper movement of traffic. Mergers or consolidations, intercompany agreements on rates or practices, pooling of facilities and pooling of earnings in connection with elimination of unnecessary train service, should be subject to his approval, according to the railroad plan. The Interstate Commerce Commission would receive copies of all such matters and determine the case of disagreement between a road and the secretary of transportation.

Urged McAdoo to Hold On Railroad executives pegged Director General McAdoo, their co-operation and have urged him not to relinquish Federal control until Congress has had opportunity to legislate, Mr. Cuyler declared. He read a message he sent Walter D. Hines, assistant director general, on December 21, saying: "The executives, of course, desire to act in entire harmony with the director general and to air him, as they have in the past, in every way, in carrying forward the work of the railroads, under Federal administration."

"We would urge upon the director general the importance in conformity with the President's statement (in his address to Congress) of time to consider plans for the future, and that any return of the roads may be deferred until at least this opportunity has been afforded."

"We cannot help but urge upon the director general the great disaster that in our judgment would ensue both to the country and the public at large if the roads should be returned until time had been given to fully consider these problems."

Mr. Cuyler explained that the Association of Railway Executives represented 50 per cent of the railway mileage of the country and included virtually all big lines except the Southern Railway.

Interstate Commerce Commissioner Edgar E. Clark explained to the committee today that in his statement yesterday urging that Congress and not the President should determine when railroads are to be returned to private control, he had not meant to criticize Congress for giving the President originally authority to relinquish the roads at his will.

WARFIELD URGES SANE RETURN OF RAILROADS

Chicago, Jan. 9.—S. Davies Warfield, of Baltimore, president of the National Association of Owners of Railroad Securities, said today that the National Association of Owners of Railroad Securities, of that city, has been in Chicago since Monday in consultation with the executive committee of the National Industrial Traffic League, in connection with plans for the return of the railroads to private operation.

Half of the People Interested The National Industrial Traffic League represents 250,000 shippers of the country. Before long, Warfield said, Mr. Warfield said: "The National Association of Owners of Railroad Securities represents in membership over \$3,000,000,000 of the \$7,000,000,000 in railroad securities in the hands of the public. When you consider that one-fourth of the total investments of the great life insurance companies are composed of railroad securities, that over 30,000,000 unindulged life insurance policies are outstanding, that every life insured has therefore one-fourth of the proceeds made after death invested in railroad securities, that 50,000,000 people, nearly one-half the country's population, have a financial interest in the railroads, form an idea of how important become the methods under which these properties are to be returned to their owners."

Mr. Warfield said that the plans of the association now nearing completion will shortly be presented to the Senate committee now holding hearings at Washington. Mr. G. M. Freer, of Cincinnati, and president of the Traffic League, said last night.

"The executive committee of the league is appreciative of the co-operation which has been shown by our committee and our members and good results must necessarily come of it. This is the first time the owners of the railroad properties have extended hands to the shippers and it cannot fail to produce good results. I think it can be said that the shippers of the country realize, and the war has emphasized, that unless the railroads are given reasonable return on the investment in them and on the money required to give the shippers additional facilities and service in proportion to the increase in their business, we suffer as much as those who own the railroads. We are considering the whole subject. The purposes of Mr. Warfield and those of our committee are not far apart. The league will send representatives to Washington to present its views to the Senate committee."

READING NOT COMING BACK

Paris Hears Cecil Will Succeed at Washington Paris, Jan. 9.—(By A. P.)—The Earl of Reading will not return to Washington as British high commissioner and special ambassador to the United States, according to a London dispatch to the Echo de Paris.

FIRE WRECKS CHURCH

Baptist Edifice in Baltimore Prey of Flames Baltimore, Jan. 9.—(By A. P.)—The Seventh Baptist Church, at St. Paul street and North avenue, the leading Baptist church in this city, was wrecked by fire today, only the outer walls of the once beautiful granite edifice remaining standing.

WILL BE FILED FRIDAY

Provisions of Colonel's Last Testament Kept Secret Oyster Bay, Jan. 9.—(By A. P.)—The will of Theodore Roosevelt, said last night that in all probability the "Colonel" will be filed in Mexico on Friday. Mr. Roosevelt said the will had been turned over to him, but he refused to make known its contents.

