

"PEEPER" TESTIFIES AGAINST MRS. STILLMAN

GERMANY MUST PAY IN 8 DAYS OR SUFFER PENALTIES

To-Night's Weather—RAIN.

To-Morrow's Weather—RAIN.

"10 TO 3"

DAILY WALL STREET
FEATURE THIS EDITION

The Evening World

"Circulation Books Open to All."

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SHIPS SIGN CREWS AT OLD RATE, MEN WIN FIRST VICTORY

Universal Transportation Company Grants Terms for Its Five Freighters.

5 BOATS HAVE SAILED.

Unions Say Potomac, Delayed From Yesterday, Cannot Get Crew.

While negotiations are going on at Washington to end the coast to coast strike against the fleet of the Shipping Board and all other American vessels, the local unions appear to have opened up the first crack in the situation in the port of New York.

It was claimed by William Curtis, assistant business agent of the Ocean Engineers, that the Universal Transportation Company had capitulated and had signed up with union crews at the old rates and under the old rules. At the office of the company, No. 36 Beaver Street, no one would deny the statement, nor would anyone affirm it.

This arrangement will release five tramp freight steamers, the first of which, the Lillmas, will sail at 5 o'clock this afternoon from Pier No. 15, North River, for Tampa, Capt. N. T. Henderson signed up his crew this afternoon before United States Shipping Commissioner P. H. Quinn, and said all trouble between the company and the unions was ended. The other steamers of the line are the Danford, Darden, Gladys and the Pearl Don.

Winthrop L. Marvin, Vice President and General Manager of the American Steamship Owners' Association, said earlier there was no truth in the report that the owners would consent to a wage reduction of anything less than 15 per cent.

"There is no truth, either, in the report we are going to establish a bonus system in any of the ships," said Mr. Marvin. "Outside of the engineers we are not experiencing much difficulty in getting crews, but we hope to get engineers without having recourse to the Naval Reserve. The Sea Service Bureau is gaining many recruits, with the exception of engineers."

At union headquarters it was said 110 engineers were pulled out of Shipping Board steamers lying idle in Jamaica Bay, and thirty-seven more ships at Prall's Island. All firemen and other marine workers were taken out yesterday, they said, and a total of 300 ships in New York Harbor have been abandoned since the strike began.

It was also stated that, acting on instructions from the head of the marine engineers at Washington, orders had been issued to towboat engineers and firemen not to handle any steamer flying the American flag, either in docking her or in taking her to sea. The engine room crews, it was added, were to leave their tugs only in the event of an attempted violation of this order.

Shipping Board officials report ship movement satisfactory in Boston, Norfolk, Savannah, Charleston, and

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Mrs. Stillman Amused As 'Keyhole and Ladder' Testimony Is Introduced

Canadian Who Accuses Wife of Banker at Divorce Hearing Is Called "Little Peeping Witness" by Her Lawyer.

Brother of Fred Beauvais, Indian Guide, Says All Charges Made by Financier Will Be Refuted.

The vanguard of the so-called "keyhole and ladder witnesses" whose testimony is largely relied upon by counsel for James A. Stillman, former President of the National City Bank to win him a divorce, appeared today at the library of the Bar Association, where the divorce hearing was resumed.

One of these was George Adams, fifty-seven, of Grande Anse, Canada. Mr. Stanchfield, of Mrs. Stillman's counsel, said afterward to an Evening World reporter that Adams was "a little peeping witness whose testimony was not damaging."

It was said by others present that Adams told of certain incidents in the room of Fred Beauvais, the Indian guide, at Grande Anse, in the Blackburn House, a hotel about forty miles from Lake Dawson, where a camp was being built for the Stillmans. This was in December, 1917.

Adams is said to have admitted on cross examination that he is still on the payroll of Mr. Stillman and that his duties are of a "consulting nature."

WITNESSES INTERRUPTED BY GUARDIAN FOR GUY.

Fred Adams, a son of the witness, was also present and is reported to have given testimony along similar lines. These witnesses were frequently interrupted, it was said, by questions by John E. Mack, guardian ad litem for Guy Stillman, whose legitimacy and inheritance are at stake in the case. There were interruptions also by Abel Smith of counsel for Mrs. Stillman.

Arthur Beauvais, a brother of the guide who has been named as co-respondent, was present throughout the hearing. He said afterward that a part of his duty was to suggest questions to be used in the cross-examination of Mr. Stillman's witnesses.

"Mrs. Stillman," said Beauvais, "seemed to be greatly amused by the witnesses. If she wants to she can easily get ten or twelve good witnesses to refute the testimony of the keyhole and ladder observers. From my knowledge of the house at Three Rivers I should say it must have been very difficult to see the things that these witnesses are said to have seen."

