LONGSHOREMEN STRIKE AT NEW YORK MAY BE FURTHER EXTENDED

Chairman Riley of Strike Committee Says That Orders For Extension Followed Refusal of Shipping Board To Grand Demands—Tug and Ferry Crews Now Out.

New York, Oct. 11.—Extension to the coastwise traffic at every Atlantic port of the longshoremen's strike which has completely paralyzed New York harbor appeared inevitable today.

John F. Riley, Chairman of the committee directing the strike, announced that orders for such an extension had been issued following the action here yesterday of the national adjustment commission of the United States Shipping Board, which refused to grant an increase in the coastwise longshoremen's scale from 65 cents to $1 an hour.

The only apparent hope of averting a spread of the strike, or of terminating the strike in New York by a meeting of the strike committee with the national adjustment commission, starting at 10 o'clock this morning. This seemed a forlorn hope, however.

The coastwise longshoremen's strike, if made effective it was stated, would add at least 16,000 to the total number of strikers. Eight thousand of this number are employed in New York, and 8,000 in the various other ports.

Activities in New York harbor this morning were virtually at a standstill. In addition to the stoppage of steamer sailings resulting from the longshoremen's strike, employes of all the Hudson river ferry lines and all the railroad company tug lines except the Lackawanna, struck suddenly last night, tying up the tugs and ferry boats.

Railroad officials assert that the strike was the result of radical propaganda and was called in sympathy with longshoremen. The ferry and tug men deny these charges, however, asserting that they are members of "American" unions and that they are striking to enforce demands of their own—namely, for a six rather than a seven day week.

A committee representing the striking longshoremen today flatly refused a virtual ultimatum from the war department in regard to the handling of four Italian ships and six passenger ships now on their way to New York.

The war department had announced through William Z. Zipley, Chairman of the National Adjustment Commission, that it "intended" that the ships should be handled. Mr. Ripley asked the strikers' committee if they would promise to take care of these ten ships, and received a flat refusal.

FLYING PARSON REACHES BATTLE MT. NEVADA

Five Deaths and Number of Minor Accidents Are Race's Toll.

Reno, Nev., Oct. 11—Lieut. B. W. Maynard, leading the westbound flyers, landed at Battle Mountain, Nev., at 8:13 this morning.

Five deaths and a number of minor accidents now have occurred among the original 47 starters at Mineola and 15 at San Francisco. Two machines were eliminated yesterday and two contestants suffered accidents.

The deaths yesterday were Worth D. McClure, observer in plane number 24, piloted by Major A. L. Sneed, which crashed at Buffalo and Lieut. S. V. Wales, whose ship fell in Wyoming during a severe snow storm Thursday.

Major C. Spatz, machine No. 61, who left Bryan, Ohio, 147 miles west at 6:48 a. m. today, was the first of the eastbound aviators to reach Glenn L. Martin Field, Cleveland, landing at 8:16:35 in a heavy rain.

COLONEL HOUSE ILL ABOARD STEAMSHIP

Washington, Oct. 11.---Col. E. M. House, one of the American delegates to the peace conference, is ill aboard the steamer Northern Pacific on which he is returning from France, according to a radio message received today at the State Department. He was said to be suffering from an attack of grip, but his condition was described as not serious.

Miners and Operators Continue Discussion

Philadelphia, Oct. 11.—Operators and mine workers of the Central Competitive Coal field, embracing Indiana, Ohio, Illinois and Western Pennsylvania, continued their joint wage conference here today, but there was little likelihood of reaching an agreement in the near future. Replies statives of both sides apparently have taken a firm stand and it was stated that the chances of immediately breaking the deadlock in the negotiations, which existed since the first meeting in Buffalo last week, were slight.

Palmer To Anticipate Attacks.

Attorney General Will Prepare Opinion on Prohibition Law.

MAY NOT COME BEFORE WILSON

Washington, Oct. 11—Anticipating attacks on the constitutionality of the war time and constitutional prohibition enforcement legislation, Attorney General Palmer will prepare an opinion which will be transmitted to the White House before the bill becomes a law.

Enactment of the legislation was complete yesterday by Congress and the measure probably will be sent to the White House Monday. Unless signed by President Wilson within 10 days it automatically would become law.

There appeared to be some doubt at the White House today whether the measure would come before the President because of the disinclination of his physicians to let him transact any business. Should Mr. Palmer hold the measure unconstitutional, it was expected that it would be referred to the President for his veto. Otherwise it might be permitted to become a law without the executive's signature.

