

STORM TIGHTENS ROADS' FREIGHT EMBARGO ON CITY

Passenger Trains, Then Perishable Goods Get Right of Way.

LIGHTERAGE CAPACITY 1,500 CARS A DAY

More Export Goods Sidetracked, as Lines Fear Blockade—No Relief Near.

The serious result of the storm to New York was the declaration yesterday of a complete freight embargo on the Eastern trunk lines, further freight embargoes. The embargo issued in notification of this emergency set forth that the action was necessitated by the continued congestion and accumulation of great masses of freight, and by the demoralization of freight service by the storm. All lines that suffered by the snowfall sidetracked freight trains, giving passenger traffic the right of way.

The statement was prepared by a special committee appointed to investigate the congestion at the Port of New York, and was issued by C. C. McCain, chairman of the Trunk Line Association. It was as follows:

"Owing to the continued congestion and the large accumulation of freight, the following additional embargoes have been announced:

"The Pennsylvania Railroad has embargoed all carload and less than carload freight, including traffic switched from connecting lines, except on the Pennsylvania Railroad, Philadelphia, Baltimore & Washington Railroad, and the West Jersey & Seashore Railroad, when consigned, recognized or to be recognized to Waverly Transfer, N. J., including Newark and points east thereof, and for connecting lines via junction points east of Waverly Transfer, except for the New York, New Haven & Hartford Railroad.

"This embargo is not to include live stock, dressed meats and other perishable freight, flour and other foodstuffs, nor coal for delivery at Harbors Cove, railroad fuel supply coal for any line routed via junction point east of Waverly, nor coal for public service connections.

"The New York Central Railroad has embargoed all flour and grain products for export, and also lumber and has consigned for any lighterage delivery.

"The Erie Railroad has embargoed all classes of freight except requirements for lighterage-free deliveries.

"This is in addition to the previous embargo on flour when carried under through consignment of lading.

"The Baltimore & Ohio Railroad has placed an embargo on lumber from the South destined to New York for export.

"The Central Railroad of New Jersey has embargoed all traffic destined to New York for delivery to coastwise steamers and also traffic to the Pacific Coast for delivery to steamers at New York. Shipments of all classes of freight consigned to Brooklyn terminals have also been embargoed.

"Approximately 45,000 cars are now on the lines of the trunk lines or at terminals, the greater portion of which will require elevator or lighterage service for final delivery, either for export or points in New York Harbor.

"Within the last week there was an increase of approximately 3,500 cars consigned to New York over the total of the previous week.

"Under present conditions and working at the fullest capacity, employing every available kind of lighterage or handling equipment, not in excess of 1,500 cars can be delivered daily.

"Some of the roads report some measure of relief from the previous embargoes announced, but it has been found absolutely necessary to make the further embargoes described to avoid, if possible, a blockade impending on some of the roads.

"The storm has seriously interfered with the movement of trains and the operation of lighterage equipment, but every effort is being made to relieve the congestion and expedite deliveries."

Photo by E. H. Ross, Bloomington, Ill.

BUT IF IT'S HOISERY—

What to give Betty? So much depends on Betty's own taste. If it's something in Jewelry, Silverware, Handbags, Art Goods, Clocks—we have a little book to send you that may suggest the very thing. (Please send for it.)

But if it's Hosiery, she will like few things better than a box of "Courtly" Silk Hose (the guaranteed hose of quiet elegance).

White or the wanted shades; box of 8, \$2.25; box of 6, \$4.50.

Bloomington

Cammeyer

Stamped on a Shoe means Standard of Merit

123th St. N. Y. C. 1915

HOLIDAY COINERS SENTENCED

Two Get Four Years for Plotting to Issue Counterfeit Notes for Christmas.