"Before I left Canada I saw Henry Grenon, one of the French-Canadian keyhole witnesses employed on the Stillman estate, and I know he is not coming back to New York. Ferdinand and Joe Page, also numbered among the witnesses for Mr. Stillman, were not in Canada when I left, and I don't know where they are now."

It was said that another of Mr. Stillman's witnesses, Miss Isabel

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CHICK EVANS GOES ABROAD.

Sails on Adriatic to Play in English Golf Championship.

The Adriatic of the White Star Line sailed today with a big passenger list. Among those on board was Isaac P. Marousson, political writer, who will spend six weeks in Germany and Austria.

Eugene de Polmay, a former member of the Hungarian Cabinet and also Food Administrator during the war, sailed after completing arrangements with American industries to ship raw materials to Austria. Charles (Chick) Evans Jr., American amateur golf champion, is going to England to engage in the British amateur golf championship matches. Other passengers were Arthur Brentano, Mrs. Lewis Casa Levard, Mr. and Mrs. Robert W. Sherwin Jr., Irving Epstein, Mme. Marguerite Namara, opera singer, and her husband, Guy Bolton, playwright.

THREE WIVES JEER STAGE APOLLO AS HE GOES TO TOMBS

Newton Admits Marrying Them All and Asks Judge "Can You Blame Me?"

CAUGHT BY A RUSE.

Arrested After One Mate Wires Him of New Contract and Meets Him Here.

Three young and pretty actresses looking for a job met so often in the agencies they soon grew chummy and it wasn't long before they were telling each other secrets of their lives. Five minutes after they began this mutual exchange of confidences the three discovered they were wives-in-law, or something like that, for they were married to the same man, Harry A. Newton, an Apollo of the stage.

This was yesterday. To-day Newton, tall, dark, and well-groomed, walked across the Bridge of Sighs under the meers of his three wives, who made fun of him while he was being taken to the Tombs in default of \$3,000 bail—\$1,000 for each wife.

The multiple husband waived examination and pleaded guilty to a charge of bigamy before Magistrate Rosenblatt, in the Centre Street Police Court, but in far from conventional terms.

"Oh, yes, I plead guilty," he told the Court. "But I want to tell you there were extenuating circumstances in every case."

"Now, in regard to Florence (wife No. 1). She's a very pretty girl, isn't she, your Honor? Could you blame me? She was married before I met her, and you know how it is on the road, Judge."

"As to Glenn (wife No. 2), I married her, and married her twice. It was a good time and we were happy. But she was more to blame for my leaving than I was."

"And as to Iva (wife No. 3); you ask her, Judge, what she thinks of me."

Judging by her remarks in court her thoughts were far from flattering. Newton, who plays juvenile parts in stock companies, and who gave his address as the Calvert Hotel, 41st Street and Broadway, married his first wife, Florence Madeira, a blonde, of No. 1690 Broadway, in 1911. According to the story she told Magistrate Rosenblatt and Assistant District Attorney Sabbatino, they were playing together in Monticello, Ill., and were married by a Justice of the Peace.

They drifted apart and in 1917 she married Douglas Hope, a motion picture manager of Scranton, Pa., in Cumberland, Md. She told the Court her sister had informed her Newton had declared he had obtained a divorce, and she was thus free to wed. The second wife was Glenn Argon, a vaudeville actress, who now lives at the Jefferson Hotel, Sixth Avenue and 8th Street. She was doubly married to Newton. The license of their first wedding in Rochester, Minn., in 1918, was lost and when the

FIRST SINN FEIN ATTACK IN SCOTLAND

GLASGOW, Scotland, May 4.—A police inspector was shot dead and a detective wounded here this morning in what is believed to have been the first Sinn Fein attack on the police in Scotland.

The Sinn Feiners fired on policemen who were escorting a man conveying a man to prison, killing Inspector Johnson instantly and wounding the detective. The assailants escaped.

Twelve Irish Volunteers Killed. DUBLIN, May 4.—Twelve Irish volunteers were either killed or wounded, and one military officer was severely wounded as a result, according to an official report today of a trip by a party from a border regiment to investigate an ambush which occurred yesterday at Tourmakeady, County Mayo.

Harding Shows Strain; Smiles and Banter Lost In His Serious Task

Looks Careworn From Responsibility Resting Upon Him as Nation's Executive in Dealing With Big Problems.

80,000 EMPLOYEES OF AM. RY. EXPRESS FACE CUT IN WAGES

Conference With Management Planned—Revision to Take Effect on June 1.

The American Railway Express Company announced today that it contemplates a downward revision in wages and changes in the rules governing hours of service and working conditions that will affect all of its 80,000 employees who are scattered throughout the entire country.

An invitation to a conference within ten days with representatives of the management has been extended to the employees. They are asked in this invitation to name delegates to the conference at which the management hopes to effect a settlement with the co-operation of all branches and departments of the express service.