ENTIRE FORCE OF SHOPMEN OUT IN 5 PLACES

Penn. R. R. Mechanics Quit At Call of Leaders 10,000 Now Out.

Altoona, Pa., Oct. 11—Virtually the entire mechanical force at the Pennsylvania railroad shops in Altoona, East Altoona, Juniata, South Altoona and Hollidaysburg were on strike today to enforce the seniority rule at one of the shops.

The trouble started on Wednesday when the mechanics at the Altoona engine house quit work because they objected to the appointment of an assistant foreman from the Hollidaysburg shop. Yesterday in response to the call of the leaders of the shop crafts, which include machinists, boilermakers, blacksmiths, sheet metal workers, electricians and car men, approximately 10,000 men, walked out in sympathy with the mechanics. Others were expected to join the strikers' ranks today. The decision to call a general strike, union leaders said, was reached after all efforts to adjust difficulty with railroad officials had failed.

IRISH LEADERS FIRM AGAINST ALIEN GOVT.

Dublin, Oct. 11—Sinn Fein leaders here ridicule the statement that they will demand a hearing at the bar of parliament, or are prepared to take the oath of allegiance to Great Britain. They say their mandate from the Irish people is for the establishment of an Irish republic and nothing else.

"If Ireland had self-determination and declared for an independent monarchy, with George V. or any one else as king," some say, "we would accept its decision, but there is no such prospect."

GERMANS HAD FULL KNOWLEDGE OF FRENCH PLANS

Paris, Friday, Oct. 10.—German military authorities had full and complete information of the French plan for an offensive in April, 1917, former Premier Painleve told the Chamber of Deputies this afternoon in repudiating a charge that the offensive was stopped by his order. He added that General Nivelle had decided to stop the offensive after three days of fighting, when it became evidently impossible that a break through the German lines could not be made. The German general staff obtained in some way a copy of the plan of offensive and took necessary measures for causing the campaign to fail.

WINDOW SMASHER FINED $25.

Walter Lavinsky, who pushed his foot through two windows in a cafe owned by William Caskins, 360 Seaview avenue, Wednesday night, because the proprietor refused to give him a drink, was fined $25 by Judge Frederic A. Bartlett in the City Court this morning.

HELSINGFORS REPORT SAYS LINER WRECKED ON COAST OF NORWAY

British Admiralty Has Not Been Informed of Disaster Unparalleled in Maritime Annals—May Have Been Returning Troops

Archangel, Friday, Oct. 10 — Two thousand lives have been lost in the wreck of an unnamed British ship on the Norwegian coast, according to a wireless despatch received here from Helsingfors.

Neither the admiralty nor Lloyds have received any information relative to the wreck of a British ship on the Norwegian coast. At these sources, the report is discredited.

If the loss of life in the wreck reported in the foregoing despatch is as large as indicated, the disaster will mark a new record in the annals of the sea. It would seem probable the ship which was wrecked was a military transport bringing British soldiers from Archangel, which port Great Britain has been embarking large numbers of men during the last month.

The largest recorded loss of life in marine disaster occurred when the the Titanic was sunk after colliding with an iceberg south of New Foundland on April 14, 1912, the list of deaths showing 1,503 names. The Lusitania, sunk by a German submarine May 7, 1915, carried with her more than 1200 of her passengers and crew. When the Empress of Ireland was sent to the bottom in the Gulf of St. Lawrence on May 30, 1914, the loss of life was 1,027. One thousand died when the Japanese steamer Kicker Maru sunk in Australian waters on September 28, 1912.

MUST DIE IN 2 YEARS' TIME TO GET AWARD

Death Will Not Transfer Claim to Dependents.

A wolkman who dies more than two years after receiving an injury is not entitled to compensation according to the Connecticut Compensation Act and although if he had lived he would be entitled to 520 weeks' compensation he cannot by dying transfer that claim to his dependents.

Charles H. Bordman of South Norwalk was working for the Locomobile company in this city on Jan. 26, 1916, and while helping to lift an automobile chassis it swung against him and injured his left hip.

By a voluntary agreement with the Locomobile company he received compensation to April 6, 1916, the Compensation Commissioner approving.

He left the employ of the company shortly afterwards and died of pulmonary tuberculosis on April 6, 1918.

