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5—No. 116.

NEW YORK, THURSDAY, APRIL 25, 1912.

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RAILROAD BOSSES MAY DECIDE NOT TO ACCEPT MEDIATION

Will Ask for Appointment of a Special Committee.

WANT HIGHER RATES

More Profits Will Figure Largely in Settlement With Engineers.

After an all-day session with Charles E. Neill, United States Labor Commissioner, who is endeavoring to bring about a settlement of the controversy between the railroads and the engineers, the representatives of the railroads had not finished last evening in presenting their side to the two mediators. There will be another session this morning, and it is likely that Commissioner Neill and Judge Knapp, who returned from Washington last night, will meet the engineers this afternoon.

WANT HIGHER RATES

While it was not admitted on behalf of the railroads that they wish to show that there is to be an increase in wages for the engineers, there should be an increase in freight rates, Chief Warren R. Stone and his assistants are convinced that this is what the railroad managers are trying to bring about.

"We're not quibbling over words," said Chief Stone on the subject of mediation. "We want results, quick results, fair play and a square deal. That's all we want."

Chief Stone would not comment on the report that the railroads wanted a large commission to handle the question of increased wages for the engineers. Stone believes that the railroads want to bring to the forefront the question of increased freight rates. But the engineers will make a fight on any attempt to go outside of the Erdman Act. Chief Stone believes that the provisions of the act are sufficient to cover the present situation, and if there is any attempt to get out in conformity with the Erdman Law, it will look as if he is playing politics.

Wall Street Knows the Game.

The Wall Street reporter of a prominent financial paper had the following to say last night about the trouble between the railroads and the railroads:

"While no official outline of the trend of the railroad argument before the Mediation Board was obtainable, no doubt was entertained that the question of increased rates would be brought forward prominently. In some of the cases it was thought that the recent strained relations between the railroads and the engineers was a fortunate circumstance rather than otherwise, for if negotiations had not reached a critical stage the railroads would not have been impelled to advance arguments for higher wages before the decision in the international rate cases, which affect the Eastern roads indirectly, in that the power of the Interstate Commerce Commission to regulate rates is involved in them.

"Now, it is inevitable that the question of increased rates be widely discussed and that the public take greater interest in it, for the reason that the public safety, convenience and health demand continuous operation of the railroads and that inability to secure higher rates is the principal objection raised by the railroads to increasing the wages of the engineers.

"The railroads cannot, of course, maintain such increases in rates as were requested in 1910 are needed solely to compensate them for the advances in wages. The applications for increases were based not only on the increased expenditures for labor, but on the increased expenditures for practically all the materials required by the roads.

OLYMPIC FIREMEN QUIT AT SAILING

Titanic's Sister Ship at Anchor—Struck for Better Lifeboats.

SOUTHAMPTON, April 25 (Midnight).—With the Olympic, sister ship of the ill-fated Titanic, tied up at anchor, at Spithead, off Ryde, Isle of Wight, the firemen who struck before the giant liner left Southampton because of lack of adequate lifeboat equipment, have sounded a protest against capitalistic disregard of human life which has focused the attention of the world upon the conditions of the world upon the appalling loss of life aboard the Titanic.

"The Olympic with her 1,400 passengers is still anchored at Spithead off Ryde, waiting for her complement of firemen. The vessel got that far with the help of forty engineers who had been lent by the American Line. There had been some signs of unrest and grumbling by the firemen overnight, but no importance was attached to this and the strike was a complete surprise. The Olympic was due to sail at noon.

The men deserted the ship in a body. They gave as their reason for striking that the collapsible lifeboats on the vessel were unseaworthy. A deputation of the men waited on the ship's officers and Commander Clarke, the chief of the emigration office in Southampton. They demanded that wooden lifeboats be substituted for the collapsible ones and that two additional seamen be signed on for each boat. Commander Clarke explained that it was impossible to procure wooden lifeboats in time. He assured them that he had previously officially examined all the collapsible boats and was perfectly satisfied with them.

Commander Clarke offered to take the Olympic to the Cowes roads and allow any of the crew to select any boat or boats on board, and he would prove by demonstration that they were absolutely safe. The men refused and left the ship in a body. They attempted to get all the seamen also to leave the liner, but this move was checked by the White Star officials, who removed all the gangways.

One of the strikers alleged that he put his thumb through the canvas of one of the collapsible boats. All the arguments of White Star Manager Curry and of Commander Clarke proved futile to induce the men to return to the ship. Most of them expressed the fear that if they accepted the offer to go with them to Cowes they would not be allowed to leave the vessel if they desired to do so.

All the passengers remained on board. The Board of Trade inspector who examined the collapsibles insists that they were all right, and offers to accompany the men on the Olympic and undergo any test they may select. Mr. Cannon, the union secretary, on the other hand, accepts the statements of the men that the collapsibles are rotten, that they are all from six to ten years old, moreover, that only four extra hands were engaged to man them.

CITY TO BUY TWO DOCKS.

Piers 27 and 28, East River, to Be Rented for Berthing.

The Sinking Fund Commission yesterday authorized the purchase by the city of Piers 27 and 28 on the Manhattan side of the East River, below the Brooklyn Bridge. These are the only two piers below the bridge not already owned by the city, and their acquisition was decided upon as necessary to future development.

SHOOTS EDITOR DEAD.