Rates of pay have advanced close to 100 per cent. since the beginning of the war. The last blanket raise was an increase of 15 cents an hour granted the employees by the United States Railroad Board in August, 1920. This decision was retroactive to May of last year and meant an annual increase in expenses of \$10,000,000.

The contemplated revision is to take effect June 1.

L. R. Gwynn, assistant to the President of the Company, today said: "A revision of the rules governing hours of service and working conditions to a basis that is fair and equitable is most necessary. The Company is eager to hear suggestions and proposals from its employees and is hopeful of reaching an agreement at the coming conference. In the event that we fail to do this, we will in compliance with the Transportation Act lay the case before the United States Railroad Board for a final solution."

"We cannot at this time tell what our proposals will be, as we have not yet notified our employees of suggestions that we will lay before them."

HOSE USED TO BEAT GIRLS, THEY CHARGE

Syracuse Teachers Also Accused by Parents of Throwing Books at Pupils.

SYRACUSE, May 4.—Pupils in the Eastwood school, a suburb of Syracuse, are being flogged with a piece of garden hose, according to sensational charges made at a meeting of the trustees.

Miss Margaret Waters, teacher of the seventh grade, and slated to be the next Principal, is accused of having punished two pupils, one a girl fourteen years old, by whipping her with the garden hose, according to the claim of the children's parents.

Large welts were raised on the girl's back and legs, her mother said. A complete investigation of conditions in the school has been ordered by the Board of Trustees. Other charges were made, such as throwing books at pupils by teachers.

3 SAVED ON FISHING SMACK.

Life Savers at Sandy Hook Rescue Crew in Peril.

Three men in the fishing smack Mamie, of Sea Bright, N. J., were rescued from probable death this morning by the life-saving crew of the Sandy Hook station.

Bob White owner of the smack, his son, and Charles Carpenter had about 400 mackerel on board when they ran into a heavy sea. The boat was filling and the men struggled desperately for three hours to keep her afloat. They were getting the worst of it when their distress was observed; they were nearly exhausted when the rescue arrived and the boat was drifting out to sea. The life savers took the passengers aboard their power boat and towed the smack in.

PENALTIES IF GERMANY FAILS TO PAY BY MAY 12; NO FRESH OFFER RECEIVED

London Foreign Office Denies Berlin Has Made New Proposal on Reparations—Supreme Council's Ultimatum Ready for Transmission.

LONDON, May 4.—The Allies today prepared to submit a final proposal to Germany for settlement of the World War.

With a demand that Germany pay \$33,750,000,000 to the allied countries, the Supreme Council will notify Berlin that penalties will be exacted if the terms are not accepted by midnight of a certain day, believed to be May 12.

70 SACKS OF GOLD SENT BY SOVIET, DUE HERE MAY 11

Twenty-Seven More Sacks for New York Refused Transmission by Norwegian Mail Service.

CHRISTIANIA, Norway, May 4. The Scandinavian-American Line steamer United States, due in New York May 11, has on board seventy sacks of gold bullion, valued at several million dollars, consigned from the Swedish mail service. This is Russian Bolshevik gold remitted by the Swedish Royal Mint. Last year the Swedish mint remitted and refined nineteen tons of Russian gold, and so far this year has put seventy tons through the same process. Most of this gold is destined for the United States.

The Norwegian Mail Service yesterday refused to transmit 27 sacks of gold bullion from the Stockholm Enskilda Bank and returned them to the bank. The Norwegian-American Line, and also the Scandinavian-American Line itself, now are declining to carry such gold cargoes to America.

LANDIS DENIES HE HAS RESIGNED

Again Says He Has Made No Statement That He Will Leave Bench.

CHICAGO, May 4.—Judge Keneaw M. Landis, in a formal statement today, denied reports that he had resigned from the Federal Bench to devote his time to his position as baseball commissioner.

"I have not resigned, nor have I said anything that could have been construed into a statement that I have resigned," the statement said.

The action Monday of the Senate Judiciary Committee in endorsing Senator Dill's bill making it an offense for a Federal Judge to accept another position of pecuniary profit while on the bench had again aroused rumors that the Judge was to relinquish his Federal position.

Judge Landis refused today to say, however, whether he was thinking of resigning at some future date. To a direct question he made the same reply he always has made during the past few months, whenever the possibility of his resigning came up. "I cannot discuss that," he said.

Judge Landis said the present rumor about his resignation probably had arisen through conversations he had with Charles Nagel, custodian of the Federal Building. "I told Nagel that when I left this court I wished to take some of the chairs with me, as they were cherished by me. They belong to the Government and I asked him if I could purchase them."

Judge Landis would not say why he had refused recently to set any cases beyond June 15, a fact which caused reports that he would resign in June.

The life savers took the passengers aboard their power boat and towed the smack in.

(Racing Entries on Page 24.)

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