Attorneys Gray & Gray of South Norwalk in behalf of the widow and dependents applied for compensation claiming that the tuberculosis resulted from the injury and that they were entitled to either the amount provided by the compensation act when death results from injury or for 520 weeks compensation allowed when the employe is totally incapacitated.

Compensation Commissioner E T. Buckingham dismissed the claim saying that it was the first time that the contention had been raised under the Connecticut Act and that the cases cited by the attorneys in their brief were decisions in other states whose acts differed from ours.

SWEDES FEAR TO PUSH PROTEST AGAINST REDS

Stockholm, Oct. 11.—The looting of the Swedish legation in Petrograd and the Swedish consulate in Moscow, reports of which were recently confirmed by the government, occurred as long ago as June 2 last, it was learned today. The Swedish protest against the Bolshevik action has not yet been forwarded, owing, it is explained, to the presence of Swedish nationals in Moscow (upon whom, presumably, retaliatory measures are feared.)

Charged Murder, Paper Suppressed

Berlin, Friday, Oct. 10.---Gustave Noske, Minister of Defense, has suppressed the newspaper Freiheit for three days because of its accusation that "central murder stations" were being maintained in Berlin which were offering assassins big money inducements and employing weak-minded persons for similar purposes.

ITALIANS AND BRITONS KISS AND MAKE UP

Rome, Oct. 11—Foreign Minister Tittoni had a cordial conversation with the British ambassador to Italy yesterday according to a semi-official communication and as the result, all misunderstandings have been cleared and a friendly and cordial collaboration by the two countries in solving peace problems has been brought about.

Nyack, N. Y., Oct. 11—James N. Wallace, president of the Central Union Trust Company of New York and a leading American financier, died suddenly at his country home here early today from heart trouble.

Throng At Dedication Of Arch

Mrs. Perry's Splendid Gift Transferred to City.

JUSTICE WHEELER MAKES PRESENTATION

Saturday, October 11, 1919.

Bridgeport this afternoon accepted the Perry Memorial Arch at the entrance Seaside Park on Park avenue with appropriate ceremonies which were attended by a great throng of people, including city officials and state officers who had gathered to pay homage on the occasion to one of Bridgeport's most distinguished families.

The ecremonies were preluded by a half hour concert by the Wheeler & Wilson band following which there was an invocation by Rev. Stephen F. Sherman and community singing under the direction of Alvin Bruel.

Morris B. Beardsley one of the trustees of the Hunt fund made a short address and was followed by Rev. William Horace Day, who spoke as follows:

Dr. Day said in part:

"Today we honor the memory of a sturdy son of New England, who came here in 1856 with the Wheeler & Wilson Co. For many years he held responsible positions as superintendent, secretary and treasurer of that company. For the most part he lived quietly and without taking any place of community leadership, but he rendered valuable service to the city on the Board of Park Commissioners, serving with P. T. Barnum and William H. Noble. It is peculiarly fitting that this beautiful memorial should have been planned as an additional element of beauty in the system of parks, which suggested that Bridgeport be called the "Park City." And it is also appropriate that his memorial should adorn the same park as that in which the statue of Elias Howe stands. Each of these men through Bridgeport's sewing machine, made a real contribution toward the lightening of the burden of the American woman. Perhaps no other "Yankee invention" has done as much to set our women free.

As President Wilson stood on Memorial Day in the beautiful American Military Cemetery at Suresnes looking over that forest of white crosses, he told us that these men had died in the line of duty and were buried in "a foreign but not in an alien soil."

As I stood just behind the President looking at that throng and thinking of our home people across the sea, it seemed to me that these men had in their dying glorified in its highest aspect the morality for which America has such high respect. They gave themselves to a cause they did not pretend was their own. They went out in the defence of liberty for all mankind.

The epitaph "died in the line of duty" belongs not alone to those white crosses surrounded by the blood-red poppies of France and Flanders but it belongs to a citizen at home who loyally did his duty with none of the encouragement of public applause without whose faithfulness the men who led the charge over the top could not have won victory. We are all dreaming of a new Bridgeport. We dare to think of her not only with material equipment adequate for the exercise of her vigorous business life, but a city filled with those things which summon the soul of men to love the beautiful and revere the noble. It is for us so to live in the line of duty that the ideals for which seventy thousand of our men and women gave their lives shall not be betrayed. Today we honor the memory of this citizen and his gracious wife who lived and died "in the line of duty."