Frederich Weidlich, janitor of an apartment house, and Andrew Ruff, an engraver, pleaded guilty yesterday in the Federal Court to a charge of conspiracy to counterfeit Federal Reserve notes. Judge Mayer sentenced each to four years in Atlanta penitentiary. When first arrested Weidlich escaped by working out of his handcuffs, but he was recaptured. In Weidlich's rooms, at Madison Avenue and Ninety-seventh Street, a printing press, plates and a full counterfeiting outfit were found. The spurious notes were to have been put into circulation during the Christmas holidays.

BRONX Y. M. H. A. GETS \$8,854

Whitman, Roosevelt and Taft Indorse Campaign for \$85,000 Fund.

The second of the daily luncheons for workers in the campaign to raise \$85,000 for the Young Men's Hebrew Association in the Bronx was held yesterday at the Union Square Hotel. It was announced that the total amount obtained to date was \$8,854, of which \$1,095 was received yesterday. Letters indorsing the campaign have been received by the committee from Governor Whitman, Theodore Roosevelt and ex-President Taft.

CITY RECOVERING FROM STORM BLOW

Continued from page 1

Central Park. The company's franchise does not require it to do this work.

Former President William H. Taft was one of the sufferers from the complete suspension of traffic which for a time kept the New Haven Railroad's New York service idle. He spent the night on a train in the Grand Central Terminal, expressing himself as content with the comforts it afforded while he waited for it to start. It finally got away yesterday morning.

New Haven Hard Hit.

"Throughout the day many of the New Haven trains had not been heard from, and there was no pretense of any effort to handle through trains on schedule. The Grand Central was the hardest hit of New York terminals. The New Haven placed the blame on the overhead trolley system it is forced to use and which was carried down with the storm, although, according to a statement issued by Chairman Elliott of the road, it is the strongest and most modern obtainable.

The New York Central fared somewhat better with its electrical equipment, since, as soon as its third rails were cleared, it was possible to use them again. The New Haven had to substitute steam service from Stamford down, but the signal system and breaking off of telegraph means of communication made the movement of trains impossible except on a cautiously created schedule. Freight traffic was sidetracked to clear the roads for passengers. The 20th Century, of the New York Central, came in more than ten hours late.

President Elliott said that such a condition as resulted from the storm had never before occurred, the heavy transmission lines being down in five places. All the New Haven crack trains were abandoned yesterday.

The result of the tie-up of suburban traffic was reflected at the Stock Exchange by the absence of more than a hundred members at opening time. Of seventy-three who were late. Erie City on the Erie, thirty-four were late. The Pennsylvania seemed to have got off the easiest of any line.

Fire Boxes Out of Order.

Fire Commissioner Robert Adamson received a report from the fire alarm telegraph bureau that 755 fire alarm boxes in the city were put out of order by the storm. The Bronx having the greatest number, where 423 out of 457 were damaged. The Commissioner requested his annual statement in regard to the susceptibility of the present antiquated system to storm damage and urged extraordinary precautions by citizens to prevent fire during the trouble.

There is an appropriation of \$875,000 for a new system, but owing to red tape practically none of the work has been done. Special trouble squads were sent out to repair damaged lines. An effort was made to remedy in a measure the effects of the system by placing notices on broken boxes with directions to the nearest telephone.

Due to the weight of snow on a forty-eight-inch water main in made ground in the Bronx, the pipe gave way and about \$15,000 worth of damage was done, and considerable livestock drowned. It was on Jerome Avenue, between 171st and 173d Streets. Yards on Inwood Avenue were flooded and the foundations of buildings weakened. It was necessary for occupants to vacate them.

Three horses and a number of chickens were drowned in a barn on Inwood Avenue, owned by John Smoker.

From points through New York State, New Jersey, Connecticut and Massachusetts came reports of similar trouble. In Greenwich, Conn., a number of women had to sleep in a stalled trolley car. Bloomington, N. J., re-

CHILDREN ENJOY SNOW IN CENTRAL PARK



Above, Gordon F. Westcott; below, Mary, Adrian and John Robinson Lambert, children of Dr. A. V. S. Lambert.

ported twenty-eight inches of snow. Most of the public schools in Jersey towns near New York were closed. Yonkers had fifteen inches of snow in outlying sections.