EPOKANE, Wash., April 24.—Shortly before noon today an unidentified man entered the editorial rooms of the Spokane Chronicle and shot R. H. Ralston, the city editor, dead. The slayer fled without warning, and his motive has not been ascertained.

FEDERAL OWNERSHIP OF ALL WIRELESS IS DEMANDED BY BERGER

Socialist Introduces Bill to Nationalize Systems.

SPURRED BY TITANIC

Chaos of Messages Following Disaster Shows Need of Such Action.

(By National Socialist Press.)
WASHINGTON, April 24.—That the Titanic disaster has demonstrated the need for government-owned wireless is the belief of Victor L. Berger, the Socialist Representative of Wisconsin, who today introduced a bill in the House providing for the nationalization of radio-telegraph systems. Berger declares that practically all of the chaos and demoralization in the handling of wireless which was evidenced in the recent disaster would not have occurred had this system been absolutely under the control of the Federal Government. In support of his bill, Berger issued a statement to the press in which he points out that Commissioner Eugene T. Chamberlain, of the Bureau of Navigation, has recently gone on record in favor of government ownership of wireless. "Mr. Chamberlain, holding office under President Taft, is certainly not a Socialist," said Berger. "He favors government ownership of wireless solely from a standpoint of efficiency and economy."

FRANKFORT RACED TO HELP TITANIC

Captain, Accused of Ignoring Call, Searched for Survivors at Scene of Wreck.

BREMENHAVEN, April 24.—Captain Hattorf, of the liner Frankfort, which arrived here today, denies that he made no efforts to reach the sinking Titanic. He said that the Frankfort was 140 miles from the vessel when he received its wireless call for help. "We started immediately for the scene," he said, "and arrived there about 10 o'clock Monday morning. We saw the iceberg with which the Titanic collided a huge bulk about 100 feet above the water and about 1,000 feet long. We photographed it and after cruising about searching vainly for survivors for hours we resumed our course."

BELGIANS WON'T GET SHARE OF CHINA GRAFT

PEKING, April 24.—Premier Tang Shao Yi has practically agreed to the demands of the Ministers of the United States, Great Britain, Germany and France for the cancellation of the arrangement with the Belgian syndicate for a loan.

The British Legation here has received information that Chinese are being driven from Tibet into India by thousands and that those remaining are being massacred by the Tibetans.

CHAUFFEUR DIES UNDER AUTO.

FISHKILL LANDING, N. Y., April 24.—Victor Redda, a chauffeur, whose home is in New York, but who was employed at a garage here, was instantly killed, and Nicholas Frachella, a fellow employe, was injured, when a five passenger touring car turned turtle on a country road near here yesterday. Frachella, the driver, was unable to control the car on a curve and struck a tree.

IOWA GOES FOR TAFT.

CEDAR RAPIDS, Iowa, April 24.—The wildest Republican State Convention that Iowa ever saw concluded its labor at 4 o'clock this afternoon immediately following the adoption of resolutions instructing Iowa's four delegates-at-large to the national convention for William Howard Taft by a vote of 761 to 720 for Senator Albert B. Crampton.

TWO LITTLE BRIDES LACKS DISTINCTION, SAYS THE DRAMATIC EDITOR

Speaking of the new musical comedy at the Casino, John Mares, 671 Broadway, Brooklyn, says: "Myself and thousands are not lacking in distinction when we see only a few new acts and operas left at 11.15—Adv."

WARNED OF WAVE OF RADICALISM

Cotton Bosses Told of Their Duty to Lead People Back to Old Leaders.

BOSTON, April 24.—At the convention of the national Association of Cotton Manufacturers in Paul Revere Hall today, its president, Franklin W. Hobbs, in delivering his annual address, warned the manufacturers of "the wave of radicalism." He said in part: "We may well pause a moment to consider some phases of the way in which radicalism has swept over the country—in fact, I may say the world, for it does not seem limited to any country or any people.

"In our own country there has been so much talk and so much denunciation of the established order that one naturally begins to wonder if, after all, this nation and its form of government are failures.

"It seems clear to me, as a result of this talk, criticism and denunciation on the part of the politicians and demagogues there has followed, quite naturally, a growth of Socialist ideas and Socialism throughout the country. The agitators have sown discontent and dissatisfaction, and the country is reaping Socialism and anarchism.

"As manufacturers and public spirited citizens," said Hobbs, "I believe it our duty to take heed and to do our part to lead the people back to the old moorings and see that confidence is restored in the old leaders."

STRUGGLE IMMINENT WHICH WILL DECIDE REVOLT IN MEXICO

Ten Thousand Federals Meet Seven Thousand Rebels Today.

2,000 YAQUIS JOIN

Skirmish of Forces Last Night Resulted in Defeat of Maderistas.

JIMENEZ, Mexico, April 24.—Skirmishing between the outposts of the federal army and the rebels of General Orozco's forces began late this afternoon near Escalon, midway between the insurgents base here and the government base at Torreón, and at daylight tomorrow a battle, which will decide the fate of the Orozco revolt, will be raging.

General Huerta has 10,000 federal troops between Escalon and Torreón, and opposing his northward march Orozco has sent approximately 7,000 well equipped revolutionaries. Of this force 1,500 are in the immediate front of Huerta's position at Escalon, 4,000 were hurried forward from this way this afternoon on special trains and 1,500 are entrenched south of Sierra Mojada, ready to make a flank attack or join the main army under General Fernandez.

