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FRANCE WILL NOT AWAIT SUPPORT OF THE ALLIES IN OCCUPATION OF RURH REGION

French Government Has Decided to Proceed Alone, on Theory That Germany Can as Easily Present New Proposal After as Before Occupation—Premier Briand is Resolute and Confident—American Government is Still Hopeful That the Reparations Controversy Can be Settled by Discussion—Next Formal Move Will Await the Outcome of the Meeting of the Allied Supreme Council in London Today.

London, April 29.—(By The A. P.) In the event of failure by France to receive the support of her allies, the French government will proceed alone to the occupation of the Ruhr region, arguing that Germany can as easily present new proposals after as before occupation.

This statement was made by members of the French delegation as they crossed the channel today on their way to London to attend the meeting of the supreme council tomorrow.

In the delegation, which arrived in London tonight were Premier Briand, Marshal Foch and M. Berthelot, the latter of the French foreign office. The Italian delegates are expected to reach London tomorrow morning.

M. Briand was resolute and confident as he sat on a pile of baggage on the channel steamer today, talking quite freely to a group of friends and newspaper correspondents of the French government's position, which he said he already had made clear in his recent speeches in the senate and the chamber of deputies.

During the trip the statement was made unreservedly that the French government counted on allied support in the occupation of the Ruhr, but if the allies could not see their way clear to give such support France would advance alone.

It was said that if Germany's recent offer had not been designed merely to gain time, it could have been made a month ago, instead of a week before the expiration of the reparations time limit; that German public opinion could have been brought to see the gravity of the situation and the determination of the allies to secure payment by such an act as the proposed occupation of the Ruhr.

The statement also was made that, although military preparations were complete it would require some days to arrange for adequate food supplies for the population in the occupied district. The French intended, it was said, to see that the people were well fed. The occupation of the coal fields, it was asserted, would really be in the interests of other countries because, by placing a tax on coal exports, German industries would be placed on the same footing with other manufacturing countries, which now were competing with high coal costs against Germany with her low fuel cost in depreciated marks.

Premier Lloyd George and M. Briand will have a preliminary talk early tomorrow, and the full conference of the supreme council will meet in Downing street, at the official residence of the British prime minister, at 4 o'clock in the afternoon.

WASHINGTON GOVERNMENT HOPEFUL OF SETTLEMENT

Washington, April 29.—The American government still is hopeful that the reparations controversy between Germany and the allies can be settled by discussion.

This was learned authoritatively tonight after the whole situation had been discussed by President Harding and his cabinet and Secretary Hughes had conferred with Jules Jusserand, the French ambassador, and Senator Ricci, the Italian ambassador.

Upon what administration officials based their hopefulness was not disclosed as they continued to maintain absolute silence as to the character of the informal exchanges with the allied governments and also as to the views of the United States on the proposals. It became known, however, that neither Great Britain nor Italy had finally rejected as a basis for possible discussion the German offer.

France and Belgium were understood to hold that the proposals as such were unacceptable, but apparently their informal replies to Mr. Hughes were of such a character as to cause officials here to believe that the door had not been closed to further consideration of a settlement by discussion.

The impression gathered ground here tonight that the next formal move in the controversy would await the outcome of the meeting at London tomorrow of the allied supreme council. It was made known officially that the American government had not communicated to Germany any request for a modification of the proposals and that Germany had not approached this government with any offer of modification.

State department officers refused to say today whether the United States would have an official observer at the meeting of the supreme council. The situation with which the United States is faced in the role in which it finds itself is recognized as a delicate one. It is emphasized again that the United States is in no sense acting as an agent of Germany; that it is acting purely as an associate and friend of the allied governments, its former associates in the war against the common enemy.

The chief problem in the whole controversy, in the view here, is to determine how much Germany can pay and make her pay that sum. The United States made its position in this respect perfectly clear to Germany in its last memorandum to that government. On the other hand, it is explained that anything that would prevent Germany's recuperation and the taking of her proper place in the economic world is to be guarded against.

PREMIER LLOYD GEORGE NOT INVITING U. S. REPRESENTATIVE

London, April 29.—Published report that Premier Lloyd George, as presiding member of the supreme council, is inviting the United States to send a representative to tomorrow's meeting here, were denied today at the official residence of the premier.

"Such invitation has not been issued, nor is it contemplated," it was said. "It is for Washington to take the initiative. The door is open for American participation, as it always has been."

STORMY SESSION IN HOUSE OVER ARMY APPROPRIATION

Washington, April 28.—The army appropriation bill was shot at from ambush and the open during a sharp and stormy five hour fight in the house today on some of its provisions, especially one which was admitted to mean early withdrawal of American troops from Germany, regardless of action by congress on the Knox peace treaty.