Community singing after Dr. Day's address was followed by Justice Wheeler's presentation of the arch to the city and its acceptance by Mayor Wilson and transfer to the Park Commissioners, president by George C. Eames. The program concluded with the singing of the National Anthem.

In presenting the memorial, Justice Wheeler said:

Mr. President, Ladies and Gentlemen, and Mayor Wilson:

Mrs. Harriet Adelaide Perry, widow of William Hunt Perry, in her will provided a legacy of $75,000 for an arch with bas relief at the main entrance to Seaside Park.

The executors paid over to the trustees the legacy of $75,000.

The trustees unhesitatingly accepted Mrs. Perry's judgment that the arch should be built at this entrance to our Seaside Park, and the Board of Park Commissioners acquiesced in our decision. It is fitting that we express to you, sir, to the Park Board and to all city officials with whom this business has brought us, our sense of obligation for the cordial assistance given us and the quick sympathy shown to our every suggestion.

The place decided upon, the trustees took counsel and made wide investigation and then gave to Henry Bacon of New York city the commission for the arch, and to Paul Morris of Bridgeport the commission for the bas relief. Mr. Bacon is regarded as the foremost architect in America in memorial work. Mr. Morris was a Bridgeport man who had attained repute as a sculptor, was a friend of Mrs. Perry and had been honored by her by what the trustees regarded as a practical selection for the designing of the bas relief. Mr. Morris unhappily died before his first sketch was complete Thereupon the trustees gave to Adolph A. Weinman the commission for the bas relief.

r xp Mr.etaoletaoi etaoi etaoletaoi

Mr. Weinman had been noted in his profession for many years. Indeed, he was under most serious consideration by the committee which awarded the commission for the James W. Beardsley statue at the entrance to our Beardsley park. His sculpture is among the best that the sculptors of America have produced. How well these artists have been about their task, arch and bas relief testify. They will appeal to the highest artistic sense, and each, I am persuaded, will grow in public regard the longer it endures. It is apt to be thus, the generation of a later day estimates more truly and higher the really great work of today than do those who live with it, be it in the paths of government, statesmanship, letters, or art.

Architecture and sculpture are allies in the arts. Finished skill, beautiful lines, fit proportion, producing a work of truth and beauty born in understanding, sympathy and imagination. That is art, that is true architecture and true sculpture. And this arch and this bas relief are the blessed children of the hand, and head and heart of artists who possess these qualities.

Yonder factory chimney and the plant it ministers to are the mere mechanism of architecture. The heart of man did not throb in their designing, nor did beauty crown their building. But arch and bas relief are different. Into these have gone the skill of rare art, the imagination of high soul, and there cometh forth the wonders of truth and beauty.

"Beauty," said Ruskin, one of its most understanding friends. "Beauty has been appointed by the Deity to be one of the elements by which the human soul is continuedly sustained."

Yes, beauty is everywhere in nature in sky above, in the waters of the Sound, in tree and shrub, in flower and tiniest leaf. And the most beautiful of all beautiful things in this wondrous world is a beautiful human life, and that life is beautiful which thinks and does for others.

This Memorial in all its just dignity typifies the character of him in whose memery it was created. Whoever shall look here and think of William H. Perry shall see before him a true type of New England manhood, a man of strong intelligence, sound judgment and discriminating action, prudent, thrifty, patient, industrious, achieving and helpful, winning success because he compelled it and deserved it.

But this Memorial shall not speak in the long stretch of the years to come, merely of the man in whose memory it was created, nor yet of the woman whose loyalty to her dear mate bade her perpetuate his name. No, it will stand as a Memorial of power and of beauty, helping to give us enjoyment as we look upon it, and helping us to see that the things of the hand all about us in this busy place are not the triumphant end, but rather the things of the spirit, and one of these, this Memorial of moral power and moral beauty. And so long as it shall stand it will teach the people of this fair city that great living is not in great possessing, but in great service. For this Memorial is a gift to the people of this city in value perhaps only once equalled or excelled in the history of the city. It points a splendid spirit of service, and that is its chiefest inspiration.

May its example, enduring for the ages, lead our men and women to give of their abundance to the people of our city, to bless him who receives, through its physical use, or its mental health and delight, or its spiritual power and beauty, and to bless the memory of him who gives by associating him forever with that quality of mercy which so shines in acts of service for our kind.