NEW COLD STORAGE LAW GLUTS MARKETS

ALBANY, April 24.—Following a rigid inspection, the State Department of Health today announced that most cold storage plants in this State have complied with the Brevens Cold Storage Law, prohibiting storage of foods longer than ten months. The time limit first became effective on stored food April 15. Prosecutions will be begun where violations are detected.

FALL AT TERMINAL MAY KILL STONE MAN

Crowds of passengers of the New York Central Railroad and other lines gathered at the new terminal and the new Grand Central terminal yesterday afternoon.

WORKERS ON TITANIC THE HEROES—BERGER

Socialist Congressman Directs Attention to Martyrs' Deaths.

WASHINGTON, April 24.—The real heroes of the Titanic went down to death unsung and their bravery unheralded—and the millionaires are getting credit for such a large share of courage that nobody has been paying any attention to the "poor devils" on the Leviathan," was the opinion voiced today by Representative Victor L. Berger, the Wisconsin Socialist.

"Every year we kill thousands simply in order to save money and pay dividends," Berger asserted. "The Titanic horror is one instance. There are now plenty of bills pending in Congress to safeguard ocean travel—just because the wealthy class was hurt. Some will become a law—just because the wealthy class was hurt. Until a crowd of millionaires are injured or affected, we never get safety appliances on boats, in mines or on railroads.

TITANIC'S OFFICERS WERE EXPECTING ICE THAT FATAL NIGHT

But Speed Was Not Reduced, Testifies Second Mate.

WASHINGTON, April 24.—By the money given before the Senate investigating committee this afternoon it was definitely established that Captain Smith and several of the officers of the Titanic were expecting to encounter ice on their course about 11 o'clock on the fatal Sunday night.

STURGEON GENERAL

... (Text continues from previous page)

BANDITS AND CITIZENS EXCHANGE 200 SHOTS

FORT SMITH, Ark., April 24.—For more than two hours, in which time more than 200 shots were exchanged, six band robbers and about fifty citizens fought a battle in the business district of Midland, a mining town, thirty miles south of Fort Smith, early today. The bandits robbed the Bank of Midland of \$1,500, it was authoritatively stated this evening, and under fire made good their escape.

EL PASO, TEX.

EL PASO, Tex., April 24.—All business between El Paso and Chihuahua banks has been suspended. To prevent withdrawals of deposits by refugees now in El Paso, the Chihuahua banks adopted a rule to pay checks only in silver pesos.

SAN ANTONIO, TEX.

SAN ANTONIO, Tex., April 24.—D. M. McGuire, conductor, and Louis Keeling, engineer, arrived here today from Mexico, where they were ousted from the National lines on April 16, and both tell of brutal imprisonment and hardships heaped upon them while en route to the United States. McGuire, who was sick, is now in a hospital here.

SAN FRANCISCO, CALIF.

SAN FRANCISCO, April 24.—The steamer City of Panama arrived today from the west coast of Mexico with American refugees, mostly women and children. They told of a reign of terror along the coast, asserting that Americans there are constantly in danger.

GUERRILLAS BURN TOWN.

SAN Blas, south of Mazatlan, was burned because the residents refused to pay guerrilla bands \$10,000. During the burning of the town, they declare, the guerrillas slew 307 persons.

WASHINGTON, APRIL 24.

From all quarters of Mexico the Americans are reported by consular officials to be alarmed over the intervention talk which confidence is appearing in nearly all the Mexican papers and in many American papers received here. This talk is cited as one of the most dangerous elements of the entire situation in Mexico from the American point of view.

VOTE ON WAGE DEMANDS.

WASHINGTON, April 24.—The railway train operative's organization on all railroads of the Southern States—that part of the country south of the Potomac and Ohio rivers and east of the Mississippi—have taken a referendum vote on the question of a general demand for increase of wages. The vote was being received by a general committee of officials of the various organizations that has been in session here since last week.

Quartermaster and Fireman of Titanic and Cincinnati Woman Who Will Testify at Inquiry



Lowe told how he fired his revolver for the purpose of keeping people out of his boat. He said: "I saw a lot of Italians and Latin people standing at the windows, glaring at me. They were ready to spring into my boat. I knew they must not or we would all be drowned."
 "Then I drew my revolver and fired along the line of the ship. I was standing in the lifeboat and there was a space of about three feet between me and the side of the Titanic."
 "Did you hit anybody?" asked Senator Smith, while the spectators sat in an eager hush.
 "No, sir," replied Lowe, "I didn't intend to hit anybody and I knew I didn't hit anybody."
Lack of Seaman Admitted.
 Questioned as to the confusion in lowering the lifeboats, Lowe said: "The discipline could not have been better and what I mean to say is that you must remember that we did not have one boat to lower away; we had and we put nineteen over, and when you come to split up sixteen men between nineteen boats you have not got many men to juggle with. Then they are all scattered all over the place."
 Senator Smith—You wish us to understand from all you have said that there were not men suitable and available at that particular time to properly man these lifeboats?
 Lowe—There were the same men as you get in every mercantile marine, not only the British, but you will find the best sailors going in the British marine; but that does not matter. It is the same in America, and just the same everywhere.
 Smith—Are you ready to admit that the men on that ship, whose duty it was to report to their stations when the order was issued to clear away the lifeboats and lower them with women and children, were not available?
 Lowe—No, sir, they were not.

Lightholder on Stand Again.
 When the committee reconvened after lunch Second Officer Lightholder, the ranking surviving officer of the Titanic, was recalled to the stand. He had previously testified before the committee in the sessions at New York.