In the midst of the fighting Representative Garrett of Tennessee, acting democratic leader, introduced a resolution requesting President Harding to inform congress, if not incompatible with public interest, whether he intended to order the troops home immediately upon passage of the Knox peace resolution.

Announcement that such a resolution had been put in was made by Mr. Garrett at the moment republican leaders were attempting to shut off debate, which at times had gone beyond parliamentary bounds.

The house cooled down after Chairman Kahn, of the military affairs committee, had attacked the bill because of the section fixing the enlisted force at 175,000. Mr. Kahn declared that with the world in turmoil the total was too small. His amendment increasing the number to 175,000, however, was not reached. While Mr. Kahn will fight for a larger force, other members declared they would fight to cut the total lower than the bill provides.

The peace question bobbed up again while Chairman Kahn was pleading for his amendment to increase the appropriation set aside for the army intelligence service on the ground that the whole world was off its balance and no man could say how soon trouble might break. He declared the secretary of war had urged a larger appropriation. In the end the house rejected the Kahn amendment leaving the total about $166,000 less than requested.

Being in a fighting mood, the house reached out and dragged in prohibition by the heels, and heard it described by Representative Hill, republican of Maryland, as "the bill so dear to the hearts of the people, and unpopularly known by its real name as the Volstead act."

After Mr. Mondell had broken up the debate, the reading clerk waded through ten of the eighty-six pages of the bill and the house got tired and quit.

BOY KILLED HIS SISTER WHILE REENACTING MOVIE

New York, April 29.—Salvatore Ciglie, jr., 9 years old, today shot and killed his sister, Angelina, aged 5, while, he told the police, they were reenacting a scene they had seen recently in a moving picture theatre. Placing the muzzle of a revolver at his sister's head, the boy demanded: "Your money or your life." He pulled the trigger and his sister fell to the floor dead.

Dueling was authorized among Germanic peoples as early as the year 654.

CROWN FORCES CAPTURE 40 IRISH SOLDIERS IN DUBLIN

Dublin, April 29.—Crown forces tonight surrounded a building in Blackhall place and captured forty members of the Dublin battalion of the Irish republican army, Auxiliaries twice occupied and searched the offices of the Freeman's Journal.

The first raid took place at 9 o'clock this evening. The entire staff of the newspaper were ordered to throw up their hands and were herded into the street and backed against the wall and interrogated. The auxiliaries charged that shots had been fired from windows of the newspaper building. This members of the staff vigorously denied.

During the excitement several doors weer smashed. The editor's room was forced by the raiders, who, brandishing revolvers, went through every department, terrorizing the employes by shouts and the display of weapons.

A quarter of an hour later a party of military and black and tans entered and searched the entire building, remaining for more than an hour.

During the second raid a cadet struck Sub-Editor Freeman in the face, knocking out a tooth and closing his left eye.

ITALY IN ACCORD WITH U. S. ABOUT ISLAND OF YAP

Washington, April 29.—Italy is in entire accord with the United States with respetc to the island of Yap and other former German overseas possessions, it says in a note handed to Secretary Hughes today by Ambassador Ricci. The communication is in reply to the note sent to Italy by the secretary of state on April 5th, at the same time that similar notes were despatched to Great Britain and Japan.

The Italian reply is the first complete one received by the United States from any of the four governments addressed. France has made a preliminary answer, however, in which she said that at the meeting of the supreme council next month she would broach the examination of the Yap question "with the greatest desire to find a solution which will give every satisfaction to the United States."

ADMITTED HE HAD SOLD STOLEN AUTOS IN BRIDGEPORT

Detroit, April 28.—Admission that he had sold automobiles in Bridgeport, Conn., after he had been advised by the police o fthat city that the numbers of them had been changed, was made in United States district court here latt today by James G. Burroughs, Bridgeport automobile dealer, on trial with four others on a charge of conspiracy to violate the Dyer automobile theft act.

The admission was made during cross-examination of Burroughs by government attorneys. Burroughs testified he "sold the cars to get rid of them."

On direct examination today Burroughs denied that he knew any of the cars he purchased had been stolen or that he had paid "hush money" to a Bridgeport detective.

PRINTERS AND EMPLOYERS HAVE FAILED TO AGREE

Washington April 29.—Hope for a settlement by national agreement of disputes between printing trade unions and employers over wages and hours was abandoned today by Secretary Davis after a series of separate conferences with both sides.