Mayor Wilson, the trustees have given their best endeavor to the sacred trust committed to them by Mrs. Perry.

We hand over to the keeping of the city of Bridgeport this completed Memorial, and shortly we shall hand to the city of Bridgeport in trust a substantial sum of money, a part of the interest earned upon the legacy since it came into our hands, in trust to be used for the future care and maintenance of this Memorial.

GERMANY'S NEW WAR ON THE BALTIC, PERIL TO CAUSE OF PEACE

Deliberately Scheming To Get Control of Huge Country.

Copenhagen, Oct. 11.—German and Russian forces under command respectively of General Von Der Goltz and Col. Avaloff-Bermondt, have attacked Lettish forces over a wide front in the coastal region about 20 miles south of the city of Riga. Reports reaching here indicate the German-Russian onslaught has gained ground, at least at some points, and that the town of Shlotsk has been captured.

Allied powers have the hardest problem they have encountered since the armistice thrust upon them by the German-Russian attack on Riga. It is believed the Lettish government will expect the peace conference to furnish troops to resist General Von Der Goltz and his Russian supporters, but who will furnish the new armies is a very serious question. There is certainly no enthusiasm in Great Britain for embarking on more military expeditions and shedding more British blood.

Latest news received by the government is declared as confirming the view that Germany is deliberately scheming to secure a controlling position in Russia and that she probablly contemplates the occupation of Petrograd. There are more than 100,000 German soldiers with headquarters at Mitau.

The Baltic states, with the exception of Finland, appear to have agreed on a policy of arranging an armistice with the Bolshevik government, but declining peace terms on the ground that the soviet government is too unstable to arrange a permanent peace. Altogether, the Baltic situation is recognized as presenting acutely dangerous possibilities.

Get Men Who Stole 500 Cars

Valuation of Autos Close to Three Quarters of Million.

THREE MEN WERE ARRESTED YESTERDAY

Saturday, October 11, 1919.

As the result of very efficient work on the part of the local detectives and authorities of neighboring cities, the Newark, N J., police yesterday arrested three men alleged to have been implicated in the theft of over 500 automobiles from cities of New England, New York, New Jersey and Pennsylvania during the past three months. Estimates fix the total value of the stolen machines at close to three-quarters of a million dollars. Eight stolen cars discovered in Seymour recently furnishes the clue.

The men arrested yesterday are Peter Walters, alias "Walter Snyder", alias "Captain Alfred Meyers," Edward Maher and Barney Bernard Monoski. Walters and Monoski gave their addresses as New Yory City, and Maher is believed to be a resident of New Haven. At the time of the arrest the men were in a Buick automobile belonging to Frederick A. Chaffee, 291 Harriet street, which was stolen from in front of the Campus restaurant in John street, last Saturday noon.

The police first picked up the trail of the automobile thieves about three weeks ago, when Detective Frank Holbrook of this city located eight stolen automobiles in Seymour.

Last Saturday noon the Chaffee car was stolen and the police had reason to believe the men who stole this machine were implicated in the Seymour affair. Police departments of surrounding towns and cities were immediately notified

In six weeks six machines were stolen in Bridgeport. Among the car owners of this city whose machines are missing are George L. Mara, Dr. S. P. Cronin, L. H. Corbitt, William Steinke and John Foster.

The police have been working on the theory that the men stole machines in one state, and took them to another where they sold them. In Seymour the gang sold two cars for $2,000 apiece, one for $1,500 and another for $750. They advertised in Waterbury as dealers in second-hand automobiles.

To make their game more safe, the thieves took out driving licenses in every state in which they operated. After stealing a car the men simply changed the license plate and proceeded to another state. In nearly all cases the auto thieves avoided traveling main roads with a stolen car. This piece of strategy resulted in the robbers getting away with their game successfully for some time.

The automobile thieves are being held for trial in Newark, where they are also charged with stealing automobiles. After his arrest yesterday, Walter made a desperate break for freedom, but halted when a detective fired a revolver to scare him. In addition to the automobile theft charges, it is alleged that the men attempted to steal an airplane. They met with no success in this venture as the aviator suspected their intentions and notified the police.

An attempt will be made to extradite the men to this city where they will be charged with the theft of automobiles.

PRESIDENT TO REMAIN IN BED FOR LONG PERIOD

Washington, Oct. 11.—Although President Wilson continues to show signs of improvement he will be required to remain in bed for an extended period.