Senator Bourne opened the questioning by asking Lightholder what improvements in the maritime laws or regulations of the White Star Line he could recommend as a result of the Titanic disaster.
 "I am not able to answer that justly," said Lightholder. "I have not had time to form definite opinion. No doubt improvement might be made. We of the White Star Line are under instructions to submit every suggestion for the improvement of the operation of ships, with the promise that every such suggestion we have to offer will be deeply considered. I have been unable to form any conclusions since the Titanic disaster."
 "Do you think it should be required that searchlights be carried on liners?"
 "Searchlights are beneficial in some ways," replied the witness, "but are detrimental in this way, that they blind the people on which they shine. If a searchlight had been flashed on the men working on the lifeboats on the Titanic it would have blinded them so they could not have seen what they were doing."

"Do you think," asked Senator Bourne, "that it would be detrimental to legislate to the effect that searchlights be required on liners?"
 "No, it would not," said Lightholder. "If it would be beneficial at least to try them. I should want practice with them before I decided that they were beneficial or not."
 Later in his testimony Lightholder declared that if one liner carried searchlights all would carry them and then it would be necessary to pass legislation regulating the use of searchlights, so that different ships in crowded waters would not blind each other.

No Reliance on Lookouts.
 Taking up the question of the lookouts, Lightholder said:
 "I place no reliance on the lookouts. I keep a watch myself, as all officers do. Occasionally the lookout man will see a light first, and in the day time when our chances are better for avoiding any obstacle we place more dependence on them. I want to say that the White Star Line is the only company carrying six lookouts men, whose sole duty it is to maintain a watch all the time."
 Asked if there were any women left on the deck of the Titanic when he left the ship, Lightholder replied:
 "On the port side, I can say of my own knowledge, there were no women left on the boat deck. S. Hennings, a man who was with me, and whom I know to be a good, reliable man, went the whole length of the ship on the starboard side and crossed over at the bridge and reported to me he saw no

women on the boat deck, except two, who were standing amidships on the bridge. They were doing nothing and making no effort to get to any boat."
 The committee then brought up the matter of the telegrams sent by Ismay from the Carpathia regarding the proposed detention of the Titanic. Lightholder said he was cognizant of that matter and then spoke as follows:
 "On the Carpathia other officers and I agreed that it would be a jolly good idea if we could all catch the Titanic. We agreed that it would be best to keep the men together. We thought that if they were allowed to hang around New York they might ship somewhere else, inasmuch as their jobs ceased with the sinking of the Titanic. In other cases like this the seamen have been offered berths in servants and the like by saloon passengers. Many of them often go on private yachts."
 "I talked with Mr. Ismay and told him it would be best that we catch the Titanic. When the fog caused a delay, making it doubtful if we could catch the Titanic, I told him the best thing to do would be to hold up the Titanic. When the reply came, as I understand, from Mr. Franklin, I said he ought to insist on holding the Titanic."
Ismay Seemed Dazed.
 "And I want to say here, gentlemen, that Mr. Ismay while on the Carpathia did not seem in any mental condition to decide anything. I tried to arouse Mr. Ismay and get him in a proper frame of mind. He kept repeating and seemed obsessed by the idea that he ought to have gone down with the ship because women had gone down. I had difficulty getting this obsession out of his head, and so did the doctors. You can call the doctor to verify this."
 The rest of Lightholder's testimony consisted in describing how Ismay was forced to take to a boat, how long it took to lower the boats, the warning regarding icebergs, etc. He declared the routes were never changed because of ice.
 Lightholder also corroborated the testimony of Fleet, the lookout man, who was on the stand yesterday, and Boxhall, the fourth officer, regarding the sighting of a light about two points off the port bow of the Titanic. Lightholder said that as far as he could see with the naked eye there was only one light. He did not know what it was.
 At this point Lightholder was temporarily excused.
 Robert Hichens, a quartermaster, who was at the wheel when the Titanic struck the iceberg, the man ac-

used by Maj. A. G. Peuchen yesterday of brutality, negligence and failure to do all in his power to take into the lifeboat of which he was in charge Titanic passengers who were plunged into the water when the liner sank, testified today.

He took occasion at the first opportunity to deny the charges of Major Peuchen. He said he was put in charge of the boat by one of the officers and told to row toward the light visible on the port bow. This, he said, he did. He had in his boat thirty-eight women, one seaman, two male passengers, one of whom was an Italian boy with a broken arm, and the other Major Peuchen.
 Hichens said he had a little trouble with Major Peuchen because the latter wanted to run things, but that he had been falsely accused of acting brutally, etc.
 Hichens declared he had observed a fall in the temperature on Sunday evening and admitted that it gave him the idea that the ship was approaching ice. He has had much experience with icebergs, he said, off the coast of Norway, Sweden and Russia.
 At the conclusion of his testimony, Senator Smith told Hichens to hold himself subject to the call of the committee. The Senator's colleagues, however, urged Senator Smith to let Hichens go home to his family, whither he had started on the Lapland last Saturday, only to be taken off that ship by the committee order. Senator Smith told Hichens that he must yield to the unanimous opinion of his colleagues, providing Hichens would agree to come before the committee again if it was desired that he do so after he had reached England.

Council for the White Star Line then requested that some other members of the crew who had testified be permitted to return home. Senator Smith refused to grant this request, and said none of the witnesses summoned to Washington would be permitted to leave the city at present.