SUGGEST KNOX AS G. O. P. CANDIDATE

Pennsylvania Senator Central Figure in Parleys in Capital TRAINED BY ROOSEVELT

Progressive and Conservative Elements Would Back Him, Is Assertion

Washington, Jan. 9.—Senator Philander C. Knox, of Pennsylvania, has emerged as the central figure in the discussion of Republican presidential booms for 1920. It was the Progressive Senators from the West who led him past the dozen or more of booms for "favorite sons," and into the front line of presidential possibilities.

With most of the members of the Senate absent from Washington attending the Roosevelt funeral, the discussion of the political outlook was carefully reviewed, and after a full day of discussion Progressive Senators declared that they favored Senator Knox as the next standard-bearer of the Republican party.

It was pointed out by the Progressives that Senator Knox received much of his training for public life under Theodore Roosevelt, having been Attorney General under President Roosevelt and having always been a close personal friend of the late ex-President.

Such Progressive Senators as Kenyon, of Iowa; Gronna, of North Dakota; Cummings, of Iowa, and Poindexter, of Washington, declared that Senator Knox was their choice as a standard-bearer for a United States party. His close association with Roosevelt would enable him to receive the support of the Progressive element in the party, that under the patronage of conservative Republican leaders favor him to such an extent that he came within a narrow margin of being the Republican nominee in 1916 instead of Charles Evans Hughes.

BEAT BOLSHEVIK ARMY

Loyal Russians Capture 31,000, Much War Material Washington, Jan. 9.—(By A. P.)—Loyal Russian troops, operating under the authority of the Omsk Government, have defeated a large Bolshevik army, capturing 31,000 prisoners and large quantities of war material, according to a telegram from the Omsk authorities to the Russian minister at Stockholm.

An Associated Press dispatch from Stockholm last Friday, quoting Swedish sources, said 31,000 prisoners had been taken by the forces of the Omsk Government in the victory at Perm. The telegram above gives the same total of prisoners, it may refer to the same fighting. The earlier dispatch put the total Bolshevik loss in the fighting at Perm from December 23 to December 28 at 60,000 men.

GERMANS SEEK PACT WITH POLES

Berlin Government Opens Negotiations With Invaders of Posen

CONFLICT WOULD END

Hindenburg Receiving Troops at Cassel and Sending Them to Disturbed Country

By the Associated Press Paris, Jan. 9.—The German Government has opened negotiations with the Poles, who have invaded the province of Posen, according to the Frankfort Gazette, which says that an understanding will be reached which will end the fighting will be reached.

Without Evening Public Ledger

The Hague, Jan. 9.—Hindenburg is very active at his headquarters at Cassel, although little is heard of him. Hindenburg is receiving the returning troops, sorting out the good and bad elements and sending them to Poland. The German press speaks of the large numbers of troops being sent to Poland.

The Socialist organ Freiheit has published a private telegram of Hindenburg's to the eastern general staff in which he stated he did not recognize the decision of the Soldiers and Workmen's Council to reform the army, especially as regards officers and noncommissioned officers. Hindenburg points out that such a far-reaching decision cannot be taken by representatives of one class, but by the whole people.

A German major, just arrived at the Hague from Berlin, states that the situation still is pessimistic, that there is great depression among the upper classes and that no stable government will be established unless the Entente makes a definite statement to the German people that no food will be sent until there is a stable government chosen by a national assembly with whom the Entente can negotiate.

This major affirms that the returning troops are in good spirits (meaning the supporters of the old regime), but that the Soldiers' Councils in the larger towns endeavor to influence the troops by demobilizing those who are willing to work for the Spartacus party immediately, often paying soldiers twenty marks daily for this work.

Your correspondent learns that the Germans are exporting a large number of neutral shares to Holland and other neutral countries with a double advantage to gain on the exchange. According to a Dutch banker, however, these shares are sealed and cannot be negotiated until peace is signed.

MINISTER RESIGNS PULPIT AS WORK OVERSEAS GROWS

Lieutenant Colonel Charles C. Pierce Gives Up Rectorship Here to Devote Energies to Registration of American Heroes' Graves in France

Because, as he says, his work as a lieutenant colonel in charge of registration of graves of American heroes dead in France will take the best of his energy, the Rev. Dr. Charles Campbell Pierce has resigned as rector of St. Matthew's, Protestant Episcopal Church, Eighteenth street and Girard avenue.