Union representatives left the city without having been requested to return. Lack of an organization of printing employers authorized to sign any national agreement was given by Secretary Davis as his reason for abandoning his attempt to replace the local agreements between the men and employers which expire May 1.

Settlement of disputes is now in the hands of the various employers and the local unions, the secretary said. Some of them have been settled by agreement on the part of the employers to recognize a 44 hour week, which is the main point at issue in most cases.

It was explained at the office of the American Federation of Labor today that other local agreements may be reached by the men agreeing to accept proportionate wage reductions upon the change from the 48-hour to the 44 hour week. This principle, officials said, had previously been followed in efforts to bring a reduction from the 10-hour to the 8-hour day.

Representatives of printing concerns in the east, middle west and south were here today at the request of the secretary but informed that they were not authorized to speak for any concerns but their own. Disputes between them and their employes were different, in each case, the secretary said.

300 TAKEN OFF STEAMER AGROUND ON BLOCK ISLAND

Block Island, R. I., April 29.—Three hundred passengers tonight were taken off the Portuguese steamer Mormugao which ran aground on the west side of Block Island in a thick fog this morning while bound from Lisbon for New Bedford and New York.

Women and children first was the rule, and the minesweeper Grebe started for New Bedford with 140 of them. She was followed closely by the destroyer McCalla with 150 other passengers.

It is planned to transfer the remaining 148 passengers tomorrow morning. An effort to float the vessel will be made at high tide early tomorrow afternoon.

Tugs life saving boats and small craft hung close by the stranded steamer all night. With darkness a thick fog rolled in on an east wind and the sea roughened slightly. The damage to the steamer could not be determined tonight.

A BROKEN SHAFT IS DELAYING SPEED BOAT

New York, April 29.—The speed boat Gar II Jr., racing against passenger train time between Florida and New York, put into Sandy Hook late this afternoon with a broken shaft. Repairs are expected to be made tonight.

The racer was 1 hour and 3 minutes to complete the eighteen miles of her journey in order to equal the time of the express trian.

The accident occurred at 2.50 p. m. while the craft was racing up the coast off Asbury Park, N. J. An extra shaft is carried aboard, and no trouble in making the repairs was expected.

The express train time, which the Gar H. seeks to lower, is 41 hours from Miami to New York.

The Gar H. Jr., will leave the coast guard station at Sandy Hook tomorrow morning on the last lap of her journey, it was announced later. The craft will be moored at the Columbia Yacht club.

THREE ENTRIES NECESSARY FOR TRANSATLANTIC YACHT RACE

New York, April 29.—Unless three yachts are entered by May 31 in the transatlantic yacht race for the cup offered by King Albert of Belgium, the event will not be held this year, the American committee in charge was informed today by Baron De Cartier, the Belgian ambassador.

The offer of the cup will be kept open, however, until at least three contestants can be assured. King Albert has proposed starting the race next July 4 off Ambrose channel with Ostend as the finish.

A MAIL PLANE PILOT WAS BURNED TO DEATH

Cleveland, O., April 29.—A mail plane which left Chicago this morning was delayed by fog, plunged into the Guyahoga river bank here late this afternoon and was destroyed by fire. The pilot was burned to death.

The accident occurred near the downtown section of the city. Fire tugs and fire apparatus rushed to the scene but arrived too late to save the pilot.

Local mail officials said the dead pilot was J. T. Christensen of Chicago.

BLOCK PLAN TO SELL SURPLUS FOODSTUFFS

Washington, April 29.—Attempts today by house appropriations committee members to give the war department authority to sell surplus foodstuffs bought for the army during the war, were unsuccessful today in the house. A point of order against such a provision in the army bill was sustained as were several other objections to substitutes whoch were offered.

WINSTED WOMAN COMMITTED SUICIDE BY SHOOTING

Winsted, April 29.—Mrs. Emma Fish, 42 years old, died at her home tonight from a bullet wound in the head. Her husband, George L. Fish, a painting contractor, said that when he came home late today his wife complained that she was ill and he went to get a physican. Returning to the house with Dr. H. W. Ward, they found Mrs. Fish in a dying conditon, with a revolver lying nearby.

ZAYAS IS PROCLAIMED PRESIDENT OF CUBA

Havana, April 29.—A joint session of congress tonight formally proclaimed Dr. Alfredo Zayas president and General Francisco Carrillo vice president of the republic of Cuba. The new officials will be inaugurated May 20, when President Menocal will relinquish office.

PRINTERS ARE TO STAND FIRM FOR 44 HOUR WEEK

Indianapolis, Ind., April 29.—Officials of the International Typographical Union declared today that the membership of the organization would stand firmly for the forty-four hour week in all book and job offices throughout the country, starting May 1.