APRON AND TIE DANCE
 GIVEN BY THE
Broux Members of the Relief Society for the Political Victims of the Russian Revolution (Former Red Cross)
AT AUERBACH'S CASINO
 1215 B'way Road near 109th Street, McKinley Square, Theatre Building.
Saturday, May 4, 1912, 8:30 P. M.
 Tickets 25 cents are to be had at Braunstein's Pharmacy, Prospect Avenue, Corner 162d Street, and Gertzen's Pharmacy 172d Madison Avenue, Corner 125th Street.

BRANCH ONE
Assembly Dance
MURRAY HILL LYCEUM
 THIRTY-FOURTH STREET AND THIRD AVENUE.
On Friday, April 26, at 9 P. M.
COME IN COSTUME IF YOU CHOOSE
Tickets, 50 Cents
 Party Headquarters, Rand School or Mrs. John Sloan, 155 E. 23d St.

FATAL STRIKE CHASE.
 LEBRON, April 24.—Many soldiers and civilians were killed today in the course of an encounter between the striking textile workers and a detachment of troops at Villa Nova de Gaia, a suburb of Oporto.

WASHINGTON, April 24.—Mrs. Walter Plogsted, who was a passenger on the Titanic; W. Taylor, fireman, and A. J. Bright, quartermaster of the ill-fated ship, are in this city under subpoena to testify before the Senate committee which

is conducting an inquiry into the disaster. These three witnesses have refrained from giving interviews to the newspaper men, and their stories will not be known until given under oath at the official investigation.

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DETAILS FOR MAY DAY PARADE ARE COMPLETE
 As all arrangements for the May Day parade and mass meeting at Union Square have been provided for, it now lies with the members of the Socialist party and progressive organizations to make the demonstration a success. Members of Local New York and of the progressive organizations will assemble for the conference at Second Avenue and 2d street at 2:30 on the afternoon of May 1, and all workers who are willing to participate in this International Day of Labor should be at their posts.

The last meeting of the May Day Conference, which will attend to the final details of the demonstration, will be held tomorrow evening, at 8 o'clock, at the Labor Temple, 247 East 84th street, and all delegates are urged to attend.
 As considerable money is still needed to cover the expenses of the demonstration, all organizations having donated money are urged to send their contributions to the financial secretary of the conference or the organizer of Local New York, Socialist party, 230 East 84th street.
 Socialists who are not working on that day, and who are willing to help in the working out of the arrangements, are requested to call at the office of Local New York in the morning of the day of the demonstration.

\$1,500 FOR BEING RUN DOWN.
 Butcher Injured While Trying to Stop His Own Wagon.

John Reichert, of 447 Stanhope street, Brooklyn, was awarded \$1,500 against the City of New York by Justice Kelly in the Supreme Court yesterday. Reichert was injured while trying to stop his horse, which had run away.

He claimed that a street cleaner had removed the chains from the wagon wheels while Reichert had gone into a saloon at B'way and Bergen street on November 15, 1910, to deliver meat.

TEA.
Weigh and Measure
 then test potency. It goes twice as far by double strength.

White Rose CEYLON TEA
 Uniformly Excellent.

DIES OF APOPLEXY.
 Secretary of Hebrew Chorus' Union Succumbs on Way to Meeting.

While dressing to go down to attend a meeting of his union, Isidor Garmiso, 52 years old, of 188 South 2d street, Brooklyn, was stricken with apoplexy yesterday morning and died in the way to the hospital. When he awoke this morning he found Garmiso blinded and paralyzed, and had to be carried down to an ambulance. Garmiso has been secretary of the Hebrew Chorus' Union for the last twelve years, and until his last moment was one of the most active workers in his organization. The Chorus' Union, at its meeting at 151 Clinton street, yesterday afternoon, made arrangements for the funeral, which will be held this morning.

CANADA WILL NOT HOLD MOUNT TEMPLE

Captain Moore and Officers to Be Examined by Government.

WASHINGTON, April 24.—Captain J. H. Moore, the master, and other officers of the steamer Mount Temple of the Canadian Pacific Railroad Line, which is now docked at St. John, N. B., will be examined by a Canadian commission, to determine if they can clear up the mystery of the ship that passed the Titanic as she foundered and failed to respond to her distress signals. Hon. George R. Foster, acting prime minister of Canada, today assured Senator Smith, of the Senate Investigating Committee, that he would lend every co-operation to get depositions from the officers and crew of the Mount Temple, before she sails from St. John Friday night.

The information came to Senator Smith through E. J. Archibald, a newspaper correspondent for the Toronto Star. He furnished Senator Smith with a copy of the following telegram from J. R. Bone, managing editor of the Toronto Star.
 "Dr. Quinquard, a passenger on the C. P. R. Mount Temple, arriving at St. John, N. B., last Friday, tells us here that passengers say they saw lights of the Titanic before she sank. Captain states to our correspondent at St. John that he laid to on account of ice; denied that he saw lights. If investigating committee wants evidence of captain and officers, it should communicate with Ottawa immediately."
 Senator Smith at once telegraphed to Prime Minister Borden, of the Dominion Government at Ottawa, requesting that the Mount Temple be held beyond her sailing date, that the rumor might be established as a fact or successfully denied. From the acting Premier, George E. Foster, he obtained the following reply:
 "Captain of Mount Temple reports having received C. Q. D. message from Titanic at 12:30 a. m. ship's time, Monday. Was then fifty miles west and south of position sent out by Titanic. Immediately altered course to reach Titanic, but did not arrive at her position until 4:30 a. m., when could not see Titanic's lights. Saw no sign of ship or boats. Cruised around position until received message from Carpathia at 8:44 a. m. that she had picked up twenty boat loads, and that the Titanic had sank. Received another message at 8:50 from the Carpathia."

