

# SHIP SUBSIDY PLAN SEEKING SUPPORT OF FARMER VOTE

Cabinet Discusses Problem of Keeping U. S. Merchant Marine Alive.

By David Lawrence.  
(Special Correspondent of The Evening World.)

WASHINGTON, Oct. 8 (Copyright, 1921).—President Harding and his cabinet have just tackled the biggest and most far-reaching problem of the Administration—something that relates to unemployment, more markets for agricultural products, limitation of armament and international relations. It is the question of a merchant marine.

Two hours of discussion in the cabinet yesterday led to no conclusion except a determination to thresh the whole thing out further at next Tuesday's meeting.

The big question being considered is whether the Harding Administration shall take a step, feared by preceding Administrations, but nevertheless pointed out as the only solution, namely, a direct subsidy of American ships.

Chairman Albert Lasker has gone at the whole problem with vigor and has made a report to President Harding outlining the alternatives before the American Government. He has shown how this is the critical moment and how America stands at the starting of the ways—either she will lose her chance to build a merchant marine or she will avail herself of a golden opportunity to gather in trade round the world for the benefit of the American farmer and manufacturer.

Briefly, it has been contended that the La Follette Seamen's Act, with its high scale of wages, made it impossible for American firms to sail ships as economically as those of other countries. Deficits have arisen from other sources. The question is not the same, however, as it was in peace time days before 1914, when it amounted merely to a subsidy to American enterprises. Now the Government owns a vast number of ships.

What shall it do with them? Shall they be sold at ridiculously low prices at a time when the price of tonnage is at its lowest point and even then American shipping concerns flounder under conditions of competition that are ruinous, or shall the Government enter into a concert of partnership with private enterprise, paying a subsidy for mail delivery and other items in order to develop routes to parts of the world hitherto untouched by the American trader?

The farming interests have heretofore blocked a grant of subsidy. They have not seen the close relationship between a merchant marine and a market for their surplus goods. Now that the farmers are appealing to the Harding Administration to grant them a direct subsidy in the financing of domestic movement of crops, as well as the handling of export trade, the Harding Administration is inclined to believe the agricultural interests of the country will support a subsidy plan which will guarantee America a merchant marine in the days when business will have revived and ships will again be in demand. In other words, the outcry of the farmer against high railroad rates can at least be answered through our Governmental machinery, but if America must rely on foreign ships to carry her goods, there will be no way to overcome the arbitrary freight rates imposed by shipowners of other nations. It might be too late then to try to build a merchant marine.

Another phase of the whole question is that which touches our foreign relations. The big powers gathering here for a conference of armament know full well that behind the battleship is the merchant marine, that the use of the auxiliary forces of a nation on sea make that nation weak or strong as the case may be. England could scrap her navy and still remain powerful afloat because of her merchant marine. Shall the ships now in the United States Government's possession be allowed to go to pieces through mismanagement or through failure of companies to maintain those ships in the carrying trade?

It is a naval as well as a commercial problem. Furthermore, the Senate votes very soon on an act to exempt American ships from the payment of Panama Canal tolls. England protests that such an exemption amounts to a violation of the Hay-Pauncefote treaty which is supposed to be the basis of the British claim against discrimination. But there is nothing to prevent the United States from refunding the tolls to American ships by means of a direct subsidy. European Governments have all been subsidizing their merchant marine. Next Tuesday's meeting of the cabinet may prove of historic importance.

**Unwitnessed Friends He Is Not Dead.**  
WILMINGTON, N. C., Oct. 8.—Relatives and friends of Leon E. Smith, a young man of this city who not only died over his "death" but "buried" him last Saturday, were finally convinced today after much argument that he was not dead. Smith hastened here yesterday to deny that he had been buried. He learned that the body of another man, badly mutilated, had been found beside the railroad track at Mullica, N. C., and positively identified by friends as his. Letters addressed to Smith were said to have been found on the body.

# New U. S. Gun That Fires Shell 20 Miles And May Oust Disappearing Carriage



Among the new types of armament on display at the third annual convention of the Army Ordnance Association at the Aberdeen Proving Grounds, Aberdeen, Md., is the new 16-inch, 50-calibre rifle mounted on a "Barbette" carriage. Army experts believe its new mount will displace the disappearing carriage, an outstanding feature of American coast defenses for more than a decade. In the initial test yesterday, this gun threw a 2,300 pound steel shell twenty miles with an elevation far short of the maximum of 85 degrees.