May 1 Threatens a Tie-Up in Shipping

Negotiations Between Ship Owners and Marine Workers Has Been Abandoned.

Washington, April 29.—A general tie-up of all shipping at American ports except on the Great Lakes on May 1 appeared imminent today after negotiations between the shipping board, steamship owners and marine workers had been abandoned as a result of the refusal of the employe sto accept a 15 per cent. wage reduction.

A last effort to avert a final breach between the employers and marine workers was made late today when Chairman Benson of the shipping board and representatives of the marine unions called separately at the White House, to lay lay their cases before the president. Previously the chairman and the ship owners had rejected a proposal by Andrew Furuseth, resident of the International Seamen's union, to submit the whole question to President Harding for arbitration.

Chairman Benson declined to discuss his visit to the White House, but the union representatives, in the absence of the president, left a "report and a prayer" in behalf of all the workers submitting the matter to him. They later announced that they would return to the White House tomorrow in an effort to see the president in person. The union representatives also called on Secretary Hoover but received, they said, no assurances of action on his part.

The break in negotiations came after a final conference called by Chairman Benson to consider new wage and working agreements. In offering his plan for arbitration by the president, Mr. Furuseth said:

"We are willing to submit this whole thing in its absolute entirety, without reservation, to the president of the United States, and we will accept his decision as organizations and will go to every one of our members and plead with them to loyally abide by anything that he decides, and that is all we can do."

The offer was rejected by the chairman and by W. A. Thompson for the ship owners.

"Men of America, men of the United States," Chairman Benson said, "we are supposed to be the supporters and aid of the president of the United States. We are supposed not only to carry our own burdens, but to help him carry his. I, for one, will not add one iota to the burden he is already carrying. We are responsible citizens. I trust all of us are of America, and it is for us to aid the president. In attempting to carry this question to him, which you should decide and which is your responsibility, you are shirking your responsibilities as American citizens."

Upon the rejection of his proposal, Mr. Furuseth declared there was nothing more to do but appeal to the president, and the conference came to an abrupt end.

In a statement tonight, Chairman Benson said:

"The shipping board has endeavored to meet the men in the fairest and most conciliatory spirit. It is, however, deeply conscious of its obligations to the people of the United States to protect their interests in the people of the merchant marine. It is reluctantly compelled to meet with all the resources at its command the situation which confronts it."

MENTIONED AS CHAIRMAN NATIONAL REP. COMMITTEE

Washington, April 29.—Selection of John T. Adams of Iowa, vice chairman of the republican national committee, to succeed Postmaster General Will Hays as chairman is expected by many republican leaders in congress. The national committee meeting to elect a new chairman will be held early in June, it was said, although calls for the meeting are not expected to go out for a week.

Committeemen, by custom, will be guided largely by the wishes of the president, it was said, and supporters of Mr. Adams' candidacy said Mr. Harding appeared to view the Iowa man with favor.

AMERICAN STEAMER AEOLUS BOYCOTTED IN MONTEVIDEO

Montevideo, Uruguay, April 29.—The United States shipping board steamer Aeolus, which arrived here Wednesday, has been boycotted by the ship repair workers union on the request of the Argentine union which is boycotting the Martha Washington, the Munson line, which operates the two vessels, announced today.

The line is making efforts to obtain non-union labor with which to continue the half finished repairs to the vessel's machinery. Her sailing date, originally set for May 4, has been postponed indefinitely.

STANDARD OIL BARRED FROM SUMATRA OIL REGION

The Hague, April 29.—(By The A. P.)—The second chamber of parliament today by a vote of 49 to 31 adopted the Djambi Oil Field bill, thus barring the bid of the Standard Oil Company for a concession in the Sumatra oil region.

Fascisti From Triest Have Seized Fiume

Have Occupied the City Hall and Proclaimed a Dictatorship.

Rome, April 29.—The seizure of the administration at Fiume Wednesday night, following the complications over the elections of last Sunday, was effected by Fascisti from Triest, former supporters of Gabriele D'Annunzio. They drove into the city, fully armed, in camions, occupied the city hall and proclaimed a dictatorship. The laborers of Fiume were ordered to return to work under the threat of serious consequences and it was declared that whoever disobeyed the order of the dictatorship would be subject to the death penalty.

Signor Gigante was declared the chief dictator. Four others were appointed to assist him.

Major Miege, commander of the Carabineers, begged the invaders to leave the city but they expressed a firm determination to hold Fiume, and patrols were established immediately.