"No need to stand by, as nothing more can be done."
 Under these circumstances it does not seem necessary to detain boat due to sail Friday evening. If considered necessary, commission could be appointed to take evidence. Will no doubt be examined later by British commission."
 Senator Smith immediately sent the following telegram to Acting Premier Foster:
 "I will greatly appreciate it if deposition of captain of the vessel Mount Temple, which is scheduled to sail from St. John, N. B., Friday, could be taken by commissioners, as suggested by you, and forwarded to me at Washington, relative to the movements of the ship on Sunday evening, April 14, stating relative position to Titanic and Carpathia, together with a detailed report of all wireless messages sent and received. I thank you for your kind and prompt attention to my former telegram, and especially hope that this additional request may be complied with."

After exchanging telegrams with the Canadian Government, Senator Smith finally got into communication with the captain of the Mount Temple. A telegram received by the committee from the captain, other officers, and a wireless operator on the Mount Temple tends to confirm the belief that this vessel also encountered much ice in its voyage from Liverpool to St. John. Captain Moore's message was substantially similar in detail to that sent by the acting Premier.

ST. JOHN, New Brunswick, April 24.—The Canadian liner Mount Temple was not the steamer whose lights were seen from the Titanic after the latter had struck the iceberg, according to her commander, Captain Moore, today. The Mount Temple was, however, so near when the disaster occurred that she could have reached the scene before the Carpathia had not the ice floes prevented.

"About 5 o'clock, across an immense field of ice studded with huge bergs, we saw the Carpathia," said the captain. "We also saw the California, which was to the northward of us."

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TO END WILLAMANTIC SUIT
 New York, April 24.—The suit between the Transport Workers' Union and the Willamantic Company is said to be ended.

Chairman Smith of the Senate Titanic Committee—Sailors in Washington Who Will Testify



TITANIC PASSENGERS IN STEERAGE BRAVE

Unselfish Devotion Shown to Women and Children by Doomed Men.

Just what happened in the steerage quarters of the Titanic in the hour or two that followed the striking of the iceberg has been somewhat clouded by the stories that were gleaned from those who were in the first and second cabins.
 It appears, however, that bravery and unselfish devotion was not confined to the staterooms and that most of the men in the steerage went down because they gave their wives and children the first chance to escape.
 Abraham Hyman, a steerage passenger, said he left his berth when he heard voices all about him. Many of the steerage passengers were hurrying up, he found, but when they got on deck they were waved back by an officer, who told them there was no danger.
 He said he also noticed a rope stretched across the deck and guarded by several members of the crew. Women came on deck crying and wept, waved back by the officers.
 One man started a rush and was knocked down. The other men stood their ground, comforting the women and telling them there was no danger. The crowd broke away only when they saw water rushing into the steerage. Then there was a scramble for the boats, but he saw many men helping the women and children in and making no attempt to save themselves.
 Carl Johnson said there was little excitement in the steerage. He said he was one of the last to be awakened by the men who came running through the berths.
 Water was up to his ankles as he hurriedly put on what clothes he could. He could hear cries all about him, but they came mostly from the women, and the men were helping the crew to quiet everybody with the assertion that there was no danger of the ship sinking.
 Gerson Tingas was another steerage passenger who bore testimony to the bravery of his fellow passengers. He said he went on deck immediately after the ship had struck, and saw no one except an officer. He asked him what the trouble was and was told that the ship had bumped an iceberg, but that there was no danger, and that he should return.
 He came on deck again before there was any unusual excitement, but when he tried to go back this time he was prevented. He had seen members of the crew putting on life belts and supposed he was stopped from going back for fear he might excite others in the steerage.
 While he was there the crew had been rousing the people in the steerage and presently he saw many coming on deck with life belts around their necks. He saw an officer with a revolver as one of the lifeboats, but said that the men did not rush the boat. They helped women and children in and then remained on the deck.
 He had no idea, he said, and supposed the officer had no idea, that the ship would sink. He was picked up later from the water.

There were 178 steerage passengers saved. None of those interviewed thought that the steerage passengers had been discriminated against in any way when the lifeboats were being loaded. They said that the women there got the best chance, as they did elsewhere.

The youngest wife and widow of the Titanic, Mrs. Helen Alexander, a 14-year-old Syrian, appeared at the White Star Line conference today. She has money to take her family to Europe, but she is not going. Her husband was the only man in the Titanic to die.
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GREED CAUSE OF TITANIC DISASTER

Transport Workers Say Money Madness of Company Caused Tragedy.