At Tarrytown John D. Rockefeller and his brother William lost hundreds of fine trees on their estates.

Storm Death List Grows; Many Hurt on Icy Walks

The list of dead and injured in the storm area in and about New York, resulting directly and indirectly from the storm, continued to grow. There were nine added deaths, the list being as follows:

Andrew Campbell, a lineman, Nutley, N. J., killed by live trolley wire.

Owen Quinn, laborer employed Eighth Avenue elevated, struck by a train while clearing snow from the structure.

Henry Schaugency, a cabinet maker of River Edge, N. J., died from exhaustion from struggling through snow drifts to the railroad station. He left his wife and four small children.

Axel Woort, found frozen to death in the livery stable of Magnus P. Larsen, Long Island City.

Ralph Vreeland, a Civil War veteran of Bloomingdale, died from exhaustion in Nutley, N. J.

Oliver Wilson, laborer, 334 East Fifty-seventh Street, employed by the New York Edison Company, blown into East River, while putting up wires and drowned.

From Poughkeepsie came the report that three men were dead in the twenty-five trains stalled, the deaths having occurred at Beacon, Hudson and

Colonie. Milton John and William Bogardus, of Poughkeepsie, were reported missing.

The list of sufferers from exposure or from injury numbered fifteen. Four were hurt, two fatally, at Harmon, when a train ran into a road gang, striking one of the men. The names of only three of the men were known. The list of injured from various places is:

Frank Brokaw, a brakeman on the Susquehanna Railroad; stepped in front of a train for which he threw a switch, the sound of the engine being muffled by the snow.

James Donovan, a road foreman; one of the injured in the Harmon accident.

John Deedy, a painter, of 1530 Third Avenue; fractured leg from slipping on a leg sidewalk at Lexington Avenue and Eighty-fifth Street.

Charles Fisher, of Hawthorne; in the White Plains Hospital from shock received from a live wire which fell across the railroad tracks on which he was employed.

SAILORS HUNTING PUNCH AND JUDY

Bluejackets on New York Plan Real Christmas for 100 Children.

BIG DINNER, CLOTHES AND SHOES FOR ALL

Youngsters Also Will Get Ride in Auto Trucks and Have Movie Pictures Taken.

With its heart thoroughly in its work, a searching party from the dreadnought New York, now at the navy yard, is scouring the city for a Punch and Judy operator for the Yuletide entertainment the bluejackets will give to a hundred children Christmas Day on board the sea warrior. Most of the other arrangements have been made by Chief Boatswain's Mate H. Percival and his Santa Claus assistants with all the thoroughness wrought by years of naval training, but they cling to the idea of "a regular Punch and Judy show, y'understand, like we enter sea," and they are determined to make the performance an actuality.

But it is not in memories only that the hundred children are to be made wealthy by their kindly man-o-war hosts. Truly it may be said of the youngsters that their ship has come in. For every child there will be stockings, filled with knick-knacks and dainties, a pair of storm shoes—good shoes, as the chief boatswain's mate hastened to explain—an American flag and Christmas dinner with all the trimmings. In addition, every girl will receive a set of furs and every boy a suit of khaki such as the Boy Scouts wear. And, to top it all, there are prizes to be awarded by lot.

Yesterday the members of the committee trailed through the city, seeking the very poor and investigating each case brought to their attention. They found in one flat two families, with ten children. Already fifty children have been selected. "It wrings your heart," says Percival, who has a wife and two children in Boston. One of the children is a girl he and his wife took from an orphan asylum.

Letters have poured in to the committee on the New York since the publication of the plans for the party in Monday's Tribune, but no contributions. "And we don't want gifts," says Second Class Master at Arms Gale, "the boys is independent sort of fellows and we're doing it all, and want to. And everything is contracted and paid for, 'cept the Punch and Judy guy." Tickets will be sent to all those the committee invites, "and please say in your paper that no one else is to come, because we haven't room and we are inviting only the poorest kiddies we can find. We'd be glad to help the others, but please say they can't come aboard."