The people of the city are remaining indoors, and, notwithstanding the Fascisti's proclamation, the working classes are declaring they will abstain from work. No newspapers are appearing, the docks are idle and the trolley service has been suspended.

PROGRAM FOR IMPROVING THE SITUATION AT FIUME

Rome, April 29.—Il Tempo, commenting on the government's program for improving the situation at Fiume, says:

"We believe the intentions of the Italian government for putting Fiume in a proper position, socially and legally, in accordance with the treaty of Rapallo, are as follows: First, to compel outsiders now in Fiume to leave the city; second, to annul the elections held on Sunday, and third, to hold new elections under the supervison of the Italian government. Italian officials not to leave the city until the constitutional assembly completes its work and the independent state of Fiume is constructed."

The Best Means of Publicity

When asked what he considered the best advertising medium for his business, the head of a large motor car corporation said:

"I must say as a means of directly and immediately reaching the buying public, I strongly incline to the heavy use of newspaper space. Our present extensive newspaper campaign is the result; and it is a very valuable tribute to the efficiency of the newspaper that in every place where the campaign is running, tremendous public interest has been aroused, and buying stimulated to a marked degree. As one result there is no doubt that we shall use newspaper space even more extensively than we had planned."

That is an endorsement of the value of newspaper advertising in keeping with many others. It speaks from experience. The newspaper reaches the readers and when those are sought in Norwich and vicinity it should be remembered there is no medium that can furnish the service that is available in The Bulletin.

During the past week the following news matter has appeared in The Bulletin's columns, for only two cents a day:

Bulletin		Telegraph	Local	General	Total
Saturday,	April 23	158	121	334	613
Monday,	April 25	146	89	320	555
Tuesday,	April 26	125	110	260	495
Wednesday,	April 27	129	106	322	557
Thursday,	April 28	158	142	322	622
Friday,	April 29	148	102	364	614
Totals		868	670	1922	3460

CHAMBER OF COMMERCE DIVIDED ON TAX PROBLEMS

Atlantic City, N. J., April 29.—Attempts to place American business on record as favoring a sales tax and the repeal of the excise or luxury tax failed here today in the closing session of the ninth annual convention of the United States Chamber of Commerce, because of confusion in the vote.

The subject, which was a matter of warm debate on the convention ofior was ordered to be immediately submitted to a referendum of the organization's membership. The sales tax was overwhelmingly approved in a referendum taken during the convention but owing to a misunderstanding and confusion in the vote the resolutions committee asked that a new referendum be taken that would be "freed from uncertainty and conclusive in its recommendations."

While a convention referendum also approved a tariff policy that would give "due regard to export trade as well as to the protection of the manufacturing in the United States," it was decided to refer it to the committee on tariff policy which is studying the matter and will soon make its final report.

The chamber adopted a declaration of principles on American enterprise which urged the government to adopt a "hands-off" policy toward business except for the purpose of preserving a "fair and active field of free competition."

"A wholesome standard of living is essential to general contentment," said the declaration. "That standard depends upon the intelligence, work, thrift of the individual citizen and improves as the total production of the country increases. Hence, restriction of production or obstruction to distribution must necessarily undermine that standard, resulting in injury to all citizens of every class.

"We therefore condemn avoidable strikes, lockouts and all combinations that needlessly limit output or curtail distribution on the part of workers, owners or managers of industry."

William T. Hincks of Bridgeport and C. H. Remington of Hartford, were among the new directors elected by the chamber today.

YOUNG WOMAN SHORT IN SUNDAY SCHOOL FUNDS

New Haven, April 29.—Gertrude W. Searle, 21 years old, for the past two years treasurer of the Sunday school funds at the Olivet Baptist church here, was arrested tonight on a charge of embezzlement of $200 of the funds. The complaint was made by the deacons of the church. Miss Searle was held in $500 bonds.

BILL IN NEW JERSEY SENATE FOR DAYLIGHT SAVING

Washington, April 29.—Standard time in the eastern zone would be advanced one hour beginning at 2 a. m. next Sunday and continuing until the same hour on the last Sunday of September, under a resolution introduced today by Senator Edge, republican, New Jersey.

BRIEF TELEGRAMS

The Times of India says a serious riot is reported to have occurred at Malegnon, northeast of Nasik.

Ohio house of the general assembly passed a bill allowing women to vote without giving their age.

The head chef at Buckingham Palace has accepted a reduction in salary from $10,000 to $7,500 yearly.

Dr. Alfredo Zayas will be proclaimed President of Cuba at an extraordinary session of the Cuban congress.

Special precautions are being taken by the police of New York to prevent any radical demonstrations on May Day.