At the last meeting of the Transport Workers' Federation of America, at 4 South street, the following resolution regarding the Titanic disaster was adopted unanimously:
 "Whereas in the loss of the ship Titanic, April 15 last, over a hundred human lives were needlessly sacrificed through the criminal acts of the managing directors of the corporation owning said vessel; and
 "Whereas it appears without question that said steamship Titanic was sent to sea without sufficient tonnage to accommodate more than a one-third of the human beings on board of her, that said lifeboats were not equipped with provisions of any kind, nor with water nor light signal purposes; and
 "Whereas it appears plainly that the insatiable desire of making money through advertising the loss of the Titanic, and the desire of obtaining for her a speed record paramount in the minds of the managing directors of said company, any thought of the safety of the lives entrusted to their care; and
 "Whereas in spite of the criminality of those in charge of the ship of said company, it appears that the crew of said steamship did perform their duty and were not death awaiting them like many others; therefore, be it

"Resolved, That copies of this resolution be sent to the daily press, a copy thereof spread upon the walls of this federation, to the effect that every effort may be made by members of this federation to secure a reputation of such a character that the martyrdom of those in the Titanic may, at least, not be in vain."
 The following resolution regarding the loss of the British steamship Titanic was introduced and unanimously voted at a meeting of the Atlantic Coast Seamen's Union:
 "Whereas in the loss of the steamship Titanic over 1,500 human beings, comprising passengers and crew were lost through the cupidity and greed of the stockholders and managing owners and directors of the White Star Steamship Company, in their satiable desire to obtain speed for their vessels, even at the cost of human life; and
 "Whereas it further appears that in spite of the loss of the ship there was ample time to have saved every one on board, but that the company utterly failed in its duty of saving passengers and crew carried; and
 "Whereas a large number of the crew of said vessel were members of the British seafaring unions; and
 "Whereas it is the duty of every man among us to aid in saving the lives of his own life, aided in doing that by the managing directors of the company had so miserably failed and neglected to do, namely, aided in saving the women and children on board the vessel without regard for their own lives; now, therefore, be it resolved, That the Atlantic Coast Seamen's Union, in regular meeting assembled at the headquarters of said union, does hereby extend to the orphans and relatives of all who perished on the steamship Titanic most heartfelt sympathy in their bereavement, and particularly to the widows, orphans, and children of its comrades in the British maritime unions, who have their own lives on April 15 last lost, and the women and children of their lives."

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WHY QUIZ BRITONS WITHOUT WAR FEAR

England Not Disposed to Rescue Subjects From Senatorial Inquisition.

LONDON, April 24.—Replying to a question in the House of Commons...

WASHINGTON, April 24.—Members of the Senate investigating committee...

L. I. MACHINISTS MEET. President Gilmour Urges Men to Vote More Intelligently.

FIXES HUMAN LOSS AT 1,504. LONDON, April 24.—Sydney Buxton...

Excellent and Cheap Propaganda Booklet GET IT—GET IT AT ONCE!

further attempt on the part of any one to shape its course.

LONDON PAPERS HIT CLASS DISTINCTION

Bitter Comment Made on Saving of First Class Men on Titanic While Steerage Children Perished.

LONDON, April 25.—The government's figures of those who died on the Titanic are printed conspicuously...

NECKWEAR MAKERS' STRIKE STILL ON

The strike against H. Kaiser, manufacturer of neckwear, 343 Broadway...

MINISTER LAUDS SOCIALIST REGIME

"By Their Fruits Ye Shall Know Them," Says Rev. Fred Winslow Adams, Methodist Clergyman.

NO SETTLEMENT YET WITH MINE WORKERS

After holding a lengthy conference at the Union League Club yesterday...

MEETING OF BRANCH 5. A special meeting of Branch 5 of the Socialist party...

HILLQUIT—UNTERMYER DEBATE. Carnegie Hall, 57th Street and Seventh Avenue, Saturday Evening, April 27 AT 8 O'CLOCK.

MINISTER LAUDS SOCIALIST REGIME

"By Their Fruits Ye Shall Know Them," Says Rev. Fred Winslow Adams, Methodist Clergyman.

HELD UP TRIAL OF HARVESTER TRUST

Suit to Dissolve Corporation Postponed by Roosevelt's Order.

TWO BABIES MEET DEATH IN FLAMES

Mother in Critical Condition as Result of Fire Started by Unexplained Explosion.

TWO THEATERS ARE TIED UP BY STRIKE. Because one of the actors employed in the Thalia Theater...

"EDUCATED SCALE" IS SEIZED IN RAID. Schenectady Official Finds Obedient Apparatus in Market—To Dump.

(Special to The Call.) SCHENECTADY, N. Y., April 24.—City Sealer of Weights and Measures Charles H. McNally...

SIGN MAKER. L. BERGER

REPAIR SIGN MAKER. 22 West 116th St. Phone 5779 Eastern.

NATURE TALKS ON ECONOMICS

This new book, by CAROLINE NELSON, consists of eleven lessons especially prepared for teaching children the ethics of Socialism...

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Union Made Beer. OF AMERICA. BEER AND PORTER.

MUSICAL MUTUAL P... Local 215, American Federation of Musicians.

LEGAL NOTICE. JAMES F. LAVERY PRINTING COMPANY...

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Thomas G. Hunt

Makery and Importer of TRUNKS, BAGS AND LEATHER GOODS.

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This is the Label of the United States of North America. Buy an Item without it...

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Working on Day. This is the Label of the United States of North America.

HENRY FRAHME Trussmaker. 1490 THIRD AVENUE, Bet. 84th & 85th St.

George Oberdorfer. 2393 EIGHTH AVENUE, Near 128th Street. Pharmacist.

ROME, April 24.—A dispatch from Rovigo today says that, following the general strike of farm workers in Ariano...

May Day Call. It will be the finest edition of any Socialist paper ever published.

WHERE TO DINE. MAX KRAUSZ CAFE AND RESTAURANT. 215 EAST 92ND STREET, NEW YORK.