"When I shall have finished there will be little of me left," he said in his letter of resignation, which was received here today.

Although the signing of the armistice has brought the end of hostilities, Colonel Pierce's work will go on for some time. His field of operations has extended, rather than diminished, and it now covers not only France and Belgium, but Russia, Italy and Great Britain.

Edward H. Bonnell, rector's warden of the church, today made public Colonel Pierce's letter of resignation. It follows: "My Dear Friends: "The armistice between opposing nations necessitates an earlier consideration than had been contemplated of the great problems which war suggests, but does not solve. My own connection with a certain phase of those problems is so close, and my involvement therein is likely to be so absorbing and time-consuming, that my obligations to the military service seem plainly to conflict with what I should owe to you and the parish whose temporal affairs you administer. In case I should continue to hold my place as rector,

there is no proper phrase in which to put my appreciation of all that you have done and have been, throughout nearly eleven years of our comradeship and service, and particularly of the whole-hearted sympathy and co-operation which so many of you have given me since the President called me back to military duty and I came overseas to do my bit. After more than a year of absence, it is also very comforting to have so many letters indicating how that our closer relations may soon be resumed.

"But I cannot indulge in unrealistic expectations. The homebound journey is apt to be long-delayed. The service of which I am chief is charged with a responsibility of great magnitude, which cannot well be brought even to the beginning of its lengthy final stage of operation until the living soldiers, whose transportation to these shores consumed so long a time, have been carried home in triumph to their waiting friends.

"Meanwhile—and afterward—I must remain here at my place of somber duty until my mission is finished or I shall have rendered the last full measure of devotion to my trust. My field of operations, now and afterward, covers France, Belgium, Russia, Italy and Great Britain, and possibly Germany is to be added to the list, and when I shall have finished there will be little of me left.

"This all means that I owe to you and to my own peace of mind to take an action that I had hoped might be long delayed, an action that will leave you absolutely free to call a rector who may give needed personal ministrations to the parish which I have so long served and loved, and to which I cannot return. For this reason, I am asking you to accept my resignation as rector of St. Matthew's, to date from December 31, 1918."

He became rector of St. Matthew's March 22, 1908, when he retired from the army after serving in various posts in the West, Cuba, the Philippines, China and other foreign and domestic points.

To Head Army Hospital Here Castle, Pa., Jan. 9.—Major Arthur C. Bachmeyer, just relieved as head of Castle Army General Hospital by Colonel Frank R. Keefer, is appointed commanding officer of Philadelphia reconstruction hospital. Major Bachmeyer has exceptional talent for organization and a fine personality.

BERGER GUILTY; SEEKS NEW TRIAL

Milwaukee Editor and Four Codefendants Violated Espionage Law

FACE LONG JAIL TERMS

By the Associated Press Chicago, Jan. 9.—Attorneys for the five Socialists convicted in Federal court of conspiracy to violate the espionage law began today the preparation of arguments in support of their motion for a new trial, which will be heard two weeks from today before Judge Landis.

Should the motion for a new trial be denied, the five men, who are now out under bonds of \$10,000 each, will at once be sentenced. The law provides penalties of from one to twenty years' imprisonment or from \$1000 to \$10,000 fine, or both.

The verdict of guilty was returned by the jury late yesterday after five hours' deliberation. The verdict was a surprise to the accused Socialist leaders, particularly to Victor L. Berger, Congress-elect and editor of the Milwaukee Leader. He had expressed greater confidence in a verdict of acquittal than any of the others. His acquittal in the case are Adolph Germer, national secretary of the Socialist party; William F. Kruse, national secretary of the Young People's Socialist party; J. Louis English, editor of the American Socialist, and Irwin St. John Tucker, social propagandist.

The defendants were indicted in February, 1918, following raids on Socialist headquarters and a denial of second-class mailing privileges to Berger's paper, as well as the American Socialist, the national party organ. They were accused of willfully obstructing the recruiting and enlistment service of the nation while it was at war, through speeches, articles, pamphlets, cartoons and other means of propaganda, and with causing insubordination, disloyalty and refusal of duty in the military and naval forces.

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