Fire of unknown origin destroyed the Keystone Rubber company plant in Erie, Pa., with a loss estimated at $500,000.

President Harding nominated Montgomery Schuyler of New York, to be minister to Salvador.

Silas Freeman and his crew of five men were saved when their bark with a cargo of gasoline **burned 50 miles from Havana.**

Mrs. Pamela Frucci of Norwood, Mass., was sentenced to eight years in jail for the killing of her husband last July.

A commercial airplane loaded with 80 quarts of liquor was found abandoned under the municipal landing field at Savannah.

The first national bank to be controlled by negroes—the Douglas national bank of Chicago—was ready for business yesterday.

The Wisconsin state assembly killed a bill to amend present state laws to permit women to serve as jurors. The bill had passed the senate.

The city and suburbs of Waterbury were flooded Wednesday night with copies of circulars advertising the overthrow of the United States government.

Fifteen Mexican bandits held up officials of the Agwi Oil Co., near Tampico and obtained about 135,000 pesos. Ten persons were killed, including two bandits.

O. Willis Rugg, 71 years old, civil engineer and a brother of Chief Justice Arthur P. Rugg, of the Massachusetts supreme court, died in City hospital, at Worcester, following an operation.

Notice of a proposed decrease in the wages and a revision in working conditions of conductors, engineers, firemen, trainmen, agents and telegraph operators, was issued yesterday by the Central Vermont Railway.

The nomination of John R. Mitchell, of St. Paul, Minn., to a ten year term as a member of the federal reserve board was confirmed late yesterday by the senate.

Nine hundred Germans, whose punishment has been demanded by the entente for crimes committeed during the war, will face trial at Leipsig, beginning May 23.

James J. Conner, a bartender, was sentenced to a year in jail in Boston for killing (Larry) McLean, a former major league baseball player, in a barroom row several weeks ago.

Aleander Howat, head of the Kansas Miners' union, has rejected the demand of the International union that he order back to work striking employes of the Dean Col Co.

Governor Harding of the federal reserve board announced that the would begin next week a personal survey of the farm credit situation in the middle west and southwest.

A refund of nearly a quarter of a million dollars in federal taxes erroneously collected from the estate of Bayard Thayer of Lancaster, Mass., was ordered by the federal court.

Non-negotiable notes and checks amounting to $638,000 stolen from two bank messengers on an Illinois Central railroad train, were found by the police of Chicago in an abandoned railway car.

When a physician went to a home in Ironwood, Mich., in response to a call he found John Mattison, pondering over a list of names. Mattison was looking for a name for the 13th baby in the family, a girl.

Members of the famous Koscinsko squadron which was recruited in America for service in Poland against the Russian bolsheviki, intend to return to the United States immediately after being demobilized next week.

Appointment of three federal district attorneys for Massachusetts was announced by Attorney General Daugherty. They are Essex L. Abbott of Haverhill; Charles P. Curtis of Boston and Joseph W. Keith, of Bridgewater.

An indictment of first degree murder against Clarence W. Loud of Melrose was returned by the Middlesex county grand jury of Cambridge, Mass., after investigation of the shooting of Patrolman James A. Preston at Wakefield on April 9.

Daina Robideaux of Chicopee, Mass., owner and driver of an automobile, was instantly killed and two companions were seriously injured when the car was overturned early yesterday after crossing a bridge over Mill river between Amherst and Holyoke.

The first settlement in the building strike in Worcester, against a 20 per cent. cut in pay, which was started April 1, was made today by the bricklayers and plasters, who accepted a reduction of 15 cents an hour from $1.12 1-2 to 97 1-2 cents.

A meeting of general chairmen of the railroad shop crafts will be held in Chicago to draw up a uniform set of rules which the unions will advocate in place of the national agreements ordered abrogated by the railroad labor board eective July 1.

J. W. Sanger American trade commissioner, arrived at Washington from Peking. He says newspapers are sold on a rent basis, the first subscriber paying to pprice, the second subscriber gets it a little cheaper and it is passed on until nothing is left of it.

Lawrence Ferrone, sentenced to prison for five to 30 years in the Hartford county criminal court last October by Judge Frank D. Haines, as an habitual criminal, was granted a new trial by the Connecticut supreme court.

Riga, Letvia, April 29.—Leon Trotzky, the Russian soviet war minister, has ordered great maneuvers by the bolshevik army in the near future in the Vitebsk and Pskov areas, the Lettish newspapers say today. The maneuvers are for the purpose of testing the reorganized army and its new officers.