Dr. B. L. Becker's. Where you are treated with your eyes examined, but if glasses are necessary, have them made at...

MOROCCO WORKERS STRIKE IN HAVERHILL

About 400 Slaves Desert Shop and Ask for Better Conditions.

HAVERHILL, Mass., April 24.—The Lennox & Briggs Morocco shop of this city is tied up today because more than 400 workers in its employ have struck for better conditions.

Among their other demands are the reduction of the working hours from 52 to 54 hours per week and better sanitary conditions.

A general strike committee of all nationalities was formed today, and the strikers have made plans for a fight to a finish.

THE UNION HATTER H. Rosenblum 7 MANHATTAN AVENUE

AMUSEMENTS. Carnegie Hall. Tonight TONIGHT Bertha Matthew Frazer

PROSPECT THEATRE. The Third Degree

O. W. Wuertz Pianos and Player



"MIGNON," SUNG AS OPERA COMIQUE BY FRENCH SINGERS FROM NEW ORLEANS.

By Harry Chapin Plummer. "Mignon" afforded the French opera singers from New Orleans, now appearing at the Lyric Theater, their opportunity to be heard in a work not in the repertoire of the Metropolitan Opera House.

The burden of the performance rested upon the solo artists, and these, each possessed of a voice of refined quality and evident acumen, sustained the interest of the audience.

Mme. Korsoff was a radiant Philine, and her singing of the coloratura measures in the third act while not of absolute surety of technique, had the faculty of ease and grace, reinforced by a natural and nurtured beauty of voice.

Examples of Rational Education IS THE SUBJECT OF THE LECTURE TO BE DELIVERED BY DR. B. LIBER

Examples of Sexual Education. Drink "Peter Brew" The Wm. Peter Brewing Co.

The Frank Department Store. Cor. 109th St. and Columbus Ave.

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MANHATTAN. CLOTHIERS, GENTS' FURNISHERS AND HATTERS

MASSACHUSETTS. ATTORNEYS, COUNSELLORS AT LAW

REFUSE REFERESHIP TO PHILADELPHIA MAN

By JOHN J. HAAS. Jack McGuigan, the Philadelphia promoter, had his application as referee in this State refused by Boxing Commissioners O'Neil and Dixon yesterday afternoon.

Both commissioners, while acknowledging the efficiency of McGuigan in filling the position, felt it would be an imposition upon their judgment to add an outsider after licensing over forty local men to act as arbiters in boxing contests.

Another reason for refusing McGuigan's petition was that being an "imported article," he would be outside the jurisdiction of the commission, and if a contingency arose, McGuigan could lawfully refuse to notice or honor any subpoena for his presence on the grounds of being a non-resident of this State.

GIANTS WIN EASILY

Weakened Philly Team Mess Up Play So Weirdly That Fans Hoot Every Offense. PHILADELPHIA, April 24.—In a farcical game, which Umpire Rieger humbly called at the end of the seventh inning on a technical excuse of being too dark to continue play, the Giants mauled and walked over the battered up Phillies today by an 11 to 4 score.

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SPORTS

MIKE DOOLAN, PHILLIES' CLEVER SHORTSTOP, WHO HAS BEEN ACTING MANAGER, IS LATEST ADDITION TO THAT TEAM'S HOSPITAL LIST



PHILADELPHIA, April 24.—The jinx, hoodoo, voodoo or what is still pursuing the Phillies without rest. There are eight members of the team now out of the game from one cause or another.

STANDING OF THE CLUBS. National League. Won. Lost. P.C. Cincinnati 7 2 .778 New York 6 2 .667 Philadelphia 4 4 .500 Boston 5 5 .500 Pittsburgh 4 5 .444 St. Louis 4 6 .400 Chicago 3 5 .375 Brooklyn 3 6 .333

GAMES SCHEDULED TODAY. National League. New York at Philadelphia. Boston at Brooklyn. Cincinnati at Pittsburgh. St. Louis at Chicago.

FREE LECTURES IN NEW YORK TONIGHT

MANHATTAN. Wadleigh High School, 115th street, west of Seventh avenue: "Die Deutsche Presse" (in German), Prof. W. Paszkowski.

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DODGERS' NEW PITCHER EASY FOR BEANEATERS

Southpaw Allen, for whom the Brooklyn club paid \$5,000, made his first bow in major league company against the Boston Nationals at Washington Park yesterday.

Plank held the Highlanders to four sparse hits yesterday and the Athletics blanked the home team with the greatest ease.

PHILADELPHIA. A. B. R. H. O. A. E. Strunk, lf..... 5 0 3 3 0 0 Oldring, cf..... 5 2 2 3 0 0 Collins, 2b..... 5 1 2 2 0 0 Baker, 3b..... 4 0 1 2 1 0 Murphy, rf..... 4 1 2 3 0 0 McInnes, lb..... 5 1 1 3 1 0 Barry, ss..... 3 1 0 3 0 0 Thomas, c..... 4 0 1 3 1 0 Plank, p..... 3 1 0 1 2 0

OTHER BASEBALL GAMES. National League. At Pittsburgh—Pittsburgh-Cincinnati postponed on account of rain.

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JOURNEYMEN TAILORS LOCAL No. 222. Headquarters, Club and Reading Room

LABOR COUNCIL OF GREATER NEW YORK. Monthly meetings at 10 a.m.

OTHER BASEBALL GAMES. At Boston—Boston-Baltimore postponed on account of rain.

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