

and place he desired, provided he not cause any motorist the slightest inconvenience. Under the proposed plan, probably have some "jay-walkers" to help the taxi drivers enforce and then all hands will have some taxes to pay to cover the extra expenses. * * *

J. DAVIS.

Confident on Third Avenue.

Editor of The New York Times: Editorial on the proposed police action of pedestrian traffic is quite pertinent. The Police Commissioner authority to strike a fatherly at and say to the jay-walker: "Get out of the way!" If the Commissioner take a walk with me on Third Avenue between Fourteenth and Forty-second streets, about 5 o'clock some evening, I think I can convince him that he cannot cross the avenue more safely at street intersection he may select at the middle of the block, and cannot cross at any point except risk of his life. * * *

R. CORNELIUS RABY.

York, Oct. 23, 1924.

What Is a Jay-Walker?

Editor of The New York Times: I send you a word of thanks for editorial this morning on the suggestion of the Police Commissioner that police be given as complete authority over pedestrians as over vehicular traffic. The suggestion savors much of paternalistic government and those Teutonic manifestations of which are associated with the "verboten."

Especially do I like your remark that it would be worth while to inquire what walking is and who are the "jay-walkers." I do not know the etymology of "jay-walker," but it seems to be a particularly flagrant example of the way of those people who fancy that they have a mission to boss the rest of the world, to apply opprobrious epithets to anyone whose views or habits do not conform to their own.

HENRY PREBLE.

York, Oct. 22, 1924.

The Rights of the Walkers.

Editor of The New York Times: I wish to commend you for the editorial in your issue, entitled, "Police Control of Jay-Walking." For a long time it appeared to me that traffic regulations were being made solely for the benefit of those riding in automobiles, that there would come a time when the large walking population would object to the restraints to their freedom which were being caused by the police regulations of traffic. Should such objections be voiced, I fear the present regulations would have to be completely changed, to the great discomfort of automobilists.

PETER JACKSON.

York, Oct. 25, 1924.

Injuries at Crossings.

Editor of The New York Times: Thank you for your editorial on the "Control of Jay-Walking." It is to me unwise for the Police Commissioner to attempt to punish pedestrians who cross in the middle of the block before he has made crossing at crossings safe.

Five per cent. of the people, during the first half of this year, crossing the street were injured. In five of those killed while crossing the streets were killed at the crossings.

KATHERINE D. BLAKE.

York, Oct. 23, 1924.

General Calles will visit Mayor Hylan at City Hall at noon today and at night will be the guest at a dinner at the Waldorf by the American Manufacturers' Export Association, the Mexican Industrial Mission, the Mexican Chamber of Commerce and the New York Board of Trade and Transportation. The New York Chamber of Commerce will tender him a luncheon tomorrow and on Thursday night he will extend a greeting to workers at a Socialist meeting in Stuyvesant High School. He will go to Washington on Friday to call at the White House.

Among General Calles' visitors yesterday was Thomas W. Lamont. The visit was solely a personal one, it was announced.

Calles to Visit Coolidge Oct. 31

WASHINGTON, Oct. 27. — Arrangements have been made at the White House, through the State Department, for a visit Friday afternoon by General Elias Calles, President-elect of Mexico, with President Coolidge. General Calles, arrived in this country yesterday from Europe, en route to Mexico City, where he will assume the Presidency.

DECISION FAVORS RAILROAD.

Supreme Court Denies Woman Bondholder's Contention.

Supreme Court Justice Wasservogel signed an order yesterday upholding the chief defense of the New York Central Railroad in a suit of Ida Small, a bondholder, to compel the railroad to pay \$24,000 of bonds held by her, which are not due until 1938, on the ground that the railroad had violated the terms of the bond by consolidating a number of its subsidiaries. The court denied her application to strike out the answer in its entirety, although deciding in her favor as to allegations that she sued too late, and did not make any protest against the consolidation before bringing her action.

The plaintiff's suit, in which other holders of 3½ gold bonds, secured by the stock of the Lake Shore & Michigan Railroad as collateral were interested, alleged that the bonds were secured by a mortgage of \$50,000,000. The complaint asserted that as a result of the consolidation of the New York Central subsidiaries the value of various stocks was destroyed to the extent of \$226,446,000 when these stocks were cancelled, and for that reason the bonds are not protected as provided by the terms of the mortgage. She alleged that instead of having a first lien on the Lake Shore property her bonds are now subject to two prior mortgages amounting to \$150,000.

HOSPITALS GET \$1,200,000.

Report Made on \$1,369,000 Estate of Miss Josephine Williams.

Miss Josephine Williams, who died April 20 last at Hartford, Conn., gave more than \$1,200,000 to hospitals, according to an appraisal of her estate filed yesterday. Miss Williams left \$1,369,000, of which \$189,111 was in New York State. She left a life interest in \$50,000 to her second cousin, Mary Thorndike Hutchins, and \$15,000 to Mabel Storor Decatur. All the remainder of the estate went to hospitals except \$30,000 to the Y. M. C. A. of Hartford.