COMMITTEE IS OPPOSED TO INCREASED FREIGHT RATES

Joint Committee Appointed by the Governors of New England Report That the Railroad Executives Had Failed to Show the Proposed Advance Would Remedy the Situation—Decides That the Federal Government Should be Asked to Give Assistance to the Roads—Should Fulfil the Obligation to Return the Roads in the Same Condition in Which the Government Took Them Over.

Boston, April 29.—The proposal of the New England railroad heads to increase freight and passenger rates immediately by 10 per cent. to relieve their financial plight was disapproved by the joint committee appointed by the governors of the New England states. The report to the governors, signed by each of the thirty members of the composite committee, was made public today. It said that the railroad executives had failed to show that the desired advance would remedy the situation or that by such an increase New England interests would not suffer.

As constructive recommendations, the committee said:

1. The federal government should be asked to give assistance to the railroads in their extremeties, not as an act of paternalism, but as an act of justice. The obligation of the government to return the railroads in the same condition in which they took them over has not been fulfilled. The period of federal guarantee should be extended (retroactive from Sept. 1, 1920,) and arrangements should be made at once for the payment of the amounts claimed by the railroads to be due them from the government, leaving exact determination to be made afterwards. We recommend that a memorial be addressed to the president of the United States pointing out to him the present conditions of the railroads in New England, and asking him to take prompt measure sto fulfill the obligations of the government.

2. We are convinced that the prevailing wage scale and the terms of the so-called national agreements have been a large factor leading to the present financial condition of the railroads. We believe that congress should consider whether the present method of settling labor disputes is entirely adequate, and if not, in what respect it may be remedied or altered.

3. We have not undertaken to make an analysis of the efficiency of the management of the New England railroads. In the interests of the railroads themselves, we believe that the interstate commerce commission might well avail itself of its authority and make, without delay, such investigation as may be desirable toward a permanent solution of the railroad difficulties.

To carry out the foregoing recommendations, we suggest that this committee be authorized to present these considerations to the president of the United States, the railroad labor board, and the interstate commerce commission, and to take such further action as may be necessary.

The committee reported that it found that the financial condition of the separate roads was not the same, although all were suffering from a decrease of revenue. The Boston and Albany, a leased line of the New York Central, took no part in the request for advance in rates. The Rutland railroad in January and February showed a deficit of $121,091 and the committee said it apparently could continue to operate for the present without serious difficulty. The Bangor and Aroostook asked for an increase of rates only one one-half of 1 per cent. of its entire business.

"The operating experience of the other railroads," the commission reported, "is indicated by the fact that for the six months ending Feb. 28, 1921, deficits after payment of fixed charges have been as follows: Maine Central, $915,559; Central Vermont, $18,652; Boston and Maine, $8,292,846; New York, New Haven and Hartford, $11,212,022.

"The accumulation of such deficits in a six months' period indicates clearly that these four railroads are in a position which is far from satisfactory. None of these railroads is in such condition that it can long endure a period of continued deficit. The situation is especially serious for the Boston and Maine and the New York, New Haven and Hartford railroads. Nevertheless, we do not conclude that any of these four will cease to operate under their present corporate managements during the period which will elapse before they can secure assistance by the payment to them of amounts owed by the government, by the necessary readjustment of wages and conditions of employment and by the determination of the question of division of through rates which is now before the interstate commerce commission. It appears improbable that the rate of deficits which has existed for the last six months will continue for the next six months."

Among the considerations which had weight with the committee were the following:

"There is grave doubt in our minds whether the proposed increase would produce the amount of revenue which the railroad executives estimate and which would be really necessary for any effective relief. There is of course a point where traffic will not move. Whether that point will be reached or not with any such increase of rates may not be exactly determined, but in general these who are familiar with railroad conditions over the country believe that rates are at their peak, and that instead of an increase in rates there should be a decrease if there is to be a revival of satisfaction business conditions for obth the railroads themselves and for industry in general. We are not satisfied, therefore, that if this advance is granted the necessary money will be forthcoming, and are strongly inclined to believe that such an advance will fall far short of the amount necessary for temporary relief.

"The traffic managers of the railroads think that New England business can stand this temporary advance, and the shippers are quite positive that New England cannot. While we cannot finally conclude which may be right, we are strongly of the opinion that the chances of an unfortunate result are such that we cannot in deference to what we believe to be the general good of this community recommend that any such risk be taken.

"We are by no means clear as to the way in which the proposed increase is to be worked out. As it is not a flat increase of ten per cent., it will in some instances amount to much more, even to twenty per cent. How these various adjustments would satisfy the different kinds of business we have no means of determining. The possibilities of this situation are such that an increase should be recommended unless it is known exactly how it is to be applied.