This decision was reached today after a consultation between Dr. Francis X. Dercum of Phila., Admirals Grayson and Stitt and Dr. Sterling Ruffin of this city. The following bulletin was issued:

"White House, October 11, 1919—12:45 P. M.

"The President shows signs of continued improvement but his condition is such as to necessitate his remaining in bed for an extended period. (Signed)

"Grayson,
"Dercum,
"Ruffin, "Stitt."

THROW PEPPER IN PAYMASTER'S FACE SECURE $11,000

Cleveland, Oct. 11 — Six robbers this morning held up the paymaster of the Samuel Emerson Company in the lobby of a Euclid avenue building and after throwing pepper into his face, escaped in an automobile with $11,000, which the paymaster carried in a money bag.

BANDITS GET $5,000.

Toledo, O., Oct. 11—Bandits in an automobile escaped with $5,000 here today after holding up two men carrying the Pinkerton Tobacco Company payroll and shooting an employe, George Hillman. He received four wounds and is expected to die.

Hearings Continue at Pittsburgh

Examine Number of Witnesses in Federal Building Today.

TO RETURN TO CAPITAL TOMORROW

Pittsburgh, Oct. 11.—Formal hearings at the Federal building here today occupied the time of the senators investigating the steel strike in the Pittsburgh district. A number of witnesses met by the Kenyon committee during a tour of the mill towns in the district yesterday were heard, including workingmen both from the striking and non-striking groups.

The committee will leave for Washington Sunday night without visiting the Ohio steel communities, it was announced last night, following the receipt of a telegram from Senator Curtis, Kansas, stating the presence of the members of the committee was needed at the capital Monday.

Figures compiled by officials of the Carnegie Steel Co. given to the senators yesterday during their tour of the mill towns, indicate that 65 9-10 per cent. of the normal complement of men at the Homestead plant remained at work September 24, when 62 1-0 per cent. of the men reported for work. Latest tabulations in the statement—those for October 9—indicated that 75 8-10 per cent. of the men were at their usual work.

INTERNATIONAL SEARCH FOR THE MISSING AIRMEN

All Available Agencies in U. S. and Canada Requested to Assist.

St. Louis, Oct. 11—All available agencies in the United States and Canada it was said here today, will be requested to assist in the search for Captain Carl W. Dammann and Lieut. Edward J. Verheyden, Jr., pilot and aid of the "Wichita," one of the ten entries of the national championship balloon race which started from here October 1 and which according to a telegram, was found wrecked in Lake Huron four days later.

Information of the wreck which was received in a telegram to Major Albert Lambert, an official of the race, from Tobermary, Ont., which said the balloon was found near Cove Island.

The aeronauts' life preservers were not found in the craft and this led Major Lambert to advance the theory that the men may b. on one of the numerous islands in that region, too exhausted to make their way to a telegraph office. Major Lambert has offered a reward of $500 for any information of the men.

BANDITS HOLD UP TRAIN AND ROB MESSENGER

Five Men, Thought Passengers, Pull Off Jesse James Stunt.

Memphis, Tenn., Oct. 11 — Five men who boarded a southbound passenger train on the Yazoo & Mississippi Valley railroad as it was leaving the yards nere early today, held up the express messenger and his assistant, secured several packages and escaped when the train was stopped at West Junction in response to a telephone message from a yardmaster who saw the men board the train.

The messenger and his assistant were found lying on the floor bound. One of the stolen packages was said to have been shipped by a Memphis jewelry concern.

Posses were organized quickly and began a search of the surroundir section.

GERMAN PAPER SAYS NATION NOT TO SUBMIT

Berlin, Friday, Oct. 10.---Discussing the coming international labor conference at Washington, the Vorwaerts declares it is "impossible for Germany to submit to the humiliation of seeing her delegates wait in penitential garments while Haiti, Liberia and other negro republics may decide for themselves whether they will attend the conference."

The newspaper thinks that before the international labor bureau, before which the matter has been laid, can reach a decision, it may be too late to send German delegates to Washington.

"Is this not, perhaps, the intention of the inter-allied governments?" the Vorwaerts asks in conclusion.

IRISH PRESIDENT GIVEN FREEDOM OF THE CITY

New York, Oct. 11—Approval by Mayor Hylan of the resolution passed last June 24 by the board of aldermen giving Eamon DeValera, President of the Irish Republic, the freedom of New York city, was announced today at the City Hall.