The men, who are foregoing tobacco and other things dear to a seaman's heart, to give the children a "real" Christmas, are hiring automobile trucks to take the guests from and to their homes. Movie men, hired by the bluejackets, will "take" the party at the Clinton Street gate at the navy yard and going aboard ship.

WAR HORSES STORM BEATEN

Tents Sheltering Animals at Yonkers Fall Under Weight of Snow. Two thousand horses ready for

shipment to the British and French armies in France were left shelterless when their tents collapsed under the weight of a heavy mantle of snow yesterday at Dunwoodie Station, Yonkers. Attendants lifted the tents after the snow had been removed from the canvas. Some of the shorter poles prevented the canvas falling on the horses were in the tents. Those surviving had to stand around in the snow until the tents were raised again.

Like Dust in a Fine Watch— That is Constipation

A RUSTY watch loses time. In the same way, a rusty human system is clogged and slowed down by constipation, which causes a tremendous loss of mental and physical energy.

The remedy in the case of the watch is a fine grade of machine oil. And the remedy for constipation, according to the latest conclusions of medical science, is an even finer lubricant—Nujol—the pure white mineral oil.

Najol lubricates the intestinal tract throughout its entire length, and softens the intestinal contents. In this way it facilitates the processes of normal evacuation, and eventually makes possible the return of regular bowel movements.

Nujol is not a laxative-drug nor a bowel stimulant. It is not absorbed by the system, hence it may be taken in any quantity without harm. It does not act as a purge, but if used regularly will bring permanent relief from constipation in the course of a week or ten days.

Write for booklet, "The Rational Treatment of Constipation." If your druggist hasn't it, we will send a pint bottle of Nujol prepaid to any point in the United States on receipt of 75c—money order or stamps.

STANDARD OIL COMPANY

(New Jersey)

Bayonne New Jersey

Nujol

REG. U. S. PAT. OFF.

THE PURE WHITE MINERAL OIL

Approved by: Harvey W. Wiley, Director Good House-keeping Bureau of Food Sanitation and Health.



China's Choice.

"The New Dynasty," says Putnam Weale, whose four books on Far Eastern questions give his opinions authoritative weight, "will begin and end with Yuan Shih-K'ai."

In an article of intense timely interest in next Sunday's Tribune Mr. Weale tells the story of the furious struggle between the older Chinese and the younger element, struggling to control the youngest faction—"the little grandsons" of the third generation.

Your newsdealer orders only a few more copies of the Sunday Tribune than are reserved in advance. Give him your order to-day, so that you will not be among those disappointed.

Buy This Christmas Gift Today

A Box of Holeyproof Hosiery

FOR MEN, WOMEN AND CHILDREN

Packed in a Handsome Christmas Box

They mean comfort and freedom from holes and hosiery expense for six months, or until next July. What more useful or welcome gift for any man, woman or child to receive?

6 Pairs Guaranteed to Wear 6 Months FREE or we will replace them with new hose FREE

For Men, 6 pairs, \$1.50; Mercerized, \$2; Silk Lustre, \$3
Men's Silk Holeyproof, 3 pairs, guaranteed for 3 months, \$2
For Women and Children, 6 pairs, \$2; Silk Lisle for Women, \$3
Women's Silk Holeyproof, 3 prs., guaranteed for 3 months, \$3

Brill Brothers

279 BROADWAY, NEAR CHAMBERS STREET
Broadway, at 49th Street. Broadway, at 42d Street
UNION SQUARE, 14TH STREET, NEAR BROADWAY
47 Cortlandt St., near Greenwich. 125th St., at 3d Ave.
FLATBUSH AVE., AT FULTON, BROOKLYN.

The Sunday Tribune

First to Last—the Truth: News—Editorials—Advertisements