"The idea of New England as a distinct district for rate-making purposes has been resisted heretofore by the New England public, will be resisted hereafter, and ought, in our opinion, to be objected to upon every occasion when it is proposed. It seems to us that neither New England railroad executives nor any other persons in the New England community ought to propose or assent to a scheme of rate making which will so surely react to the disadvantage of New England industry, and likewise of the railroads themselves. In all essential respects there is no New England railroad problem as such. It is a railroad problem for the whole country.

"One of the outstanding features affecting the financial condition of the New England railroads and of most of the other railroads is the labor situation. When the roads were taken over by the federal government forty cents on each dollar of operating revenue went to the payroll. When the roads are returned to their owners by the federal government sixty cents is going to the payroll, and the railroads are prevented from making any adjustments in the scale of wages and working conditions, except with the consent of their employes, or failing that, by action of the railroad labor board. Up to the present time no railroad has succeeded in reaching an agreement with its employes looking to a modification of the wage scale or the working conditions. Thus the railroads continue to operate at a time of serious financial difficulty under conditions which require them to use sixty cents of every dollar of operating revenue for payroll purposes. No railroads have ever operated successfully under such conditions.

"A substantial increase in wages was not only inevitable, but was manifestly just. But a large portion of increased labor costs was caused by the enforcement of impracticable working rules which should be modified and which are now receiving the attention of the railroad labor board. Until that work is completed the railroads cannot be efficiently operated. We have undertaken to confer with the responsible leaders of the railroad brotherhoods, but they have declined to confer with us. We have suggested to the railroad executives that the railroad employees should be invited to agree to a temporary decrease in wages pending the final decisions of the railroad labor board, but no action of this kind has taken place.

"We believe that every effort should be made to avert receiverships and to extend to the railroads credit sufficient to bridge the period of emergency and that any efforts to avoid receiverships should be commended because of the serious results which would follow. But we feel confident that they will be no receiverships because of failure to secure the suggested advance of rates. If there should be receiverships they would come about for reasons other than such refusal."

U. S. STEEL IS CHARGED WITH UNFAIR COMPETITION

Washington, April 29.—A formal complaint against the United States Steel corporation and eleven subsidiary companies, alleging unfair competition in interstate commerce, was issued today by the federal trade commission. Thus the commission finally has decided that it has sufficient jurisdiction to take up the long standing complaint by various users of steel products and others against the alleged use by the corporation of the device known as "the Pittsburgh plus price."

It was announced, however, that the commission had divided, three to two, Chairman Thomson and Commissioners Pollard and Nugent voting for issuance of the complaint, and Commissioners Gaskill and Murdock dissenting.

The Steel corporation and its subsidiaries are given thirty days, or until May 31, to make formal answer to the complaint, after which the case will proceed to trial on its merits. The complaint was issued under the Clayton anti-trust act and the law establishing the commission, and the commission's announcement said the case was "an outgrowth of conditions complained of by more than 2,700 manufacturers of steel in the Chicago, Duluth and Birmingham districts, by legislatures of three states, by several municipalities, and by chambers of commerce and many business organizations throughout the United States."

The Pittsburgh plus price is described at length in the commission's announcement, which says that under it "all steel, except rails, wherever made, and whether made in the United States Steel corporation plants, or by its independents, is sold at the f. o. b. Pittsburgh price plus an amount equivalent to the freight to point of destination," and as an illustration says that this "means that the Gary steel fabricator who runs his own truck to the Gary, Ind., steel mill and purchases steel manufactured at this plant, must pay the price charged in Pittsburgh plus an amount equalling the freight rate form Pittsburgh to Gary."

The complaint is not limited, however, to the alleged use of this device. It charges specifically that the Steel corporation "owns and controls the ultimate iron ore supply in the United States" and that because of "its power and influence" through the larger percentage of the steel manufacturing business done by it and supported by it, its consequent potential power to embarrass or destroy its competitors by unduly lowering its price schedules, is "tantamount to the naming by the Steel corporation of prices that are to be charged by all the steel manufacturers in the United States."

GERMAN LABOR LEADERS REMAIN IN AMSTERDAM

London, April 29.—The German labor leaders, Peter Grassman, Wilhelm Ditmann, Otto Hue and Herr Silberschmidt, who planned to go to England to discuss with British labor leaders questions regarding reparations and reconstruction of the devastated areas of France, have remained in Amsterdam, to which city they travelled from Berlin, says a Central News dispatch from Amsterdam today. The Germans were notified by the British labor leaders that the latter objected to conducting the negotiations in London.

Discussion concerning reconstruction of the devastated regions began today, but the British labor leaders were not represented.