# CONNOLLY TO GET HIS DENIAL BEFORE MEYER ON MONDAY

Senator Gives Queens President Chance He Demanded to Answer Charges.

Borough President Maurice E. Connolly of Queens will be called to the witness stand before the Meyer Legislative Investigating Committee on Monday morning. He had demanded an opportunity to defend his administration against the charges made against it. Announcement to this effect was made today by Senator Meyer, chairman of the committee.

Mr. Connolly says the Meyer Committee investigation is about the sixth that has been made of his administration. All others, he asserts, led nowhere, and he makes the same prediction concerning the present probe. Police Inspector Dwyer will be recalled to the stand during the week. Deputy Attorney General Samuel A. Berger today corrected the general impression that witnesses questioned before the Meyer Committee on New York City Affairs automatically received immunity from prosecution with regard to any matter on which their testimony has touched. He was asked if John M. Phillips, former Under Sheriff of Queens, head of the Supply Department of State Hospitals under Govs. Sulzer and Glynn, and now agent of a sewer pipe company, had not made himself immune from any charges regarding irregularities in letting Queens sewer contracts. "Mr. Phillips has immunity as to nothing," said Mr. Berger. "The law is entirely different from the general understanding of it. If Mr. Phillips had refused to answer any question on the ground that he might incriminate himself, and the committee had then forced him to answer, he would have immunity. At no time in his examination yesterday did he do that. It was not necessary for him to sign a waiver of immunity. We are not even required to warn him of his right to refuse to answer."

# Daily Sideshow

## A Bluebeard's Alibi.

Since Jan. 1 211 young women have disappeared completely from Paris. "It's lucky I've been in jail," was the comment of Henri Landru, alleged Bluebeard awaiting trial for being responsible for the disappearance of seven.

## A Honolulu Lu-lu.

Mrs. Chung Sau was fined \$5 for beating her husband, and her five children were taken away from her. It was in Honolulu.

## His Day to Howl.

Captain Jack, South African lion, in the Prospect Park Zoo, refused to roar for visitors and took little interest in his meals, and it was discovered he had toothache. Today he will be tied up and two teeth will be filed.

## What Prohibition Does to a Bull.

Duke, a community bull noted for his docility, drank corn juice that seeped out of a silo near Council Bluffs, Ia., jumped the fence and demolished a rural mail carrier's flivver.

## Where Was the Barking Dog That Always Does This?

A cat taught to jump against doors to close them saved the home of Joseph Major at Flemington, N. J., by jumping violently against the stair door when the place caught fire during the night.

## Nobody Wants a Crown Now.

The Austrian crown is so near nothing, Vienna shopkeepers will no longer accept crowns for goods, dealing only in dollars, pounds sterling or francs.

## Fish Is Fish.

Chicago prohibition officers descended on a freight car they had been wired was filled with booze from Seattle for New York. "Camouflaged as fish." When they knocked the boards from the barrels they found fish.

## Slaking the Tennessee Thirst.

A wall of whiskey was found in the residential section of Knoxville, Tenn. It was a tank sunk far underground, from which bootleggers drew up the moonshine with a handpump.

## Where Joy-Riding Is Safer.

Passengers on the Munson liner Aeolus had a five-hour joy ride

around the harbor on arriving from South America. The ship was first ordered to a Hoboken pier, then to an East River pier, and when she got there to an army base pier at South Brooklyn.

## A Proper "Decoration" for a Medical Convention.

The City of Boston was shocked to get a bill for \$126 for 252 pairs of women's stockings, described as "part of the decorations" at a medical convention. Investigation showed they were for society girls who acted as waitresses at a Harvard lawn party for medical men.

## Maybe They Had Cake Left.

The baker on the Kronland took sick and the skipper wired to Southampton for bread to help out on the voyage from Antwerp to New York. Two tons were sent out, almost wiping out the city's supply.

# TANK AND GUN SHOW A "CIRCUS"

Wonderful Development in Ordnance Like a Show to Observers.