The Hartford Hospital received \$100,000 and one-third of the residuary estate, or more than \$400,000, and an equal sum went to the Massachusetts Hospital. The Portsmouth Hospital, at Portsmouth, N. H., received one-third of the residue and \$50,000 cash. The will gave \$50,000 each to the Margaret Pillsbury General Hospital, at Concord, N. H., and the Y. M. C. A. at Hartford, and \$25,000 each to York Hospital, York, Me.; the Free Hospital for Women at Brookline, Mass., and the Snug Harbor Hospital.

ANOTHER MAN DIES FROM INSANITY GAS

Seven Other Standard Oil Workers Suffering From Poison Said to Be Tetra-Ethyl Lead.

EXPERT ISSUES A WARNING

Dr. Vandell Henderson Sees Menace to Public in Use of Lead in Gasoline.

FEARS ITS USE IN AUTOS

Company Issues Statement Denying Negligence—All Laboratory Employees to Be Examined

The second death from insanity-producing gas at the Standard Oil plant at Elizabeth, N. J., was reported yesterday. The victim was Walter Dymock, who died violently insane at the Reconstruction Hospital in this city to which he had been removed from Elizabeth. His symptoms were identical with those of Ernest Oelgert, who died of the deadly gas on Saturday.

A total of five patients were under treatment at the Reconstruction Hospital, all more or less deranged from the fumes which proved to have such a mysterious effect on the brain and nervous system. Two others are reported to be suffering from milder symptoms at Elizabeth.

Charles Norris, Chief Medical Examiner here, said he suspected from the symptoms that death had been caused by tetra-ethyl lead, but that the autopsy had revealed no evidence as yet. He said the detection of deaths from lead gas was one of the most difficult kinds of biological chemistry and that it might require four or five weeks to establish the agent which had produced death.

Lead-Gasoline Called Menace.

Dr. Vandell Henderson, Professor of Applied Physiology at Yale, and one of the greatest authorities on the action of gases on the human body, said the symptoms from which the gas victims had suffered made it evident that the poison had been tetra-ethyl lead. He said the Standard Oil Company was selling gasoline containing this substance in some States, and that he regarded it as one of the greatest menaces to life, health and reason, because of the insidious character of the gas.

No Standard Oil official could be reached for comment today, but it was

Jury Rules Ship Company Sent Crew to Certain Death

The jury that heard the evidence in the suit of Mrs. Adelaide C. Nelson against Charles W. Morse, his Benjamin W. and Captain Mark Gilbert for \$100,000 for the loss of her son, Lawrence, gave the plaintiff a verdict yesterday for \$20,000. Morse and his codefendants controverted the United States Steamship Company, which owned the steamship Frederick, which sank in the Atlantic in January, 1916, while en route to Russia with a mixed cargo. All members of the crew were lost.

The complaint alleged that the defendants knew the Frederick was seaworthy, and that she was bought for \$5,000 when she had been practically abandoned as worthless. A year after the vessel disappeared a bottle was found on the sands of one of the Orkney Islands which contained messages from several of the crew. The messages indicated there was no hope of the vessel being able to reach any port, and those on board had given up hope of rescue. Silas Blake Axtell was counsel for the plaintiff. An appeal will be taken.

"and our expectation is that they will all recover. For the most part they are rational, but they still have fits of insanity. This is a new disease and there is no known treatment for it. The symptoms bear a closer resemblance to delirium tremens than do anything else."

Prosecutor A. J. David of Elizabeth continued his investigation to determine whether there had been any criminal negligence. "I have found out one thing," he said, "and that is that these deaths do not place not in the course of experience but in the course of manufacture. The Standard Oil Company at this plant mixing other chemicals with gasoline and putting it on the market to increase the efficiency of the gasoline. This is going on in the course of regular production, not experiment."

Whether the gasoline thus treated was being sold in New Jersey has not been established.

Company Issues Statement.

The Standard Oil Company of New Jersey denied that it had been guilty of negligence in a statement issued yesterday. The statement follows:

"For several years past the development department of the Standard Oil Company of New Jersey, under the guidance of the foremost chemists and engineers obtainable, has been engaged in an effort to find a substance which could be successfully used with strait gasoline to overcome certain inherent difficulties of motor car operation. When such a substance was discovered by an outside chemist working along similar lines the development department became interested in the possibilities of its manufacture in commercial quantities. A temporary laboratory was equipped in the research building at Bayway plant and work was begun there about Aug. 1, 1923."

"It was anticipated that three quarters of six months only, by the end of which time it was expected that enough information would have been learned about the substance to warrant the erection of a building specially designed for commercial production. Tentatively decided to erect a building at Chicago for the purpose of going on at Bayway in the full solution of some of the outstanding problems."

"As in the production of tetra-ethyl lead, and certain