ABERDEEN PROVING GROUNDS, Md., Oct. 8.—A "mechanical circus" is one of the latest developments of the Army Ordnance Department. The first show of the "automatic menagerie" was staged here yesterday. Great elephantine tanks waddled and plowed their way through and over obstacles, smaller tanks and gun carriages dashed rapidly up and down, while a "baby" tank cut out manner of clownish capers to the delight of the crowd. A very fast gun carriage rushed at twenty miles an hour straight at the crowds, only to turn abruptly like a crazy iron bull. Typifying "the diving Venus" an amphibious gun carriage slid slowly into a tank full of water to emerge on the other side in nowise affected by its bath. Turning about, it abruptly plunged back at full speed, climbed out, carrying half the five feet of water out of the tank with it.

## PARIS WRECK TOLL FORTY.

PARIS, Oct. 8 (Associated Press).—The death list in the St. Lazare tunnel disaster probably will approximate forty. Two burned bodies were recovered yesterday when the last of the wreckage was removed. One of these was identified; the other is believed to be that of a woman.

## NEWBERRY AGAIN IN SEAT.

WASHINGTON, Oct. 8.—Senator Newberry (Rep., Mich.) yesterday took his seat in the Senate for the first time since the filing of committee reports on the contest brought by Henry Ford.

# WHAT YOU SHOULD WEAR WHEN AND WHERE

MY DEAR:—The Schoolgirl's Blouse Is Capable of Many Interpretations

By Mildred Lodewick.

THE schoolgirl of to-day is a very smart young person indeed, her clothes bearing the stamp of individuality and an intimate acquaintanceship with the mode. Those of you who have young daughters are no doubt forever in a quandary as to how to dress them, for daughters begin very young to have ideas about the clothes they like to wear, and they do not frequently coincide with the ideas their mothers have. Consequently a diplomatic solution has to be made, the mother oftentimes gathering worthwhile suggestions from the daughter, while sifting the whole to a sensible basis. Needless to remark, any mother who selects clothes which she thinks ought to become her daughter without giving due consideration to individuality and lending a sympathetic ear to daughter's own taste is not exhibiting wisdom or justice.

The sailor suit used to be the popular school costume and will ever be becoming, but there are new and interesting interpretations of the blouse which are more distinctive. Girls today are exceedingly fond of the separate skirt of plain or plaid woolen with which novel and interesting blouses are worn. Two appealing models I have sketched. Narrow bands of red trim one of Canton crepe, while kid applique embroidery decorates the other one of velveteen.

Kid, by the way, as I mentioned previously, is one of this season's most popular modes of trimming, and certainly is versatile, achieving effects that are so dissimilar one can scarcely believe they were accomplished through the same medium. On a dark blue tricotine frock for a miss leaves of red kid were applied in a careless manner over its surface, as if they had fallen from some odd species of tree. Another dark blue frock of Canton crepe was completed with collar and cuffs with red wooden beads. The effect was indeed smart. Another pretty exploitation of kid was in the form of a five-inch banding of cut-out work in tan color on the edge of a brown velveteen frock. The rest of the frock was very simple, a mere binding of the kid finishing the neck, while a tam-o'-shanter had repeated the kid applique over a velvet surface. Chiffon velvet is smart for "grown-ups" afternoons frocks, one adorable model I saw recently having a short shoulder cape of the same fabric accompanying it. The sleeves were long and light, quite in contrast to the omnipresent wide ones. Some of these wide



sleeves are individual, however. I saw one of Georgette which was slashed half way up, toward the front, permitting the arm to slip through, awhile the lower portion of the sleeve dropped in a not ungraceful fashion. The slash was embroidered. Another sleeve was long and tight with huge turn back cuffs of plaited Canton crepe.

Have you seen the new embroidery which introduce fur into the design? Ermine tails, rosettes of monkey's fur, circles or squares of squirrel, all add richness to exquisite embroidery patterns done in heavy floss and very narrow ribbon. Ribbon, by the way, is one of

the most effective means of obtaining an elaborate effect with little labor. I saw narrow grosgrain ribbon employed to outline a pretty design of embroidery, but instead of being sewn on, it was merely caught with a close favorite to blue for evening, and even for daytime wear. I have seen this color as a living touch to a dark costume. A three-piece suit of black Canton crepe worn by a smart young matron revealed a row of yellow Georgette when her coat was removed. A dark blue tricotine frock exploited much yellow in the embroidered motifs which held the belt at each side of the front, while yellow linen piped the slashes in the sleeves.

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